

Traffic Study



February 12, 2016 (Revised)

Mr. Gary Caravantes Opus One Winery P.O. Box 6 Oakville, CA 94562

Subject: Focused Traffic Analysis for the Proposed Opus One Use Modification

Project - Located at 7900 St. Helena Highway (Oakville) in Napa County

Dear Mr. Caravantes:

This report provides a focused traffic analysis for proposed use permit modifications associated with the Opus One Winery located at 7900 St. Helena Highway in Oakville (Napa County). As part of the overall use modification proposal, the existing winery would increase production from 170,590 to 250,000 gallons and would slightly increase overall employment from current levels. In addition, there would be a moderate increase in current guest visitation levels from 1,200 to 1,450 per week. It is noted that winery staff indicates there has been no significant fluctuation in weekly guest or visitation levels (± 10%) based on applicant visitation data over the past several years. This study reflects our discussions with County Planning staff regarding the project analysis approach and other adjacent approved/pending projects in the study area. Some of the key issues evaluated in this study include the following:

- Existing and future weekday PM and weekend mid-day peak hour operations on St. Helena Highway (State Route 29) and Oakville Cross Road at the Opus One Access driveways and the Oakville Cross Road/State Route 29 intersection;
- Near-term (Year 2016) traffic conditions reflecting other approved/pending projects in the study area;
- Project trip generation relative to any increases related to proposed winery production, visitation, and employment levels;
- Project site circulation and vehicle access at the State Route 29 and Oakville Cross Road access driveways;
- Cumulative year 2030 (no project) conditions along State Route 29 based on the Napa County General Plan Update EIR;

The following sections outline existing and future traffic conditions with and without the proposed Opus One project. Where necessary, measures have been recommended to ensure acceptable traffic flow, circulation, and/or fair share contribution to regional cumulative traffic improvements along State Route 29.

¹ Ms. Shaveta Sharma, Associate Planner, County of Napa, Initial review of transportation scope-of-work (Opus One Winery), Personal communication on September 22, 2014.

1. Existing Traffic Conditions

Roadways

The proposed Opus One project site is located at 7900 St. Helena Highway (SR-29) just north of Oakville Cross Road in Napa County (see Figure 1—Project Vicinity Map). There are two access driveways; the main visitor driveway that extends east from SR-29 for approximately 1,400 feet and a second "service entrance" driveway that extends north from Oakville Cross Road for approximately 680 feet to the winery grounds/building located at the far end of the driveways. The access driveways connect to an internal drive that links visitor parking areas on the south side of the winery and employee/delivery parking areas on the north side of the winery building. Oakville Cross Road intersects State Route 29 (St. Helena Highway) approximately 900 feet south of the main access driveway. State Route 29 is the primary north-south facility through the Napa Valley. A brief description of each roadway follows:

St. Helena Highway (SR-29) extends in a north-south direction between Oakville and Rutherford in the project study area. In this area, SR-29 is classified as a two-lane rural arterial based on the Napa County General Plan and a minor arterial roadway in Caltrans roadway classification chart. SR-29 provides access north to Rutherford and St. Helena and beyond. To the south, the highway provides access to Yountville, Napa, American Canyon and Vallejo. In the immediate project site area, SR-29 has one travel lane in each direction separated by a two-way-left-turn lane (TWLTL) that extends from 250 feet north of the Opus One main driveway through Oakville Cross Road to 250 feet south of Oakville Grade Road. The speed limit on SR-29 is 50 mph in the project area.

Oakville Cross Road extends in an east-west direction between SR-29 and Silverado Trail. West of SR-29, the roadway extends as Walnut Lane. A two-lane roadway, Oakville Cross Road provides access to commercial areas adjacent to the SR-29; agricultural (winery) uses, and selected residences as it extends east towards Silverado Trail. Oakville Cross Road is designated as a Class III bike route and has limited shoulder areas (4-5 feet).

Existing Roadway/Intersection Volumes

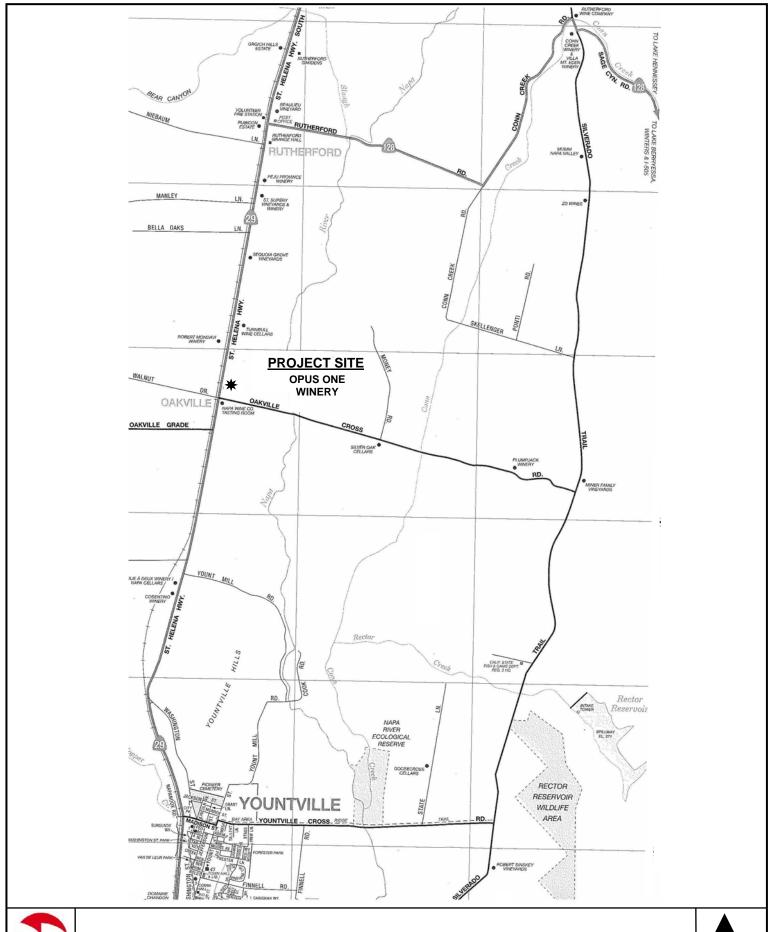
SR-29 acts as the primary north-south regional route through the Napa Valley and provides direct access to the project site. Based on the most recent Caltrans daily traffic counts conducted along SR-29 (between Oakville Grade Road and Rutherford Road), SR-29 has a current annual average daily traffic volume of 23,400 vehicles.² During the peak month, the roadway carries 25,500 ADT. Based on Napa County roadway segment level-of-service (LOS) thresholds, these ADT volumes represent LOS F conditions for a two-lane rural arterial roadway.³ Oakville Cross Road carries approximately 1,770 ADT (west of Money Road) based on Napa County count data and this would represent LOS B conditions consistent with a two-lane collector street.⁴

⁴ Napa County, Department of Public Works, Traffic Volumes, Oakville Cross Road, Average Daily Traffic (ADT), West of Money Road, 2008.



² Caltrans, 2013 Traffic Volumes Book, State Route 29 average annual daily traffic (AADT) and peak month average daily traffic (ADT between Oakville Grade Road and Rutherford Road).

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





Project Vicinity Map



As a part of this study, intersection turning movement counts were conducted at the Opus One access driveways at SR-29 and Oakville Cross Road as well as at the Oakville Cross Road/SR-29 intersection during a weekday PM peak commute period (4-6 PM) and the Saturday afternoon peak period (1-3 PM). Proposed winery visitor activity is expected to be highest during a Saturday afternoon. In addition, focused ADT counts on the project's driveways were also collected to gauge visitor/employee activities. From peak period intersection counts, the "peak hour" of traffic flow was derived to calculate existing vehicle delays. For SR-29, these counts indicate a weekday PM peak hour two-way flow of 1,888 vehicles and 1,988 vehicles on a peak hour Saturday afternoon. The counted peak hour volumes are consistent with expected typical day peak hour flow based on Caltrans data. In fact, these volumes were collected during the peak harvest/crush period for the Napa Valley (September/October, 2014) and reflect "peak month" volumes.

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

Existing Access Driveway Operations

As previously outlined, Opus One has two access driveways; the main visitor driveway that extends east from SR-29 for approximately 1,400 feet and a second "service entrance" driveway that extends north from Oakville Cross Road for approximately 680 feet to the winery grounds/building located at the far end of the driveways. The access driveways connect to an internal drive that links visitor parking areas on the south side of the winery and employee/delivery parking areas on the north side of the winery building (limited access). The Oakville Cross Road access driveway also provides access to a winery/service building located just east of driveway (rear entrance). Access to this property can be gained directly from Oakville Cross Road via a gated driveway located 320 east of the Opus One access driveway.

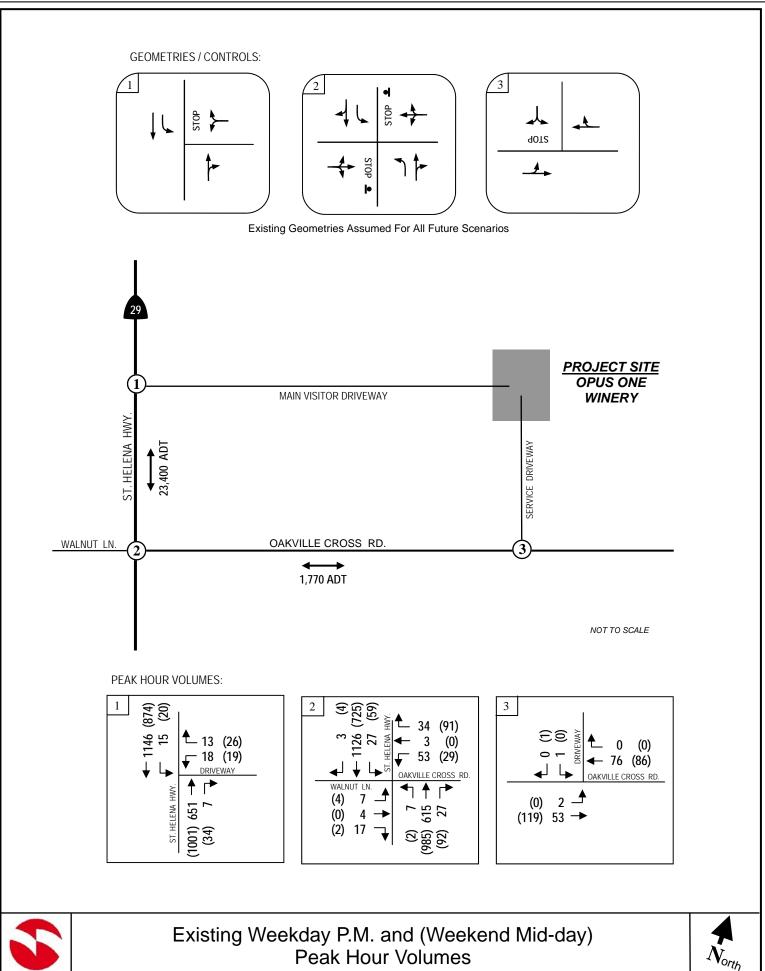
Based on peak hour and ADT count data, winery traffic activity is focused primary at the project's main driveway to/from SR-29. During this study's peak period counts, 53 vehicle trips in/out of this access driveway occurred during the weekday PM peak hour and 99 vehicle trips in/out of the driveway occurred during the weekend mid-day peak hour. ADT volumes on the main driveway currently average 440 vehicles. Overall volumes on the project's Oakville Cross Road driveway are lower; three (3) vehicle trips in/out during the PM peak hour and one (1) vehicle trip during in/out during the weekend mid-day peak hour. ADT volumes on the driveway average 135 vehicles.

Existing Intersection Operation

Intersection operation is one of the primary factors in evaluating the carrying capacity of a roadway network. Traffic conditions are measured by Level of Service (LOS), which applies a letter ranking to successive levels of intersection performance. LOS 'A' represents optimum conditions with free-flow travel and no congestion. LOS 'F' represents severe congestion with long delays at the approaches. For intersections with minor street stop control, the LOS reflects the delays experienced by the minor street approach. (LOS definitions and calculation worksheets are provided in the Appendix).

⁵ Baymetrics Traffic Resources, Weekday PM peak period (4:00-6:00 p.m.) and weekend mid-day peak period (1:00-3:00 p.m.) intersection turning movement counts, Opus One Access driveways at SR-29 and Oakville Cross Road and Oakville Cross Road/SR-29 intersection, October 23 & 25, 2014.





omni-means

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

- 1. Opus One Driveway/State Route 29 (St. Helena Highway)
- 2. Opus One Driveway/Oakville Cross Road
- 3. Oakville Cross Road/State Route 29 (St. Helena Highway)

All project study intersections are unsignalized, minor-street stop-sign controlled intersections (minor street and/or two-way-stop-control). Based on the Highway Capacity Manual (*HCM 2010*) operations methodology for unsignalized intersections, existing weekday PM peak and weekend mid-day peak hour existing (no project) level-of-service has been shown in Table 1. As calculated, the Opus One Driveway/SR-29 intersection is operating at LOS C during both the weekday PM peak hour and during the weekend (Saturday) mid-day peak hour. The Opus One Driveway/Oakville Cross Road intersection is operating at LOS A during the same time periods. Finally, the Oakville Cross Road/SR-29 intersection is operating at LOS F during both the weekday PM peak and weekend mid-day peak hours. It is noted that stated intersection LOS at the Oakville Cross Road/SR-29 intersection refers to the stop-sign controlled eastbound-westbound turn movements from either Oakville Cross Road or Walnut Lane onto SR-29.

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria, all three unsignalized intersections were evaluated for signalization. The peak hour warrants are one of several standards to help determine if installation of a traffic signal is appropriate. Qualifying for signalization using the peak hour warrants does not necessarily mean a signal should be installed. In rural areas, the minimum minor street stop-sign controlled volume that would qualify for signalization requires 75 peak hour vehicles (approach volume). At this time, the Oakville Cross Road/SR-29 intersection would qualify for peak hour signal warrants based CAMUTCD standards (the warrant graphs are provided in the Appendix). The Opus One access driveways at SR-29 and Oakville Cross Road do not qualify for peak hour signalization under existing conditions.

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

			Wkdy. PM LC	S/Delay	Wknd. Mid-Day LOS/Delay		
#	Intersection	Control Type	Existing (No Project)	Near-Term (No Project)	Existing (No Project)	Near-Term (No Project)	
1	Opus One Driveway/SR-29	Stop	C 21.1	C 23.5	C 24.4	D 27.4	
2.	Oakville Cross Rd./SR-29	Stop	F >50.0	F >50.0	F >50.0	F>50.0	
3.	Opus One Driveway/Oakville Cross Road	Stop	A 9.3	A 9.7	A 8.7	A 8.9	

Based on Highway Capacity Manual (HCM) 2010, Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic 8.0 software. Intersection calculation yields an LOS and vehicle delay in seconds. Stated LOS refers to the minor street (stop-sign) controlled movement. The Oakville Cross Road/SR-29 intersection LOS stated for minor streets reflects delays exceeding 150 seconds.

⁶ California Manual on Uniform Traffic Control Devices (CAMUTCD), Chapter 4C, Peak hour signal warrant (#3), 2012.



Existing Vehicle Speeds/Sight Distance

The primary issues for access design are the vehicle visibility and operation relative to vehicles traveling on SR-29 and Oakville Cross Road and vehicles turning in/out of the winery driveways. The required vehicle visibility or "corner sight distance" is a function of the travel speeds on SR-29 and Oakville Cross Road. 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." ⁷ Based on radar surveys conducted as a part of this study, the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along SR-29 at the existing access driveway was recorded at 53 miles per hour (mph) or less during the weekday PM peak period and the Saturday afternoon peak period. Based on Caltrans design standards, these vehicle speeds require a sight distance of approximately 465 feet, measured along the travel lanes on SR-29. 8 As measured, existing vehicle sight distance from the access driveway looking south on SR-29 exceeds 465 feet (900 feet) and is adequate. Vehicle sight distance to the north is unrestricted measuring over 1,500 feet. Corner sight distance was also evaluated for the Opus One driveway on Oakville Cross Road. Based on radar speed surveys, the critical speed on Oakville Cross Road is 49 miles per hour and would require a sight distance of 430 feet. As measured, existing vehicle sight distance from the driveway looking west is 1,670 feet. Sight distance to the east is approximately 700 feet. It is noted that site distance to the east on Oakville Cross Road can be affected by utility poles and existing row trees along the north side of the road that partially obstruct the view from the standard driveway setback. However, the sight distance remains intact and the view is unobstructed within six (6) feet of the driveway's intersection with Oakville Cross Road.

Existing Bicycle/Pedestrian Access

Existing bicycle and pedestrian facilities in the project site vicinity are minimal with the exception of wide, striped shoulders on both SR-29 and Oakville Crossroad. Existing shoulder widths (paved) on SR-29 are approximately 8-10 in width. Existing shoulder widths on the Oakville Crossroad are approximately 5-6 feet in width. During field data collection, it was observed that there was no pedestrian/bicycle traffic at the proposed project's SR-29 driveway or Oakville Crossroad driveway. Pedestrian activity in the study area is primarily focused at the Oakville Crossroad/SR-29 intersection where there is a mix of commercial-retail, winery, and residential uses on the four quadrants of the intersection.

The Napa Countywide Bicycle Plan indicates that both SR-29 and Oakville Crossroad are "proposed" Class II bike facilities. Currently, Oakville Crossroad is established as a Class III bike route and is signed as such in an east-west direction between SR-29 and Silverado Trail. Pedestrian/bike access is always available via the project site's main SR-29 driveway during normal operating hours and can easily be gained from the Oakville Crossroad access driveway when gates allow.

⁸ Omni-Means Engineers & Planners, Field observations and radar speed surveys on SR-29 and Oakville Cross December 18, 2014.



⁷ Caltrans, Highway Design Manual, Chapter 200, Topic 201—Sight Distance, March 7, 2014.

2. Near-Term (No Project) Conditions

Near-Term (Approved/Pending Projects)

Near-term (no project) conditions represent a reasonable period of time in which approved and/or pending projects in the study area could be constructed. Based on discussions with County Planning staff, a two-year period to the year 2018 has been established for near-term (no project) conditions representing all approved/pending projects within the study area. To generate near-term (no project) conditions, approved and pending projects provided by Napa County Planning staff in the area have been used. These approved/pending projects are either new wineries or existing wineries applying for use permit modifications to increase production, employees, visitors, and/or marketing events. These projects are located both north and south of the project site off of State Route 29 and east of the project site off of Oakville Cross Road, and are described as follows:

Napa County:	Approved/Pro	pposed Use Modification(s):
B Cellars Winery	Production:	45,000 gallons per year
701 Oakville Rd.	Visitors:	420 visitors/week
Oakville, CA 94562	Employees:	13 full-time
Neverember Winery	Production:	10,000 gallons per year
711 Oakville Rd.	Visitors:	24 visitors/week
Napa, CA 94562	Employees:	3 full-time
Swanson Winery	Production:	100,000 gallons per year
6075A St. Helena Hwy.	Visitors:	1,400 visitors/week
Oakville, CA 94562	Employees:	30 full-time
Lincoln Ranch Winery	Production:	50,000 gallons per year
7544 St. Helena Hwy.	Visitors:	300 visitors/week
Oakville, CA 94562	Employees:	14 full-time
Chay Family Winon	Draduction	20,000 gallana
Chow Family Winery	Production:	20,000 gallons
8301 St. Helena Hwy. Oakville, CA 94562	Visitors:	100 visitors/week
Oakville, CA 94502	Employees:	4 full-time

Near-Term (No Project) Trip Generation

For all approved/pending winery projects, daily and peak hour trip generation was calculated using employee peaking factors, auto occupancy rates for visitors, and production ratios based on recent winery research conducted by the Napa County Conservation, Development, and Planning Department. Near-term projects would generate 161 weekday PM peak hour trips and 123 mid-day weekend peak hour trips. On a daily basis, near-term projects would generate 451 ADT and 426 ADT on a weekday and weekend, respectively.

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



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

Both near-term (no project) and cumulative (year 2030) volume projections for SR-29 were derived from the Napa County Transportation and Planning Agency's traffic volume forecasts found in the Napa County General Plan Update EIR. The forecast increase in volume-to-capacity (v/c) ratio from Year 2003 to Year 2030 on SR-29 between Oakville Grade Road and Rutherford Road was applied to the Year 2003 peak hour two-way volumes (2,037 vehicles). This yielded a future volume of 3,740 weekday PM peak hour vehicles on SR-29 in the Year 2030. This would equate to an increase in traffic volumes of 3.7% per year to the Year 2030 on the highway.

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

No long range traffic growth projections are available for Oakville Cross Road. Therefore, increases in daily and peak hour traffic in the project study area would represent increases in winery activities as provided by County staff.

Near-term (no project) local/regional daily and peak hour volumes for the weekday and weekend have been added to existing intersection volumes on State Route 29 based on existing traffic flows and previous transportation analyses conducted in the area. Near-term (no project) volumes for weekday PM peak hour and weekend mid-day peak hour have been shown in Figure 3.

Near-Term (No Project) Intersection/Roadway Operation

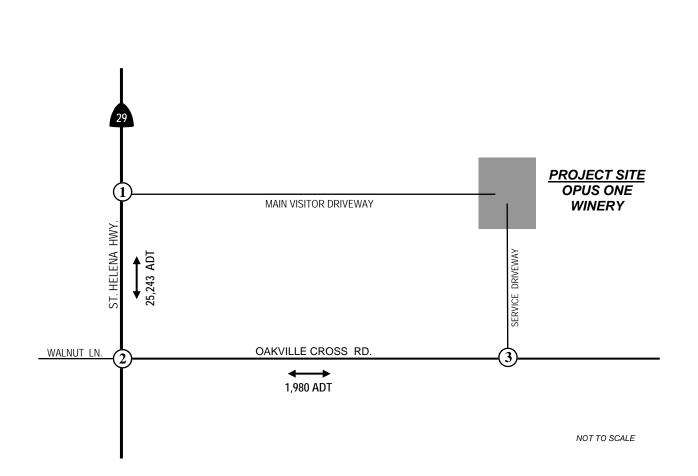
With near-term (no project) volumes, study intersection LOS has been calculated and is shown in Table 1. As calculated, the Opus One Driveway/SR-29 intersection is operating at LOS C during the weekday PM peak hour and LOS D during the weekend (Saturday) mid-day peak hour. The Opus One Driveway/Oakville Cross Road intersection is operating at LOS A during the same time periods. The Oakville Cross Road/SR-29 intersection would continue to operate at LOS F during both the weekday PM peak and weekend mid-day peak hours. Intersection LOS at the Oakville Cross Road/SR-29 intersection refers to the stop-sign controlled eastbound-westbound turn movements from either Oakville Cross Road or Walnut Lane onto SR-29.

Based on CAMUTCD peak hour signal warrant criteria (Warrant #3), the Oakville Cross Road/SR-29 intersection would continue to qualify for signalization with near-term (no project) volumes. The Opus One driveway intersections at SR-29 and Oakville Cross Road would not qualify for signalization under peak hour criteria.

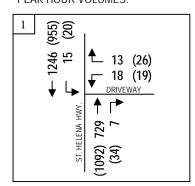
AADT volumes on SR-29 would increase from 23,400 to 25,243 vehicles under near-term (no project) conditions. Based on Napa County roadway thresholds, this would continue to represent LOS F conditions. ADT volumes on Oakville Cross Road would increase from 1,770 vehicles to 1,980 vehicles and the roadway would continue to operate at LOS B.

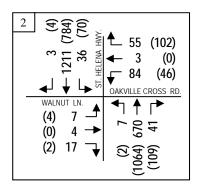
⁹ Dowling Associates, Napa County General Plan Update, Technical Memorandum for Traffic and Circulation Supporting the Findings and Recommendations, February 9, 2007.

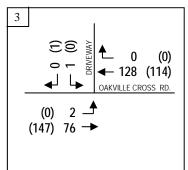




PEAK HOUR VOLUMES:









Near Term Without Project Weekday P.M. and (Weekend Mid-day) Peak Hour Volumes



3. Napa County Significance Criteria

The County of Napa's significance criteria has been based on a review of the Napa County Transportation and Planning Agency and Napa County General Plan documentation on roadway and intersection operations. Specifically, the Circulation Element of the County's General Plan outlines the following significance criteria specific to intersection operation:

Intersections

- The County shall seek to maintain a Level of Service D or better at all intersections, except where the level of service already exceeds this standard (i.e. Level of Service E or F) and where increased intersection capacity is not feasible without substantial additional right-of-way.
- No single level of service standard is appropriate for un-signalized intersections, which shall be evaluated on a case-by-case basis to determine if signal warrants are met.

Further significance criteria are based on County and CEQA guidelines and apply mainly to intersection operation and access. A significant impact occurs if project traffic would result in the following:

- Cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume capacity ratio on roads, or congestion at intersections);
- Exceed either individually or cumulatively, an LOS standard established by the county congestion management agency for designated roads or highways;
- Result in a change of traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
- Result in inadequate emergency vehicle access;
- Project site or internal circulation on the site is not adequate to accommodate pedestrians and bicycles;

4. Proposed Project Impacts

Site Trip Generation

To determine the total increases in project trip generation and net increase in roadway trips, overall trip generation has been estimated for the following two scenarios:

- Existing Uses
- Proposed Uses



The winery's current use permit (2008) allows 64 full-time and four (4) part-time employees during normal weekday operations and seven (7) full-time and two (2) part-time employees during the weekend. Visitation is not limited by previous use-permits and is currently at 500 visitors on the busiest day with an average of 1,200 visitors per week. Winery production is limited to 110,000 gallons. The existing use permit has no information on specific marketing events, but the winery has historically held marketing events and participated in the Auction Napa Valley each year.

Related to existing uses at the winery; the winery currently averages approximately 155-165 visitors per day and 500 visitors on its very busiest day based on Opus One attendance history. In addition, employment at the winery has increased to an average of 65 weekday employees (53 full-time and 12 part-time) and 25 weekend employees (20 full-time, 5 part-time). The weekday total of 65 employees is just one more employee than the County approved limit of 64 full-time employees as allowed by the 2008 use permit document. Employment reflects a combination of cellar, administrative, and tasting room employees.

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

Project Components

Existing and proposed use levels have been summarized (below). The proposed daily use modifications listed below reflect Opus One weekly modifications to wine production, visitation, employment, and small marketing events throughout the year. The proposed modifications do not reflect the minor increases associated with part-time employment and truck traffic (during the crush/harvest season) nor larger marketing event traffic that do not occur on weekly basis throughout the year. Proposed uses associated with crush/harvest activities and marketing events are analyzed in future report sections. Project components can be described as follows: 10

		<u>Existing</u>	Proposed
Production	Annual:	170,590 gallons	250,000 gallons
Employees:	Weekday:	53 F-T, 12 P-T	65 F-T, 10 P-T
	Weekend:	20 F-T, 5 P-T	20 F-T, 5 F-T
Visitors:	Weekday:	165 visitors	200 visitors
	Weekend:	500 visitors	500 visitors
Trucks:	Weekday:	3 trucks/day	4 trucks per day
	Weekend:	3 trucks/day	4 trucks per day

Daily operations for the proposed Opus One Winery project would involve an all on-site winery operation with a maximum annual production of 250,000 gallons. All fruit (250,000 gallons of production) would be processed on-site during the harvest/crush season. Approximately 70% of the fruit is brought in from off-site (on-haul) and 30% is processed from on-site fruit. Visitors (by appointment only) would occur at a maximum of 200 daily visitors on a typical weekday and a maximum 500 daily visitors on weekends. Employment is expected to be 65 full-time employees and 10 part-time employees on a weekday with 20 full-time and five (5) part-time employees on a

¹⁰ Dickenson, Peatman, & Fogarty, Project Statement Use Modification Opus One, 7900 St. Helena Highway, Oakville, CA, October, 2014.



weekend. Winery operations for staff would occur between 7:00 a.m. – 9:00 p.m. Actual tours and tastings would occur between 10:00 a.m. and 4:00 p.m.

Crush/Harvest Activities

With the six-week crush/harvest season, proposed winery activities would increase slightly related to part-time employment and truck trips compared to typical Saturday winery operations. Proposed crush activity uses for Saturday would be as follows:

Proposed

Production: Annual: 250,000 gallons Employees: Weekend: 20 F-T, 10 P-T Visitors: Weekend: 500 visitors Trucks: Weekend: 7 trucks per day

As noted previously in the project component description, there would be slight increase in parttime employees (5) from typical Saturday conditions to assist in the crush activities associated with the harvest period. In addition, the maximum production of 250,000 gallons would be approximately equal to 1,674 tons of fruit (based on applicant data). With 70% of the fruit coming from off-site (on-haul), this would represent approximately 1,172 tons of fruit. Based on 6.63 tons per truck and a 36-day crush period, this would equal five trucks per day or 10 truck trips. However, the project applicant indicates it is possible for the winery to process up to 45 tons of fruit during peak crush days. Should 45 tons of fruit be processed, than a maximum of seven trucks or 14 truck trips could be expected on peak crush day. It is noted that the harvesting of fruit related to truck traffic is a bit like a bell curve; the number of trucks typically starts around 1-2 trucks per day and then gradually increases to peak production/yields, then diminishes accordingly. In discussing the crush operation with winemakers, the majority of these truck trips occur during the very early morning hours or during the late evening night/hours outside of the peak traffic commute periods. These harvest methods ensure the quality of the harvest and keeps the fruit cool. (For a complete discussion of crush/harvest activities and related trip generation, please see Section 5: Site Access/Design Parameters: Crush/Harvest).

Winery Marketing Plan

The existing marketing plan would consist of up to a maximum of 35 annual events and these can be described as follows:

- 10 annual events with up to 10 guests;
- 10 annual events with up to 25 guests;
- 10 annual events with up to 100 guests;
- 5 annual events with up to 300 guests;
- Participation in Auction Napa Valley.

Based on marketing data supplied by project applicant staff, the Opus One Winery currently averages 18 marketing events per year with a maximum of 21 events during the last three recorded calendar years. As planned, more than half of the 35 marketing events would consist of 25 quests or less. In addition, the largest event(s) of up to 300 quests do not currently occur five

¹¹Mr. Gary Caravantes, Opus One, Opus One Winery marketing data, Daytime and evening marketing events, 2012, 2013, and 2014.



times annually. Special event activity would be scheduled to minimize the arrival of guests between the weekday PM peak period (4:00-6:00 p.m.) travel periods and all event activity would be concluded by 10:00 p.m. (For a complete discussion of marketing events, related trip generation, and travel periods please see Section 5; Site Access/Design Parameters: Marketing Events).

Project Trip Generation/Distribution

The proposed project's typical weekday and weekend peak hour and daily traffic volumes have been calculated and are shown in Table 2 (please see Appendices for winery trip generation sheets).

TABLE 2
PROJECT TRIP GENERATION COMPARISON
DAILY AND PEAK HOUR

	Weekd	ay Trips	Weekend Trips		
Scenario	Daily	PM Peak	Daily	Mid-Day Peak	
Existing Uses	315	120	428	107	
Proposed Uses	376	143	428	107	

Daily and peak hour calculations based on County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2015.

Overall trip generation calculations have been based on employee peaking factors and auto occupancy rates for event visitors based on recent winery research conducted by the Napa County Conservation, Development, and Planning Department and existing driveway volumes. Overall trip generation calculations represent the increase in production, visitation, and employment activities from existing uses to ultimate use modification levels. The proposed project would be expected to generate 376 daily weekday trips with 143 PM peak hour trips. During a typical weekend, the project would be expected to generate 428 daily trips with 107 mid-day peak hour trips. Please note, overall project trip generation shown in Table 2 does not include temporary activities associated with crush/harvest activities and large marketing events (>25 guests). These activities are address in Section 5: Site Access/Design Parameters.

With regard to the total increase in traffic volumes on the roadway network, the proposed project is expected to generate 61 daily trips with 23 trips during the weekday PM peak hour. These trips totals represent the differences between existing levels and proposed levels as shown in Table 3. On a weekend, the project would not add any additional trips to the roadway beyond today's existing levels. The primary reason for these minor increases in project traffic on the roadway network is due to proposed employment levels staying virtually unchanged from existing conditions and visitation levels experiencing a moderate increase over today's levels.

¹²County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012.



TABLE 3 NET INCREASE IN PROJECT TRIP GENERATION WEEKDAY AND WEEKEND PEAK HOUR

	Daily Trips		Weekda	y PM Trips	Weeke	nd Trips
Scenario	Wkdy.	Wknd	Trips	In/Out	Trips	In/Out
Net Increase on Roadways						
Proposed Uses	376	398	143	36 / 107	107	54 / 53
Existing Uses	315	398	120	30 / 90	107	54 / 53
Total Net New Roadway Trips	61	0	23	6 / 17	0	0/0

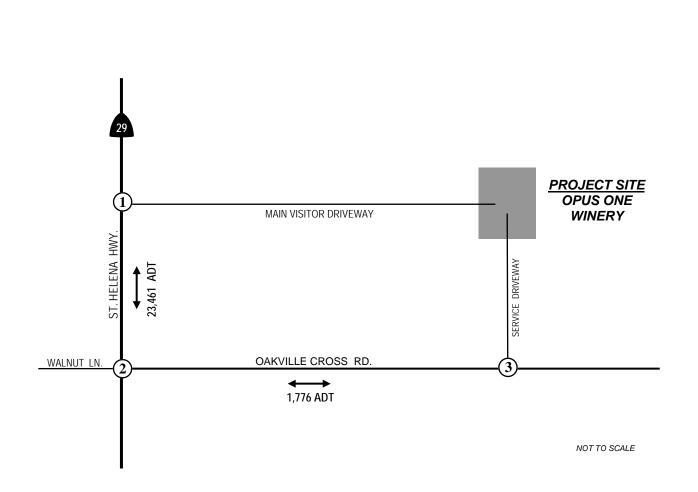
Daily and peak hour calculations based on County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2015. Please see Appendices for Existing and Proposed winery trip generation sheets. Existing Use trips (shown parenthetically) represent vehicle trips already on the street network

To determine traffic conditions with the proposed project, total net new roadway trips were added to existing volumes. Based on observed turning percentages at the main visitor access driveway, the project trips were distributed 50% to/from the north on SR-29 and 50% to/from the south on the same roadway. It is noted that Opus One encourages all guests/visitors to use the main access driveway to/from SR-29 rather than the existing driveway from Oakville Cross Road. The existing Opus One driveway to/from Oakville Cross Road is categorized as a "Service Entrance" and indicates "Guests please use main gate on Highway 29." While it is possible for visitors to use this driveway, the electronic gate can be closed at times and typically this driveway is used only for deliveries and/or employee access. This evidenced by the very low traffic volumes in/out of the driveway during weekday and weekend peak periods (three vehicles or less). Therefore, all net new roadway project trips were assigned to/from the main Opus One Driveway at SR-29 a conservative analysis. Existing plus project and near-term plus project volumes have been shown in Figure 4 and 5.

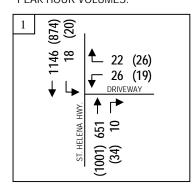
It is noted that surveys of existing daily and peak hour trip generation at the existing Opus One Winery indicate the use of transit services. Specifically, of the surveyed visitor groups to the winery on a Thursday, Friday, and Saturday approximately 8-10% carpooled, and/or used Hire Car (limousines, Escalades, Vans, etc.) to access the winery. The use of hire car to/from the winery has helped to reduce overall vehicle trip generation. Based on discussions with the applicant, the use of transit will continue and expand with proposed use modification levels and is being directly marketed to reduce vehicle miles traveled (VMT), vehicle trip generation, and improved guest demographics.

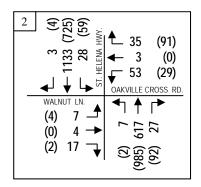
¹³ Gary Caravantes, Opus One, Daily visitation data for Opus One Winery, October 23, 24, 25, 2014.

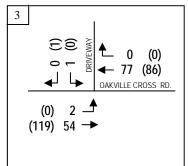




PEAK HOUR VOLUMES:



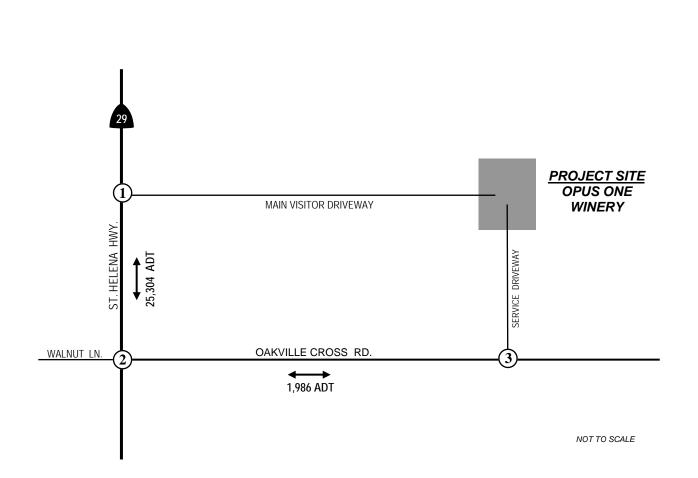




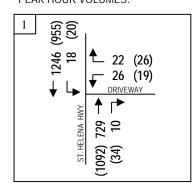


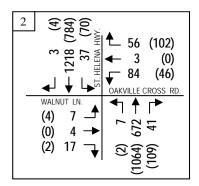
Existing Plus Project Weekday P.M. and (Weekend Mid-day) Peak Hour Volumes

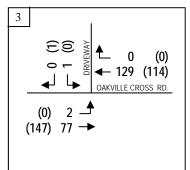




PEAK HOUR VOLUMES:









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



Project Effects on Roadway/Intersection Operation

A. Existing Plus Project Conditions

The project would be expected to add approximately 61 weekday daily trips to the access driveway and State Route 29. This would represent an addition of less than 1 percent (0.003) to the daily volumes on the highway. The combined existing plus project volume of 23,461 daily trips would remain at LOS F operating conditions for a two-lane rural arterial highway based on established County thresholds.

During the peak winery activity periods, the project would generate 23 weekday PM peak hour trips and zero (0) Saturday mid-day peak hour trips. The primary reason for these small increases in roadway trips is due to the very small increase in employment levels and moderate increase in visitation levels during both the weekday and weekend periods. Weekday PM peak hour and weekend mid-day peak hour intersection levels of service were evaluated with proposed project traffic and are shown in Table 4.

As calculated, the Opus One Driveway/SR-29 intersection would continue to operate at LOS C during both the weekday PM peak hour and during the weekend (Saturday) mid-day peak hour with proposed project traffic. The Opus One Driveway/Oakville Cross Road intersection would operate at LOS A during the same time periods. The Oakville Cross Road/SR-29 intersection would continue to operate at LOS F during both the weekday PM peak and weekend mid-day peak hours.

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria, all three unsignalized intersections were evaluated for signalization. With proposed project traffic, the Oakville Cross Road/SR-29 intersection would continue to qualify for peak hour signal warrants based CAMUTCD standards (the warrant graphs are provided in the Appendix). The Opus One access driveways at SR-29 and Oakville Cross Road do not qualify for peak hour signalization under existing plus project conditions.

B. Near-Term Plus Project Conditions

Similar to existing plus project conditions, the project would add approximately 61 daily trips to the main access driveway at SR-29. This would represent an addition of less than 1 percent (0.002) to the daily volumes on the highway. The combined near-term plus project volume of 25,304 daily trips would remain at LOS F operating conditions for a two-lane rural arterial highway based on established County thresholds.

¹⁴ California Manual on Uniform Traffic Control Devices (CAMUTCD), Chapter 4C, Peak hour signal warrant (#3), 2012.



TABLE 4 EXISTING PLUS PROJECT AND NEAR-TERM PLUS PROJECT CONDITIONS: INTERSECTION LEVELS-OF-SERVICE WEEKDAY PM PEAK AND WEEKEND MID-DAY PEAK HOUR

	772112777 1 1111 2 1117 1112 11112 11112 11112 11112 11112 11112 11112 11112 11112 11112 11112 11112 11112 11112									
			Wkdy. PM L0	OS/Delay	Wknd. Mid-Day LOS/Delay					
		Control	Existing	Near-Term	Existing	Near-Term				
#	Intersection	Type	+ Project	+ Project	+ Project	+ Project				
1	Opus One Driveway/SR-29	Stop	C 21.6	C 24.5	C 24.4	D 27.4				
2	Oakville Cross Rd./SR-29	Stop	F >50.0	F >50.0	F >50.0	F>50.0				
3	Opus One Driveway/Oakville Cross Road	Stop	A 9.3	A 9.8	A 8.7	A 8.9				

Based on Highway Capacity Manual (HCM) 2000, Operations methodology for stop-sign controlled (unsignalized) intersections using Synchro-Simtraffic software. Intersection calculation yields an LOS and vehicle delay in seconds. Stated LOS refers to the minor street (stop-sign) controlled movement.

With near-term plus project volumes, study intersection LOS has been calculated and is shown in Table 4. As calculated, the Opus One Driveway/SR-29 intersection would continue to operate at LOS C during the weekday PM peak hour and LOS D during the weekend (Saturday) mid-day peak hour. The Opus One Driveway/Oakville Cross Road intersection continues to operate at LOS A during the same time periods. The Oakville Cross Road/SR-29 intersection would continue to operate at LOS F during both the weekday PM peak and weekend mid-day peak hours with near-term plus project volumes.

Based on CAMUTCD peak hour signal warrant criteria (Warrant #3), the Oakville Cross Road/SR-29 intersection would continue to qualify for signalization with near-term plus project volumes. The Opus One driveway intersections at SR-29 and Oakville Cross Road would not qualify for signalization under peak hour criteria.

5. Site Access/Design Parameters

Sight Distance

As noted in the discussion of existing conditions, the primary issues for access design are the vehicle visibility and operation relative to vehicles traveling on SR-29 and Oakville Cross Road and vehicles turning in/out of the winery driveways. The required vehicle visibility or "corner sight distance" is a function of the travel speeds on SR-29 and Oakville Cross Road¹⁵ Based on radar surveys conducted as a part of this study, the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along SR-29 at the existing access driveway was recorded at 53 miles per hour (mph) or less during the weekday PM peak period and the Saturday afternoon peak period. Based on Caltrans design standards, these vehicle speeds require a sight distance of approximately 465 feet, measured along the travel lanes on SR-29. ¹⁶ As measured, existing vehicle sight distance from the access driveway looking south on SR-29 exceeds 465 feet (900 feet) and is adequate. Vehicle sight distance to the north is unrestricted measuring over 1,500 feet. Corner sight distance was also evaluated for the Opus One driveway on Oakville Cross Road. Based on radar speed surveys, the critical speed on Oakville Cross Road is 49 miles per hour and would require a sight distance of 430 feet. As measured, existing vehicle sight distance from the driveway looking west is 1,670 feet. Sight distance to the east is approximately 700 feet.

¹⁶ Omni-Means Engineers & Planners, Field observations and radar speed surveys on SR-29 and Oakville Cross December 18, 2014.



¹⁵ Caltrans, Highway Design Manual, Chapter 200, Topic 201—Sight Distance, March 7, 2014.

It is noted that site distance to the east on Oakville Cross Road can be affected by utility poles and existing row trees along the north side of the road that partially obstruct the view from the standard driveway setback. However, the sight distance remains intact and the view is unobstructed within six (6) feet of the driveway's intersection with Oakville Cross Road and is considered less-than-significant in nature.

Project Access and Circulation

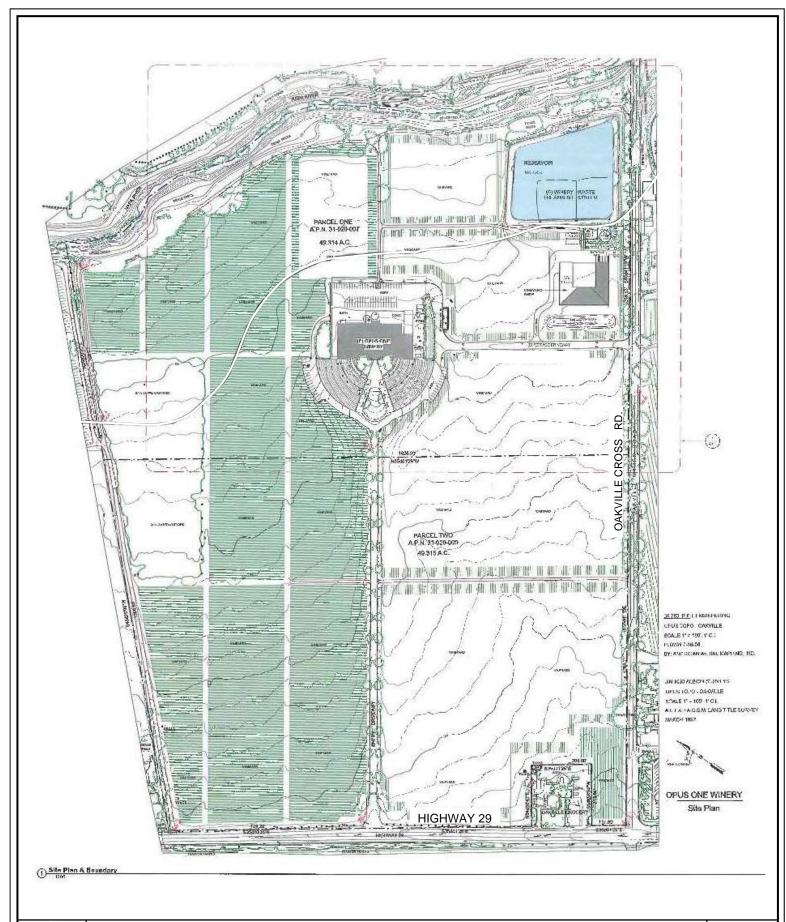
Based on the project site plan, the driveways providing access to the Opus One Winery from SR-29 and Oakville Cross Road exceed the County's minimum standard for driveway widths (18-feet) averaging 22-24 feet in width (or greater). A southbound left-turn lane has been installed on SR-29 at the Opus One driveway to allow for safe ingress/egress from the winery. As shown in Figure 6 (Project Site Plan), visitors would travel east from SR-29 along the main driveway approximately 1,375 feet to parking fields located both north and south along the circular internal drive aisle surrounding the Opus One Winery. There are 13 parking spaces in the southeast field and 15 parking spaces in the northeast field. The circular drive aisle continues around the winery building to the rear employee and production areas. However, visitors and guests are typically not permitted in these areas and are prevented from entering via a gate on the north side of the winery and signing on the south side of the winery building. Continuing through the southeast parking area, the internal circular drive aisle connects with the Opus One driveway to/from Oakville Cross Road. This driveway extends south from the winery approximately 650 feet to Oakville Cross Road and is 24-feet wide. As noted, this driveway is controlled by an electronic gate and is used primarily for deliveries and employee use during the workday hours. All guest/visitors are instructed to use the main Opus One driveway to/from SR-29 to access the winery grounds.

Left-Turn Lane/Right-Turn Lane Warrants

A complete southbound taper, left-turn lane, and two-way-left-turn lane extend from north of the main Opus One Winery driveway at SR-29 all the way through Oakville Cross Road and beyond. Therefore, a left-turn lane warrant evaluation is not required for this driveway location. The Opus One Winery driveway at Oakville Cross Road would not be used by visitors and guests to access the winery. In addition, this driveway has an electronic gate which is often closed for intermittent periods of the week when deliveries are not anticipated. Since the applicant has already installed a left-turn lane on SR-29 at the County's request at their primary driveway, no evaluation of the Opus One Winery service driveway at Oakville Cross Road has been conducted.

The main Opus One Winery driveway at SR-29 has wide turning radius/tapers where it intersects with SR-29. In addition, there is a wide paved shoulder area (11 feet) delineated by a dashed white line that extends approximately 100 feet south of the driveway to indicate vehicle activity and highways and near-term plus project volumes, only a right-turn taper would be required. Since this feature already exists, inbound vehicle access for the northbound right-turn movement would be adequate.











Crush/Harvest

Activities associated with crush/harvest season typically occur over a six-week period in the late summer and/or early fall season. Over the past four calendar years, the Opus One Winery has processed approximately 3,944 tons of fruit or an average of 986 tons per year. Based on the maximum proposed production of 250,000 gallons; this would allow the processing of 1,674 tons of fruit. As noted, 70% of the fruit would be from off-site sources representing 1,172 tons. The winery can process up to 45 tons per day during peak crush periods. This would represent 7 truck loads or 14 truck trips per day during peak operations (based on 6.63 tons per truck and a 36 day crush period). Combined with other bottling and delivery activities, there would be another three trucks or six truck trips.

Combined with proposed employment and visitation levels on a Saturday during the crush/harvest period, the proposed project is expected to generate an average of 458 Saturday daily trips and 115 mid-day peak hour trips. This daily trip total would represent 500 visitors, 20 full-time and 10 part-time employees on-site during weekend periods, 250,000 gallons of wine production, and 1,172 tons of grapes (on-haul). Please refer to appendices for Winery Traffic Information/Trip Generation Sheet—"Traffic during a Crush Saturday."

Marketing Events

The planned marketing events as identified in the project component section are listed as follows:

- 10 annual events with up to 10 guests;
- 10 annual events with up to 25 guests;
- 10 annual events with up to 100 guests;
- 5 annual events with up to 300 guests;
- Participation in Auction Napa Valley.

Based on Napa County daily and peak hour trip generation factors for guest traffic, the marketing events trip generation has been summarized in Table 5 below:

TABLE 5
MARKETING EVENT TRIP GENERATION
DAILY VEHICLE TRIPS

		Event St	aff/Trucks	Daily Trips		
Marketing Event-Frequency	Guests	Staff	Trucks	Trips	In/Out	
10 Annual	10	0	0	4	2/2	
10 Annual	25	0	0	9	5 / 4	
10 Annual	100	8	1	54	27 / 27	
5 Annual	300	25	4	272	136 / 136	

Daily and peak hour calculations based on County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2015. Auto occupancy of 2.8 guests/vehicle. Large events (100+ guests) include staff and catering trucks.



As calculated in Table 5, the smaller marketing events of 25 guests or less would have very low trip generation of nine (9) daily trips or less. Discussions with Opus One Winery staff indicate that smaller events of 25 or less rarely require additional staff from off-site. The events are catered from on-site staff and are typically "tasting events" rather than entertainment oriented (which could require additional staff). The larger marketing events that include 100 guests or more would generate 54 daily trips or a maximum of 272 daily trips (300 guests). With regard to the largest event of 300 guests; the project applicant indicates that these would be an all day event typically on a weekend. This event involves visitors arriving and departing throughout the entire day. The event is scheduled to ensure that the majority of visitor arrivals and/or departures would not coincide with the Saturday afternoon peak hour background traffic flows on SR-29. These events are typically of sufficient duration in length that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time are half of the total volume.

Based on further discussions with Opus One marketing event coordinator staff, fully 80% of all current/planned marketing events would typically occur outside the peak weekday and weekend travel periods. Specifically, marketing events are scheduled to occur between the later evening hours of 6:00 and 10:00 p.m. The remaining 20% of the marketing events would occur mid-day between 12:00 and 2:00 p.m. These mid-day events would not affect the peak weekday travel period between 4:00 to 6:00 p.m. However, mid-day marketing events could affect the weekend peak travel periods typically between 1:00 and 4:00 p.m. Therefore, it is recommended that these mid-day marketing events be held on a weekday whenever possible. Opus One staff indicates that with rare exceptions, they strive to schedule all marketing events outside the peak travel demand periods.

Pedestrian/Bicycle Circulation

Field observations indicate that pedestrian/bicycle traffic is very light on SR-29 and Oakville Crossroad in the vicinity of the access driveways. Assuming that most of the pedestrian/bicycle trips are originating on Silverado Trail or SR-29, it is recommended that the proposed project's main SR-29 access driveway be designated as the main access point for pedestrian/bicyclist visiting the winery. This is consistent with current directions on the Opus One website. In addition, the Oakville Crossroad access driveway is controlled by an electronic gate and experiences consistent traffic from truck deliveries and winery farm equipment. This winery-related traffic is exacerbated during the harvest/crush season. Due to safety concerns and limited access, it is recommended that bicyclists not use the Oakville Crossroad access driveway. SR-29 is well served with five-six foot shoulders in the project study area. The winery could also provide on-site bicycle parking signs as indicated by CAMUTCD sign G93C-CA, (attached). Currently, bicycle parking is provided adjacent to the front north visitors parking area.

6. Cumulative Conditions

Cumulative Year 2030 Projections

As outlined in near-term (no project) conditions, cumulative (Year 2030) volume projections on St. Helena Highway (SR-29) were derived from the Napa County Transportation & Planning

marketing events (25 guests or less) and staff requirements, February, 9, 2016.

18 Gary Caravantes, Opus One Winery, Discussions with Opus One marketing event coordinator related to schedules and hours of operation, Personal communication, January 6, 2016.



¹⁷ Gary Caravantes, Opus One Winery, Discussions with Opus One marketing event coordinator related to small marketing events (25 guests or less) and staff requirements. February, 9, 2016.

Agency's traffic volume forecasts in the Napa County General Plan Update EIR. The forecast increase in volume-to-capacity (v/c) ratio from Year 2003 to Year 2030 on SR-29 between Oakville Grade Road and Rutherford Road was applied to the Year 2003 peak hour two-way volumes (2,037 vehicles). This yielded a future volume of 3,740 weekday PM peak hour vehicles on SR-29 in the Year 2030. This would equate to an increase in traffic volumes of 3.7% per year to the Year 2030 on the highway. It is noted that no future volume projections are provided for the weekend (Saturday) mid-day peak hour. Therefore, weekend mid-day peak hour volumes on SR-29 were increased uniformly by the same annual growth rate.

No long range traffic growth projections are available for Oakville Cross Road. Therefore, increases in daily and peak hour traffic in the project study area would represent increases in winery activities as provided by County staff.

Historical Data

For comparison of the County's General Plan Update cumulative volume projections and actual traffic growth on SR-29, average annual daily traffic volumes on SR-29 between Oakville Grade Road and Rutherford Road over the previous 22 years were reviewed. The average annual daily traffic (AADT) on SR-29 in 1992 was 15,300 trips. By comparison, the AADT on SR-29 in 2013 was 23,400 trips. Daily volumes were highest in the year 2007, reaching 26,000 AADT. Daily volumes on SR-29 have since declined and are lower today than they were in 2007. Increases in daily volumes between year 1992 and year of 2013 equates to an annual increase of 1.95% per year (compounded) on SR-29 in the project vicinity. Applying the same annual increase to the current ADT on SR-29 of 23,400 results in about 30,245 ADT in year 2030 (1.95% per year added for 15 years).

Cumulative volumes based on historical data are approximately 80% of the model forecast volumes on SR-29. The difference between the model numbers and historical growth trends indicates volumes are not increasing to the model's forecasted levels. However, in order to proactively address potential traffic volumes under cumulative conditions, the County has adopted several measures identified in the General Plan to improve the street network and also reduce vehicle trips.

Cumulative Operating Conditions

Cumulative Year 2030 (no project) volumes are very conservative, and forecast volumes would yield unacceptable LOS F conditions on SR-29. Applying the same weekday PM peak hour increase to daily traffic volumes (as a conservative measure), existing ADT on SR-29 would increase from 23,400 trips to 36,387 daily trips (LOS F). Cumulative projections are not available for Oakville Cross Road. However, assuming the same conservative increases in traffic growth, existing ADT on Washington Street would increase from 1,770 trips to 2,745 daily trips (LOS B).

With regard to weekday PM peak hour and weekend mid-day peak hour intersection operation under cumulative year 2030 (no project) conditions, both project study intersections on SR-29 (Opus One Driveway/SR-29 & Oakville Cross Road/SR-29) would operate at unacceptable conditions (LOS F) using County volume projections. With proposed project traffic, the intersections would continue to operate at LOS F during the weekday PM peak hour and weekend mid-day peak hour. The primary cause of poor operating conditions at these intersections is the increase in through-traffic on SR-29 based on the Napa County General



Plan Update EIR volume projections. The intersections would be operating at LOS F with or without proposed project traffic.

The Opus One Driveway/Oakville Cross Road intersection would be operating at LOS A during both the weekday PM and weekend mid-day peak hour under cumulative year 2030 (no project) conditions. These operations would remain unchanged with proposed project traffic.

Additional improvements to the street network are anticipated and have been included in the General Plan's Improved 2030 Network model. As noted, the County has also adopted several measures identified in the General Plan to reduce vehicle trips through public transit and Transportation Demand Management (TDM) strategies: "The project should support programs to reduce single occupant vehicle use and encourage alternative travel modes."

- In keeping with the policy, the winery project provides bicycle racks for visitors and employees who may arrive by bike (front north visitor parking area). The project should also promote the use of public transportation and carpooling of employees (by adjusting work schedules, etc.) to facilitate the use of other transportation modes.
- As previously summarized, surveys of existing daily and peak hour trip generation at the existing Opus One Winery indicate the use of transit services. Specifically, of the surveyed visitor groups to the winery on a Thursday, Friday, and Saturday approximately 8-10% carpooled, and/or used Hire Car (limousines, Escalades, Vans, etc.) to access the winery. The use of hire car to/from the winery has helped to reduce overall vehicle trip generation. Based on discussions with the applicant, the use of transit will continue and expand with proposed use modification levels and is being directly marketed to reduce vehicle miles traveled (VMT), vehicle trip generation, and improved guest demographics.

Finally, County Public Works have indicated in recent correspondence that proposed project contributions to overall cumulative daily volumes on SR-29 should be less than one percent. Related to a previous project proposal, County staff indicated "the study (traffic) should be updated to indicate whether the revised project will represent no greater than 1%, which would constitute a significant cumulative impact to traffic in the vicinity.²⁰ The proposed Opus One project would be adding significantly less than one percent to overall Year 2030 cumulative volumes on SR-29.

7. Summary and Conclusions

Daily and Peak Hour Operations

The proposed Opus One Winery use modification project would generate 61 net new daily trips during the weekday and zero (0) net new daily trips during the weekend periods (respectively) based on normal weekday and weekend operations. There would be an increase of 23 weekday PM peak hour trips and zero weekend mid-day peak hour trips with proposed project uses. This increase in daily and peak hour net new roadway trips represents the difference between existing traffic operations (that reflect current winery activities) with ultimate use modification requests. Currently, the winery is averaging approximately 165 visitors a day and 500 visitors on its busiest

²⁰ Rick Marshall, Deputy Director of Public Works, Napa County, Re: Flynnville Wine Company, Use Permit Application P15-00225, to PBES staff, July 28, 2015.



¹⁹ Gary Caravantes, Opus One, Daily visitation data for Opus One Winery, October 23, 24, 25, 2014.

day (Saturday). The proposed use modification would increase these visitation levels to approximately 200 visitors on average on a weekday for daily tours and tastings with weekend visitation unchanged at 500 visitors on its busiest day (maximum). Employment levels would increase slightly during the weekdays from an average of 65 employees per day to 75 per day (employment would remain unchanged on the weekend). Overall production would increase from 170,590 gallons to 250,000 gallons (annually). Proposed winery activities associated with the sixweek crush/harvest period and larger proposed marketing events (>25 guests) are not included in these overall trip generation totals. Overall crush/harvest operations and large marketing events are addressed separately since these activities only occur during selected periods during the calendar year.

With the proposed project expected to add approximately 61 daily trips to State Route 29, this would represent an addition of less than 1 percent (0.003) to the daily volumes on the highway. The combined existing plus project volume of 23,461 daily trips would remain at LOS F operating conditions for a two-lane rural arterial highway based on established County thresholds. ADT on Oakville Cross Road would remain virtually unchanged at 1,776 vehicles with proposed project activity and would continue to operate at LOS A conditions.

With near-term plus project conditions, daily traffic volumes on State Route 29 would increase to 25,304 ADT. Again, this would represent LOS F conditions for a two-lane, rural arterial highway based on County thresholds. ADT on Oakville Cross Road would remain at 1,986 vehicles (the same as near-term [no project] conditions). This would represent LOS B conditions based on County thresholds.

Both the Opus One driveway intersections at SR-29 and Oakville Cross Road would operate at acceptable levels with existing plus project and near-term plus project traffic volumes. The Opus One Driveway/SR-29 intersection would operate at LOS C under existing plus project conditions during both the weekday and weekend peak periods. With near-term plus project traffic, the intersection would operate at LOS C during the weekday PM peak hour and LOS D during the weekend mid-day peak hour. The Opus One Driveway/Oakville Cross Road intersection would operate at LOS A during both the weekday and weekend peak periods under both existing plus project and near-term plus project conditions.

The Oakville Cross Road/SR-29 intersection would continue to operate at LOS F during both weekday PM and weekend mid-day peak hour conditions (with or without project).

Based on the CAMUTCD peak hour signal warrant criteria (peak hour #3), neither of the Opus One driveway intersections at SR-29 or Oakville Cross Road would qualify for signalization under existing plus project or near-term plus project conditions. The Oakville Cross Road/SR-29 intersection would qualify for signalization under existing (no project) conditions. Should the County require future signalization of the Oakville Cross Road/SR-29 intersection, the proposed project's proportional share would be based on the existing and proposed peak hour trips traveling through the intersection. Based on near-term plus project conditions, this would equate to 53 trips or 2.4% (53/2,187—weekend mid-day peak hour).

Warrant and Vehicle Sight Distance

A complete southbound taper, left-turn lane, and two-way-left-turn lane extend from north of the main Opus One Winery driveway at SR-29 all the way through Oakville Cross Road and beyond. Therefore, a left-turn lane warrant evaluation is not required for this driveway location. The Opus



One Winery driveway at Oakville Cross Road would not be used by visitors and quests to access the winery. In addition, this driveway has an electronic gate which is often closed for intermittent periods of the week when deliveries are not anticipated. Since the applicant has already installed a left-turn lane on SR-29 at the County's request at their primary driveway, no evaluation of the Opus One Winery service driveway at Oakville Cross Road has been conducted.

The projected right turn volumes at the site driveway are well below minimum thresholds at which right turn lane would be required (right turn lane warrant graphs are included in the Appendix).²¹

As noted in the discussion of existing conditions, the primary issues for access design are the vehicle visibility and operation relative to vehicles traveling on SR-29 and Oakville Cross Road and vehicles turning in/out of the winery driveways. The required vehicle visibility or "corner sight distance" is a function of the travel speeds on SR-29 and Oakville Cross Road²² Based on radar surveys conducted as a part of this study, the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along SR-29 at the existing access driveway was recorded at 53 miles per hour (mph) or less during the weekday PM peak period and the Saturday afternoon peak period. Based on Caltrans design standards, these vehicle speeds require a sight distance of approximately 465 feet, measured along the travel lanes on SR-29. 23 As measured. existing vehicle sight distance from the access driveway looking south on SR-29 exceeds 465 feet (900 feet) and is adequate. Vehicle sight distance to the north is unrestricted measuring over 1,500 feet. Corner sight distance was also evaluated for the Opus One driveway on Oakville Cross Road. Based on radar speed surveys, the critical speed on Oakville Cross Road is 49 miles per hour and would require a sight distance of 430 feet. As measured, existing vehicle sight distance from the driveway looking west is 1,670 feet. Sight distance to the east is approximately 700 feet. It is noted that site distance to the east on Oakville Cross Road can be affected by utility poles and existing row trees along the north side of the road that partially obstruct the view from the standard driveway setback. However, the sight distance remains intact and the view is unobstructed within six (6) feet of the driveway's intersection with Oakville Cross Road and is considered less-thansignificant in nature.

Project Access and Circulation

Based on the project site plan, the driveways providing access to the Opus One Winery from SR-29 and Oakville Cross Road exceed the County's minimum standard for driveway widths (18-feet) averaging 22-24 feet in width (or greater). A southbound left-turn lane has been installed on SR-29 at the Opus One driveway to allow for safe ingress/egress from the winery. As shown in Figure 6 (Project Site Plan), visitors would travel east from SR-29 along the main driveway approximately 1.375 feet to parking fields located both north and south along the circular internal drive aisle surrounding the Opus One Winery. Currently, there are 13 parking spaces in the southeast field and 15 parking spaces in the northeast field. The circular drive aisle continues around the winery building to the rear employee and production areas. However, visitors and guests are typically not permitted in these areas and are prevented from entering via a gate on the north side of the winery and signing on the south side of the winery building. Continuing through the southeast parking area, the internal circular drive aisle connects with the Opus One driveway to/from Oakville Cross

²³ Omni-Means Engineers & Planners, Field observations and radar speed surveys on SR-29 and Oakville Cross December 18, 2014.



²¹ Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide," November, 1985.

² Caltrans, Highway Design Manual, Chapter 200, Topic 201—Sight Distance, March 7, 2014.

Road. This driveway extends south from the winery approximately 650 feet to Oakville Cross Road and is 24-feet wide. As noted, this driveway is controlled by an electronic gate and is used primarily for deliveries and employee use during the workday hours. All guest/visitors are instructed to use the main Opus One driveway to/from SR-29 to access the winery grounds.

Crush/Harvest Activities

Activities associated with crush/harvest season typically occur over a six-week period in the late summer and/or early fall season. Over the past four calendar years, the Opus One Winery has processed approximately 3,944 tons of fruit or an average of 986 tons per year. Based on the maximum proposed production of 250,000 gallons; this would allow the processing of 1,674 tons of fruit. As noted, 70% of the fruit would be from off-site sources representing 1,172 tons. The winery can process up to 45 tons per day during peak crush periods. This would represent 7 truck loads or 14 truck trips per day during peak operations (based on 6.63 tons per truck and a 36 day crush period).. Combined with other bottling and delivery activities, there would be another three trucks or six truck trips.

Combined with proposed employment and visitation levels on a Saturday during the crush/harvest period, the proposed project is expected to generate an average of 458 Saturday daily trips and 115 mid-day peak hour trips. This daily trip total would represent 500 visitors, 20 full-time and 10 part-time employees on-site during weekend periods, 250,000 gallons of wine production, and 1,172 tons of grapes (on-haul). Please refer to appendices for Winery Traffic Information/Trip Generation Sheet—"Traffic during a Crush Saturday."

Marketing Events

The planned marketing events as identified in the project component section are listed as follows:

- 10 annual events with up to 10 guests;
- 10 annual events with up to 25 guests;
- 10 annual events with up to 100 quests:
- 5 annual events with up to 300 guests;
- Participation in Auction Napa Valley.

The smaller marketing events of 25 guests or less would have very low trip generation of nine (9) daily trips or less. Discussions with Opus One Winery staff indicate that smaller events of 25 or less rarely require additional staff from off-site. The events are catered from on-site staff and are typically "tasting events" rather than entertainment oriented (which could require additional staff). The larger marketing events that include 100 guests or more would generate 54 daily trips or a maximum of 272 daily trips (300 guests). With regard to the largest event of 300 guests; the project applicant indicates that these would be an all day event typically on a weekend. This event involves visitors arriving and departing throughout the entire day. The event is scheduled to ensure that the majority of visitor arrivals and/or departures would not coincide with the Saturday afternoon peak hour background traffic flows on SR-29. These events are typically of sufficient duration in length that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time are half of the total volume.

²⁴ Gary Caravantes, Opus One Winery, Discussions with Opus One marketing event coordinator related to small marketing events (25 guests or less) and staff requirements, February, 9, 2016.



Based on further discussions with Opus One marketing event coordinator staff, fully 80% of all current/planned marketing events would typically occur outside the peak weekday and weekend travel periods. Specifically, marketing events are scheduled to occur between the later evening hours of 6:00 and 10:00 p.m. The remaining 20% of the marketing events would occur mid-day between 12:00 and 2:00 p.m. These mid-day events would not affect the peak weekday travel period between 4:00 to 6:00 p.m. However, mid-day marketing events could affect the weekend peak travel periods typically between 1:00 and 4:00 p.m. Therefore, it is recommended that these mid-day marketing events be held on a weekday whenever possible. Opus One staff indicates that with rare exceptions, they strive to schedule all marketing events outside the peak travel demand periods.

Based on discussions with the applicant, the use of transit will continue and expand with proposed use modification levels and is being directly marketed to reduce vehicle trip generation and improved guest demographics. Transit use will be encouraged for large events to reduce traffic levels to the extent possible.

Cumulative Year 2030 Conditions

Cumulative Year 2030 (no project) volumes are very conservative, and forecast volumes would yield unacceptable LOS F conditions on SR-29. Applying the same weekday PM peak hour increase to daily traffic volumes (as a conservative measure), existing ADT on SR-29 would increase from 23,400 trips to 36,387 daily trips (LOS F). Cumulative projections are not available for Oakville Cross Road. However, assuming the same conservative increases in traffic growth, existing ADT on Oakville Cross Road would increase from 1770 trips to 2,745 daily trips (LOS B).

With regard to weekday PM peak hour and weekend mid-day peak hour intersection operation under cumulative year 2030 (no project) conditions, both project study intersections on SR-29 (Opus One Driveway/SR-29 & Oakville Cross Road/SR-29) would operate at unacceptable conditions (LOS F) using County volume projections. With proposed project traffic, the intersections would continue to operate at LOS F during the weekday PM peak hour and weekend mid-day peak hour. The primary cause of poor operating conditions at these intersections is the increase in through-traffic on SR-29 based on the Napa County General Plan Update EIR volume projections. The intersections would be operating at LOS F with or without proposed project traffic.

The Opus One Driveway/Oakville Cross Road intersection would be operating at LOS A during both the weekday PM and weekend mid-day peak hour under cumulative year 2030 (no project) conditions. These operations would remain unchanged with proposed project traffic.

As previously noted, the forecast cumulative year 2030 volume increases on SR-29 are quite large. In addition to minor street/driveways likely operating at LOS E-F, overall cumulative volumes on SR-29 would likely warrant left turn lanes at all side streets and driveways exceeding twenty daily trips. A traffic impact fee may be adopted by the County to fund the General Plan improvements or other projects, such as a continuous two-way left turn lane on SR-29. The project's contribution to cumulative ADT volumes on SR-29 would equate to less than 1% of the projected volumes. If a TIF program were enacted, the proposed project could contribute a "fair share" towards such future

²⁵ Gary Caravantes, Opus One Winery, Discussions with Opus One marketing event coordinator related to schedules and hours of operation, Personal communication, January 6, 2016.



circulation improvements. The project's total net new project trip generation as a result of propose use modifications (61 daily trips) would represent 0.0016% of the forecast cumulative ADT volumes on SR-29.

Cumulative Mitigation

A 0.0016% increase in cumulative traffic volumes from the proposed project would not be cumulatively considerable in many other districts/agencies throughout the Bay Area. A typical traffic significance threshold is recognized by the amount of overall traffic added to a location and/or amount of vehicle delay. As previously stated, the County's General Plan Update does not identify specific circulation improvements for SR-29 or traffic impact fees which could help to reduce overall project impacts to less-than-significant levels. However, County Public Works have indicated in recent correspondence that proposed project contributions to overall cumulative daily volumes on SR-29 should be less than one percent to be considered less-than-significant. Related to a previous project proposal, County staff indicated "the study (traffic) should be updated to indicate whether the revised project will represent no greater than 1%, which would constitute a significant cumulative impact to traffic in the vicinity. The proposed Opus One project would be adding significantly less than one percent to overall Year 2030 cumulative volumes on SR-29 (.0016%).

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

Sincerely.

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

Cc: George W. Nickelson, P.E., Omni-Means, Ltd,

Mark Phillips, Dickenson, Peatman, and Fogarty (DP&F)

Attachments: Appendices R1937TIA008.docx/35-5093-01

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²⁶ Rick Marshall, Deputy Director of Public Works, Napa County, Re: Flynnville Wine Company, Use Permit Application P15-00225, to PBES staff, July 28, 2015.



APPENDIX

Level of Service Definitions

Level of Service Calculations

Signal Warrant Sheets

Radar Speed Surveys (SR-29 & Oakville Cross Road)

Right-Turn Lane Warrant Sheet

Opus One Winery; Employment & Visitation

Winery Traffic Information/Trip Generation Sheets

ADT Count Sheets; Opus One Project Driveways

LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

References:		D		. B	.	LEVEL OF SERVICE
l. Highway Capa	Unstable Flow Forced Flow	Approaching Unstable Flow	Stable Flow	Stable Flow	Stable Flow	Type of Flow
References: 1. Highway Capacity Manual, Fourth Edition. Transportation Research Roard, 2000	Generally considered to be the limit of acceptable delay indicative of poor progression, long evele lengths, and high volume to expanify ratios. Individual evele failures are frequent occurrences Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	the intersection without stopping 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.	Algher delays resulting from fait progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all	DELAY
d 2000	There are typically long queues of vehicles waiting upstream of the intersection. Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Maneuverability is severely limited during short periods due to temporary back-ups.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	Tunning movements are easily made, and nearly all drivers find freedom of operation.	Maneuverarii ity
	>55 and < 80.0 sets; > 80.0 secs.	>35 and ≤ 55.0 secs.	>20 and ≤ 35.0 sees.	>10 and ≤ 20.0 secs.	≤10.0 secs.	CICNIATIO
	>35 and < 50.0 > 50.0	>25 and ≤35.0	>15 and < 2510	>10 and <15.0	UNSIGNALIZED <u>₹ 110.0</u>	CONTROL DELAY (SECONDS/VEHICLE
	> 50.0	>25 and ≤ 35.0	>/5/and ≤25/0	>10 and ≤ 15.0	ALL-WAY STOP	ЕНІСЬЕ)

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

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Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	C
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
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Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	32	0	99	2	1071	100	64	788	4
Number of Lanes	0	1	0	0	1	0	1	1.1	0		1.1	0
Major/Minor		Minor 2			Minor 1		T suppression of the second	Major 1			Major 2	
Conflicting Flow All	2042	1993	790	1995	1996	1071	792	0	0	1071	0	۸
Stage 1	918	918	730	1075	1075	1071	132			1071		
Stage 2	1124	1075	44 (1 14 5 1 4 7 (1	920	921		. ::\#:\# <u>=</u>					Hitti taas J
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218		2500 <u>482</u> 0	2.218		
Pot Capacity-1 Maneuver	42	60	390	45	60	268	829	ligerian galler	uunistiksā.	651	F. & 1841 157.4	itti sasti 3
Stage 1	326	350		266	296	200	023		interior. Interior	ا 100 پرتوجائ داداد	JOSEP V	
Stage 2	249	296	4 mul 341444.	325	349	al Aviority		ingi unte			ABAN LIN EN	
Time blocked-Platoon, %	2-13	230	0	0	0	0	0	vurre ja	indiva-	0		
Mov Capacity-1 Maneuver	24	54	390	41	54	268	829		Valotileto∄ -	651	widing Tri	
Mov Capacity-1 Maneuver	24	54	J90	41	54	200	029		_ 	001		- 1946: *4
Stage 1	325	316		265	295							
Stage 2	157	295		291	315							
Approach	EB		Comments of the	WB			NB	10011-100		SB		
				CORNER TRANSPORTER TO		Carlo a cons						
HCM Control Delay, s HCM LOS	130.1 F			196.5 F			0			0.8		
			10000000000000000000000000000000000000					and the first specifical and the specification of the specifical and the specification of the			-complete and the contraction of the	a net setnik risk word 1
Minor Lane / Major Mvmt		NBL	NBT	NBR			SBL	SBT	SBR			
Cap, veh/h	vanjes institutorim	829		- 	35	115	651				**********	
HCM Control Delay, s		9.354	à.		130.1	196.5	11.133					
HCM Lane V/C Ratio		0.00		-	0.19	1.13	0.10	-	-			
HCM Lane LOS		Α			F	F	В					
HCM 95th-tile Q, veh	Kalangan da sana sana sana sana sana sana sana	0.0	-	DESCRIPTION OF STREET	0.6	8.0	0.3	-	-			
Notes												

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

Intersection								
Intersection Delay, s/veh	0			ar s				
Movement	EBL	EBT		WBT	WBR	SBL	SBR	
Vol, veh/h	0	119		86	0	0	1	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Free	Free	强和助于19 16	Free	Free	Stop	Stop	
RT Channelized	None	None		None	None	None	None	
Storage Length	0				0	0	0	
Median Width		0		0	in e natua∓ara	12		anta ang panggalang ang panggalang ang Panggalang Panggalang
Grade, %		0%		0%		0%		
Peak Hour Factor	0.92	0.92	Market Control (1994)	0.92	0.92	0.92	0.92	is the Profit of Park Laboration (1997) in the Park
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	129		93	0	0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2016년 - 1일 1일 전 1일
Number of Lanes	0	1			0	i de dis	jo je	
Major/Minor	······································	Major 1	N.	lajor 2				
Conflicting Flow All	93	мајог т 0	IV	iajui Z	0	222	93	
Stage 1					Jangana.	93	edit i Galeria e e e e e e e e e e e e e e e e e e e	
Stage 2	ur y a vittum Byy L			las Māro	a dixeba Tri	129		
Follow-up Headway	2.218	ai maba		Janea (Ja		3.518	3.318	
Pot Capacity-1 Maneuver	1501	North (5.73)	aradida (s. 1944) (s. 1967)	in in Nīmi	(14:40) 14:45 중요 -	766	964	
Stage 1	1001			141 (<u>5</u> 4		931		
Stage 2		r indisk Dati			0.490.0.4790	897		
Time blocked-Platoon, %	0	n Arth Sens		1994 <u>-</u> 19	andile	097	- 0	
Mov Capacity-1 Maneuver	1501				Post S.F.J.	766	964	
Mov Capacity-1 Maneuver	1301			y HDAGY 2	- 96.01154.1	766	904	
Stage 1	11 II - ALASA TAR -		i sitain i sinaita a	Y 24 7 0	31.4 (31% - 7).4	931		
Stage 2						897		
Annroach	EB			WB	***	CD.		
Approach HCM Control Delay, s	0			0 vv		SB 8.7		
HCM LOS						o. <i>t</i> A		
er de la company de la comp		274T b 452TH 1886 F 1875075488	1981, Experiment of the company of t			DDOV - DBS Liver at 1. The sides of control missions	internal ki drawingingangan bah 1 mma i programa noma sawa u jerungan	
Minor Lane / Major Mvmt		EBL	EBT WBT	WBR	SBLn1			
Cap, veh/h	gagaga a ra	1501	English this may be usually a second manner.	_ .s. _{1,1} = +,3 = 0	964	n tangan Kerajaga antah	Nema pro lessono esperante serso como el	s got more an energy to pose the somewhat is a contract.
HCM Control Delay, s	telähel	0		-	8.7			
HCM Lane V/C Ratio		and the second s	E. Companies on a companie of the second	- 	0.00	STATE VET	na na sagar nga marang managan na sa	
HCM Lane LOS		Α .		S. Par	Α			
HCM 95th-tile Q, veh		0.0		-	0.0			
Notes	THE WESTER							

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

Intersection Delay, s/veh	0.5							
			a na la rationale consti		rineta in digentidas messas sens	gim verson ilgen en		rent en
Movement	WBL	WBF	and the second second second	NBT	NBR	SBL	SBT	And the second s
Vol, veh/h	18	1;		729	7	15	1246	
Conflicting Peds, #/hr	0	(0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	None	None		None	None	None	None	
Storage Length	0	100		e Sugilie	0	200		
Median Width	12			12			12	
Grade, %	0%			0%			0%	
Peak Hour Factor	0.75	0.65		0.94	0.44	0.75	0.95	
Heavy Vehicles, %	2			2	2	2	2	
Mvmt Flow	24	20		776	16	20	1312	
Number of Lanes	1			1,	0	1	1	
Major/Minor				Major 1			Major 2	
Conflicting Flow All	2135	783	and contract of the thirty field.	0	0	791	0	under die der Bergere in 1907 in der State-deutschaft der Bergere in der Bergere (1908 in 1908 in 1908 in 1908
Stage 1	783						Ĭ	
Stage 2	1352	en verticale di sala.		. 1 11 11 11 11 11 11 11 11 11 11 11 11		. V. S. (1) - (1)	-	
Follow-up Headway	3.518	3.318	1.4	1 2 N 2 1		2.218		
Pot Capacity-1 Maneuver	54	394		· / · · · · · · · · · · · · · · · · · ·	-	829	•	and the state of t
Stage 1	450						-	医肾分泌性肾内腺 医多子宫膜炎
Stage 2	241		•	· · · · · · · · · · · · · · · · · · ·	• *** *** •		-	and the first term of the second of the seco
Time blocked-Platoon, %	0					0		
Mov Capacity-1 Maneuver	53	394		•	-	829		
Mov Capacity-2 Maneuver	162					5.5.3 <u>4</u> .	-	
Stage 1	450	•	•	-	-	-	-	
Stage 2	235						Å.∰.,÷	
Approach	WB	ter the distriction on sec		NB		SB		
HCM Control Delay, s	23.5			0		0.1		
HCM LOS	23.3 C					0.1		
			in was a constitution of the second			ON CONTRACTOR OF THE PROPERTY OF THE		agencial angle i sell gi shi sekerata nasa-hada ki malengen nasa-bakakan kasas kanahas sa tampaka ang sina
Minor Lane / Major Mvmt		NBT NBF		WBLn2	SBL	SBT	100	
Cap, veh/h		<u>.</u>	162		829	-		
HCM Control Delay, s			31		9.45			보다 이 관계보는 끊게 하지말 건
HCM Lane V/C Ratio		<u>.</u>	0.15		0.02	-		
HCM Lane LOS			D		Α			
HCM 95th-tile Q, veh			0.5	0.2	0.1	-		

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

Intersection Delay, s/veh	89.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	7	4	17	84	3	55	7	670	41	36	1211	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		(
Median Width		0			0			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	91	3	60	8	728	45	39	1316	3
Number of Lanes	0	1	0	0	1	0	1	1	,, , ,, 0,	1	. 1	0
Major/Minor		Minor 2			14:2224		•				. · · · · · · ·	
Conflicting Flow All	2171	2139	1318	04.54	Minor 1	700		Major 1			Major 2	
Stage 1	1396	1396	1318	2151	2141	728	1320	0	0	728	0	0
Stage 2	775	743		743	743	•		-		•	-	· · · · · · · ·
Stage 2 Follow-up Headway	3.518	4.018	2 240	1408	1398	- 0:040	- 0.040	-	• 	- 0.040		- <u>-</u> -
Pot Capacity-1 Maneuver	34	4.016	3.318 192	3.518	4.018	3.318	2.218	- 1	·	2.218		-
Stage 1	175	208	192	# 35 407	49	423	524		-	876	- 	•
Stage 2	391	422	•	172	422 207	· · · · · · · · · · · · · · · · · · ·		· · - ·	-	7.	-	
Time blocked-Platoon, %	0	422	0	1/2	207	-	_	-	- 	-	- -1 -2 -2 -5 -5 -1	-
Mov Capacity-1 Maneuver	26	46	192	# 28	46	0 423	0 524			070	- 1 - 1 - - 1 -	•
Mov Capacity-2 Maneuver	26	46	132	# 28	46	423	324		·	876		- - 6 24.3
Stage 1	172	199	- 47° 4 ° ° -	401	416		i vita a 🖣 a		• • •			
Stage 2	328	416	- 440	145	198			- -	- - 12			-
Otago Z	320	710	1919 - 1911 I	140	130	e et de la 📆 la La companya et de la	- 2 - 1	-	•	∮ (-)		
Approach	EB			WB	T. C.		NB			SB		
HCM Control Delay, s	106.9		\$	1320.1			0.1			0.3		
HCM LOS	√ j, F			F			•					
Minor Lane / Major Mvmt	7. T.	NBL	NBT	NBR	EBLn1	WDI n1	CDI	SBT	CDD		The second	
Cap, veh/h		524	IAD IS	NDI			SBL	القاد	SBR			
Јар, venim HCM Control Delay, s			• •	• 1 10 44 <u></u> .	63	44	876		- -		- 15 () () () () ()	
HCM Lane V/C Ratio		11.971 0.01			The state of the s	1320.1	9.302	 .	•		ta de la colonia	
HCM Lane LOS		0.01 B		j 44.4	0.48	3.51	0.04	- 	-			. See, .* •
HCM 95th-tile Q, veh		0.0	*	- · · · · · · · · · · · · · · · · · · ·	F 1.9	F 17.2	A 0.1	-	``} - = .			

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

Walkerstein and Court of State of the Court of the Court	ANTERS STOWERS ARRESTED SE					or, y very arrest to the	ener 1905 per 11 julyan 1900 da Nagara (Nagara (Nagara) da Nagara (Nagara)	
Intersection	0.1							
Intersection Delay, s/veh	0.1							
Movement	EBL	EBT	\W	вт	WBR	SBL	SBR	
Vol, veh/h	2	76		28	0	1	0 0	
Conflicting Peds, #/hr	0	0		0	0	0	0	a está e a
Sign Control	Free	Free	en e	ee	Free	Stop	Stop	
RT Channelized	None	None	No		None	None	None	
Storage Length	0				0	0	0	
Median Width		0		0		12	· ·	
Grade, %		0%)%		0%		
Peak Hour Factor	0.92	0.92		92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	2	83	1	39	0	1	0	
Number of Lanes	0	1		1	0	1	0	
Major/Minor		Major 1	Majo	· 2				
Conflicting Flow All	139	0	-	-	0	226	139	
Stage 1		-		-	· -	139		
Stage 2	-	-		-	-	87	-	
Follow-up Headway	2.218			, <u>-</u> /1, 1	48 g. 	3.518	3.318	
Pot Capacity-1 Maneuver	1445	-		-	-	762	909	
Stage 1					·	888		
Stage 2	-	-		-	-	936	-	
Time blocked-Platoon, %	0	-		-		0	0	
Mov Capacity-1 Maneuver	1445	-		-	-	761	909	
Mov Capacity-2 Maneuver	•			-	•	761		
Stage 1	-	-		-	-	888	-	
Stage 2				-		935		
APPENDATES ENGEROLANTE IN VICEN ANIMAN HALVEN IN VICENTIA (APPENDATE)	037.00%.000000 (1988 0 27.074.0000	TERM ONE TOO PARSON THE	Common a sistema a sistema con este contraction (co., common este contraction de designa este contraction de de	e to a single a secondary and				
Approach	EB		V	/B		SB		
HCM Control Delay, s	0.2		an garaga sa kabupatèn kabupatèn kabupatèn kabupatèn kabupatèn kabupatèn kabupatèn kabupatèn kabupatèn kabupat Kabupatèn kabupatèn	0		9.7		and the second second
HCM LOS						Α		发展的第三人称形
						CERCECO COM LOVAR		
Minor Lane / Major Mvmt		EBL	EBT WBT WE	BR S	BLn1		The second second second	
Cap, veh/h		1445	in the second of the second of	-	761			
HCM Control Delay, s		7.495	0 -	•	9.7			
HCM Lane V/C Ratio		0.00	e yek alaş ile elektirili ile elekti	-	0.00			
HCM Lane LOS		Α	Α -	<u>-</u>	Α .			
HCM 95th-tile Q, veh		0.0		-	0.0			
Notes		7.7						

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

Intersection					es es es					
Intersection Delay, s/veh	0.9				÷					
Movement	WBL	WBR	NB1	NBR	SBL	SBT				
Vol, veh/h	19	26	1092		20	955		AND THE PARTY OF T		11.000000
Conflicting Peds, #/hr	0	0		0	0	0				
Sign Control	Stop	Stop	Free	Free	Free	Free				
RT Channelized	None	None	None	None	None	None				
Storage Length	0	100		0	200					:
Median Width	12		12	· !		12				
Grade, %	0%		0%	1		0%		100		
Peak Hour Factor	0.75	0.65	0.94	0.44	0.75	0.95				
Heavy Vehicles, %	2	2	2		2	2				
Mvmt Flow	25	40	1162		27	1005				
Number of Lanes	1	1			1	1				
					2 2 3 4 6 7 7				1	
Major/Minor			Major 1		the state of the s	/ajor 2		A STATE OF THE STA		
Conflicting Flow All	2259	1200	C	0	1239	0				
Stage 1	1200	• • • • • • • • • • • • • • • • • • •				-				
Stage 2	1059	-		-	-	-				
Follow-up Headway	3.518	3.318		· · · · · · · · ·	2.218	-				
Pot Capacity-1 Maneuver	45	226	-	-	562	-				
Stage 1	285				- 1					
Stage 2	333	-	-	-	-	_				
Time blocked-Platoon, %	0	0		-	0	- ·				
Mov Capacity-1 Maneuver	43	226	-	-	562	-				
Mov Capacity-2 Maneuver	157	•			• • • • • • • • • • • • • • • • • • •	-				
Stage 1	285	-	-	-	-	-				
Stage 2	317	•		- ·		.j				
	·,					Stanen jakon	eggestriktere i ver	TO E STATE SERVICE PROPERTY.	in kan nyanasan	SSCHOOLSE THE
Approach HCM Control Delay, s	WB 27.4		NB 0	SERVER 22-000 Server 10-10-10-10-10-10-10-10-10-10-10-10-10-1	SB 0.3					100
HCM LOS	27.4 D		u La North Mo		0.3					
TIOMILOO.										
Minor Lane / Major Mymt		NBT NBR	WBLn1 WBLn2	SBL	SBT					
Cap, veh/h		אטאן ושאר		Contract Con	UD I	41.745		2.7838.75	600,000	1410349
HCM Control Delay, s			157 226		s see sign			1.0		
HCM Lane V/C Ratio			32.3 24.3							
The state of the s		e vilak sala vila	0.16 0.18		- 		ia seria.			
HCM Lane LOS			D C	В						
HCM 95th-tile Q, veh			0.6 0.6	0.1	-					
Notes										

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

Intersection											117 9 -1775	
Intersection Delay, s/veh	43.8										, 1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	4	0	2	46	0	102	2	1064	109	70	784	<u> </u>
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	. ,0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500	110110	. (
Median Width		0		·	0	. •	100	12		000	12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	50	0	111	2	1157	118	76	852	4
Number of Lanes	0	1	0	0	1	0	1	. 1	0	1	1	. (
- 1945 ong 11 to hang panggang 1 m ng panggang na panggang ng panggang na panggang na panggang panggang ng panggan	S Sardine State Managements as	Pasawara kentasaka ama	era sankera a nagyan sang si mana	O. S. S. J. C. B. TOO HOU PT WHEN A AND A THINK	original states, an option of substantial states, unlike	DP N. N. TTACONE TO THE PERSON	ing the second and the second and the	MANAGEM CONTRACTOR OF THE SECOND	and the second s		range the state of	
Major/Minor		Minor 2			Minor 1			Major 1		2000	Major 2	
Conflicting Flow All	2223	2168	854	2169	2170	1157	857	0	0	1157	0	
Stage 1	1007	1007	- J	1161	1161	. · · ·		-	· ·	-	•	
Stage 2	1216	1161	-	1008	1009	-	-	-	-	-	_	
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-		2.218	· · · · · · · · · · · · · · · · · · ·	
Pot Capacity-1 Maneuver	31	47	358	# 34	47	239	783	-	-	604	-	
Stage 1	290	319	-	238	270	· ·	•			-		
Stage 2	221	270	.	290	318	-	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	0	0	0	0			0		
Mov Capacity-1 Maneuver	15	41	358	# 30	41	239	783	-	-	604	-	
Mov Capacity-2 Maneuver	15	41		# 30	41	-	•	-	-	-		
Stage 1	289	279	-	237	269	-	-	-	-	-	-	
Stage 2	118	269	y de la companya de l	252	278	· . · · · · •	: - 1 - 1	- ·	· · · · · ·		•	
And the second s	- En	17.00.000000000000000000000000000000000		W/5		ut zasti koraz-	· ·		101-1012/1013/1110		Take a secure	ner en name
Approach	EB			WB			NB •			SB		
HCM Control Delay, s	226.9			\$ 632.6			0			1	ega e e e e e e e e e e e e e e e e e e	
HCM LOS	F			F			Yana Fra					Aver \$1
Minor Lane / Major Mvmt	eranam Paramentan	NBL	NBT	NBR	EBI n1	WBLn1	SBL	SBT	SBR			P/Representation
Cap, veh/h		783			22	76	604		- JUIX	<u>- 1950 - 560 (1969 (1968)</u>	engolesci#EDE	Medial.
HCM Control Delay, s		9.611	erine leg		226.9		11.817		<u>-</u>		National	
HCM Lane V/C Ratio		0.00	. 1 **\. T -		0.30	2.12	0.13	-				
HCM Lane LOS		0.00 A		- - 1 As - 1		2.12 F	0.13 B	.	- 			1.2
HCM 95th-tile Q, veh		0.0	nginak T	-	F 0.9	14.7	0.4	- · · -:	-			
•		0.0	-	-	0.9	14.7	0.4	-	-			
Notes						a de la composição de l						

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

Intersection									
Intersection Delay, s/veh	0	a magazina di Santah Mari				<u></u>			
Movement	EBL	EBT	967		WBT	WBR	SBL	SBR	
Vol, veh/h	0	147			114	0	0	1	
Conflicting Peds, #/hr	0	0			0	0	0	0	
Sign Control	Free	Free			Free	Free	Stop	Stop	
RT Channelized	None	None			None	None	None	None	
Storage Length	. 0					0	0	0	
Median Width		0			0		12		
Grade, %		0%			0%		0%		
Peak Hour Factor	0.92	0.92			0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2			2	2	2	2	
Mvmt Flow	0	160			124	0	0	1	
Number of Lanes	0	1			1	0	1	0	
Major/Minor		Major 1			Major 2				
Conflicting Flow All	124	0			-	0	284	124	
Stage 1	-	-				<u>-</u> `	124		
Stage 2	-	-			-	-	160	-	
Follow-up Headway	2.218	<u>.</u>			- ·	1	3.518	3.318	
Pot Capacity-1 Maneuver	1463	-			-	-	706	927	
Stage 1					via. 1 - 11		902		
Stage 2	-	-			_	•	869	-	
Time blocked-Platoon, %	0				Garley E.	-	0	0	
Mov Capacity-1 Maneuver	1463	-			-	-	706	927	
Mov Capacity-2 Maneuver						*: . <u>.</u>	706		
Stage 1	-	-			-	-	902	-	
Stage 2	•	**************************************			• • • • • • • • • • • • • • • • • • •		869		
					en e			t Militää 22 Militää, jä täytyi ja värst väisaakkeen tota. ra	and the state of t
Approach HCM Control Delay, s	EB0				WB 0		SB		
HCM LOS	U				U		8.9		en e
HOW LOS					1 1 1 7 7 .		Α		
Minor Lane / Major Mymt	100	EBL	EBT	WBT	WBR	SBLn1			
Cap, veh/h		1463				927			
HCM Control Delay, s	. 160,500	0		·		8.9			
HCM Lane V/C Ratio		o de la companya wi		2 . T si	i en 💆 .	0.00			
HCM Lane LOS		Ā		a kir		0.00 A		gerak ngarawa	ning in 1982 yang palabah sa
HCM 95th-tile Q, veh		0.0		. · · · · · -					
		0.0	-	-	-	0.0			•
Notes									

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

Intersection Delay, s/veh	0.9										
Movement	WBL		WBR		NBT	NBR	SBL	SBT			
Vol, veh/h	26		22		651	10	18	1146		21.20.225.225	Control of the Contro
Conflicting Peds, #/hr	0		0		0	0	0	0			
Sign Control	Stop		Stop		Free	Free	Free	Free			
RT Channelized	None		None		None	None	None	None			
Storage Length	0		100			0	200	110110			
Median Width	12				12	·	200	12			
Grade, %	0%				0%			0%			
Peak Hour Factor	0.75		0.65		0.94	0.44	0.75	0.95			
Heavy Vehicles, %	2		2		2	2	2	2			
Mvmt Flow	35		34		693	23	24	1206			
Number of Lanes	1		1		1	0	1	1200			
tarribor of Earloo	•		'		1	U		'			
Major/Minor	73.7				Major 1			Major 2			
Conflicting Flow All	1958		704		0	0	715	0	Table 19 and the Section of the Section Sectio	A. Salar and A. Salar parts	SECRETAL PROPERTY
Stage 1	704		_		_	-		-			
Stage 2	1254		-		-	_	-	_			
Follow-up Headway	3.518		3.318		_	_	2.218	_			
Pot Capacity-1 Maneuver	70		437		_	_	885	_			
Stage 1	490		_		_		-	_			
Stage 2	269		_		_	_	_	_			
Fime blocked-Platoon, %	0		0		_	_	0	_			
Mov Capacity-1 Maneuver	68		437		_	_	885	_			
Mov Capacity-2 Maneuver	183				_	_		_			
Stage 1	490		_		_	_	_				
Stage 2	262		-		_	-					
otago _								_			
\pproach	WB				NB		SB				
HCM Control Delay, s	21.6				0		0.2				Second Proposition Co. N.
ICM LOS	C						-				
		NGON III SANATANIN NA MARANA		y diel frankrieg stan germen von erw	The little of the special of the spe		Processor Constitutions				
/linor Lane / Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT				
Cap, veh/h		-	-	183	437	885	-				
lCM Control Delay, s		-	-	29.2	13.9	9.181					
ICM Lane V/C Ratio		-	-	0.19	0.08	0.03	-				
ICM Lane LOS		-	-	D	В	Α					
ICM 95th-tile Q, veh		_	-	0.7	0.3	0.1	_				

Intersection Delay, s/veh	24.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	7	4	17	53	3		7	617	27	28	1133	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	Ċ
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		C
Median Width		0			0			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	58	3	39	8	671	29	30	1232	3
Number of Lanes	0	1	0	0	1	0	1	1	. 0	1	1	C
Major/Minor		Minor 2			Minor 1			Major 1			Major 2	10.115
Conflicting Flow All	2001	1980	1233	1991	1982	671	1235	0	0	671	0	0
Stage 1	1294	1294	-	686	686	-	1200	-	-	011	-	_
Stage 2	707	686	_	1305	1296	_	_	_	_	_	_	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	_	_	2.218		_
Pot Capacity-1 Maneuver	45	62	216	# 45	61	456	564	· -	_	919	_	-
Stage 1	200	233	-:	438	448	-00	-	_	_	313	_	_
Stage 2	426	448	_	197	232	_	_	_	_	_		_
Time blocked-Platoon, %	0	0	0	0	0	0	0	_	_	0	_	
Mov Capacity-1 Maneuver	38	59	216	# 37	58	456	564	_	_	919	-	
Mov Capacity-2 Maneuver	38	59		# 37	58	-	-	_	_	-	_	
Stage 1	197	225	_	432	442	-	_	_	_	_	_	
Stage 2	381	442	-	171	224	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	69.3			\$ 488.8		<u> </u>	0.1			0.2		
HCM LOS	F			F			-			-		
Minor Lane / Major Mymt		NBL	NBT	NBR	EBI n1	WBLn1	SBL	SBT	SBR	3		
Cap, veh/h		564		JAPIN.	85	59	919		UDIX	(1512) tydydyn)	property.	
HCM Control Delay, s		11.47	-	-	69.3	\$ 488.8	9.051	-	-			
HCM Lane V/C Ratio		0.01	- .	-	0.36	400.0 1.70	0.03	-	. -			
HCM Lane LOS		0.01 B	_	-	0.30 F	1.70 F	0.03 A	-	-			
HCM 95th-tile Q, veh		0.0	-	-	1.4	9.2	0.1	•	-			

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

Intersection Delay, s/veh	0.2										
		SOCIOTA SOCIO POS PINAS MASTRO A 18	TO STORE AND THE STORE SPECIAL PROPERTY AND ASSOCIATED AND ASSOCIATED ASSOCIA	ranki Audalah jalahnan Baharan Perumakan Mada	one on the same and a second						
Movement	EBL	EBT		WB			SBL	SB			
Vol, veh/h	2	54		7	7	0	1		0		
Conflicting Peds, #/hr	_ 0	_ 0			0	0	0		0		
Sign Control	Free	Free		Fre			Stop	Sto	•		
RT Channelized	None	None		Non	e Noi		None	Nor			
Storage Length	0					0	0		0		
Median Width		0			0		12				
Grade, %		0%		0,			0%				
Peak Hour Factor	0.92	0.92		0.9			0.92	0.9	92		
Heavy Vehicles, %	2	2			2	2	2		2		
Mvmt Flow	2	59		8	4	0	1		0		
Number of Lanes	0	1			1	0	1		0		
Major/Minor		Major 1		Major	2						
Conflicting Flow All	84	0			-	0	147	8	34	and the second s	<u> </u>
Stage 1	-	-			_	_	84		-		
Stage 2	-	_			_	-	63		_		
Follow-up Headway	2.218	-			-	_	3.518	3.31	8		
Pot Capacity-1 Maneuver	1513	-			_		845	97			
Stage 1	-	-			-	_	939	•	-		
Stage 2	-	-			-	_	960		_		
Fime blocked-Platoon, %	0	-			_	-	0		0		
Mov Capacity-1 Maneuver	1513	-			_	-	844	97			
Mov Capacity-2 Maneuver		-			_	-	844	•	-		
Stage 1	-	-			_	-	939		_		
Stage 2	-	-			-	-	959		-		
Approach	EB			W	3	K. P.	SB	\$250,500 and \$250.5			Tura
ICM Control Delay, s	0.3	compression of Jacks (Best			0		9.3				MARK!
HCM LOS	-				-		A				
Minor Lane / Major Mvmt		EBL	EBT	WBT WBI	R SBLr	1					
Cap, veh/h	and the second s	1513	-	-	- 84		- 2 , - 3	A CANADA PARTICO S. N MARINES	<u>was singga patabahan lah</u>		- 150,6 ₂ 3
ICM Control Delay, s		7.383	0	_	- 9						
ICM Lane V/C Ratio		0.00	-	_	- 0.0						
ICM Lane LOS		Α	Α	-		A					
HCM 95th-tile Q, veh		0.0	, ,		- 0						

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

ntersection Delay, s/veh	0.9							
/lovement	WBL	WBR		NBT	NBR	SBL	SBT	
/ol, veh/h	26	22		729	10	18	1246	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	None	None		None	None	None	None	
Storage Length	0	100			0	200		
/ledian Width	12			12	·		12	
Grade, %	0%			0%			0%	
eak Hour Factor	0.75	0.65		0.94	0.44	0.75	0.95	
leavy Vehicles, %	2	2		2	. 2	2	2	
Nymt Flow	35	34		776	23	24	1312	
lumber of Lanes	1	1		1	0	1	1012	
lajor/Minor		100		Major 1			Major 2	
Conflicting Flow All	2147	787		0	0	798	0	
Stage 1	787	-		-	-	-	-	
Stage 2	1360	-		-	-	-	-	
ollow-up Headway	3.518	3.318		-	-	2.218	-	
ot Capacity-1 Maneuver	53	392		-	-	824	-	
Stage 1	449	•		•	-	_	-	
Stage 2	239	-		-	-	-	-	
ime blocked-Platoon, %	0	0		-	-	0	-	
Nov Capacity-1 Maneuver	51	392		-	-	824	-	
Nov Capacity-2 Maneuver	160	-		-	-	-	-	
Stage 1	449	-		-	-	-	-	
Stage 2	232	-		-	-	-	-	
pproach	WB			NB		SB	77 (AV.) 10 7 (AV.) 10 (1)	
ICM Control Delay, s	24.5		16 V. 2003 V	<u>пъ</u>	9.38 V 134	0.2	5 (A)	
ICM LOS	24.3 C			-		0.2		
	-							
linor Lane / Major Mvmt		NBT NBR \	WBLn1	WBLn2	SBL	SBT		
ap, veh/h			160	392	824	-		
ICM Control Delay, s			33.6	15.1	9.5			
ICM Lane V/C Ratio			0.22	0.09	0.03	-		
ICM Lane LOS			D	С	Α	-		
ICM 95th-tile Q, veh			0.8	0.3	0.1	_		

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

Intersection Delay, s/veh	92.9											
Movement	EBL	EBT	EBR	WBL	WBT	W/DD	NBL	NBT	NBR	ODI.	ОВТ	en r
Vol, veh/h	7	4	17	84	vv⊡1 3	WBR 56	1NDL 7	672	1ND/N 41	SBL 37	SBT 1218	SBR 3
Conflicting Peds, #/hr	0	0	0	0	0	0	Ó	0/2	0	0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0	110110	0	0	110110	0	700	1100	0	500	140110	(
Median Width	·	0	·	·	0	ŭ	, 00	12	Ū	000	12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	91	3	61	8	730	45	40	1324	3
Number of Lanes	0	1	0	0	1	0 ,	1	1	. 0	1	1	Ċ
Wali Bolivini wa sana a sa		Minera			KAL-LA						NA LESO	
Major/Minor	04.0.4	Minor 2	4000	30.01.11.30	Minor 1	700		Major 1	•	700	Major 2	•
Conflicting Flow All	2184	2152	1326	2163	2154	730	1327	0	0	730	0	0
Stage 1	1406	1406	-	746	746	-		-	-	-	-	-
Stage 2	778	746	-	1417	1408	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	·	-
Pot Capacity-1 Maneuver	33 172	48	190	# 34	48	422	520	-	-	874	-	-
Stage 1	389	206 421	-	405	421			-	-	-	-	-
Stage 2			-	170	205	-	-	-	-	-	-	-
Time blocked-Platoon, %	0 25	0 45	0 190	0 # 27	0 45	422	0 500	-	-	074	-	-
Mov Capacity 2 Manager	25 25	45 45		# 27 # 27	45 45	422	520	-	-	874	-	-
Mov Capacity-2 Maneuver	169	45 197	-				-	-	-	-		-
Stage 1 Stage 2	325	415	-	399 143	415 196	_	-	-	-	- -	-	-
		rgigita, i sproj emigropyko vazzako osore	era nonem congressoratum exessor	***************	and any contract when we have been designed the contract of th	· · · · · · · · · · · · · · · · · · ·	maging a grad and a financiam community of	#137000 TWO TWO PERSON (P.J.	Pro-Annonnyo (nagiganana s	on the second state of the		
Approach	EB			WB	.		NB			SB		
HCM Control Delay, s	112.4		\$	1371.5			0.1			0.3		
HCM LOS	F			F			-			-		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Cap, veh/h		520		-	61	43	874	<u></u>	-	and the second s	e en route en general est gestie f	
HCM Control Delay, s		12.026	_			1371.5	9.318	· •	_			
HCM Lane V/C Ratio		0.01		-	0.50	3.62	0.05	_	_			
HCM Lane LOS		В	_	-	F	F	Α	_	-			
HCM 95th-tile Q, veh		0.0	-	_	2.0	17.4	0.1	_	-			

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

Intersection Delay, s/veh	0.1									
Movement	EBL	EBT		V	/BT	WBR	SBL	SBR		
Vol, veh/h	2	77			129	0	1	0		
Conflicting Peds, #/hr	0	0			0	0	0	0		
Sign Control	Free	Free		F	ree	Free	Stop	Stop		
RT Channelized	None	None		N	one	None	None	None		
Storage Length	0		1			0	0	0		
Median Width		0			0		12			
Grade, %		0%			0%		0%			
Peak Hour Factor	0.92	0.92		C	.92	0.92	0.92	0.92		
leavy Vehicles, %	2	2			2	2	2	2		
Nvmt Flow	2	84			140	0	1	0		
Number of Lanes	0	1		ř	1	0	1	0		
			7						rigo popular districtor de la coloque de senson agrammaga menso	e gran des services de la marche
Major/Minor Conflicting Flow All	140	Major 1 0		Majo	or 2	0	228	140		
Stage 1	140	U			•	U		140		
Stage 2	-	-			-	-	140	-		
Follow-up Headway	2.218	-			-	-	88	2 240		
Pot Capacity-1 Maneuver	1443	-			•	-	3.518	3.318		
Stage 1	1443	-			-	-	760	908		
Stage 2	-	-			-	-	887	-		
ime blocked-Platoon, %	0	-			-	-	935	-		
Mov Capacity-1 Maneuver	1443	-			-	-	750	0		
	1443	-			-	-	759	908		
Mov Capacity-2 Maneuver	-	-			-	-	759	-		
Stage 1	-	-			-	-	887	-		
Stage 2	-	-			-		934	-		
pproach	EB			N	NB.		SB			
ICM Control Delay, s	0.2				0	and the second	9.8		and the property was a signed	and the second second
ICM LOS	•				-		A			
//		EDI	CDT	What	S BY	ови				
linor Lane / Major Mvmt		EBL	EBT	WBT W	BR .	SBLn1	33.26.082			
Cap, veh/h		1443	•	-	-	759				
ICM Control Delay, s		7.499	0	-	-	9.8				
ICM Lane V/C Ratio		0.00	-	-	-	0.00				
CM Lane LOS		. A	Α	-	-	Α				
ICM 95th-tile Q, veh		0.0	-	-	-	0.0				

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

Intersection Delay, s/veh	0.9										
Movement	WBL	WBR	Ŋ	NBT	NBR	SBL	SBT				
Vol, veh/h	19	26	1	001	34	20	874				
Conflicting Peds, #/hr	0	0		0	0	0	0			and the second	
Sign Control	Stop	Stop		ree	Free	Free	Free				
RT Channelized	None	None	N	one	None	None	None				ander the same of
Storage Length	0	100			0	200					
Median Width	12			12	-1 -1 -1 -1 -1 -1		12				. Per turtu ki ir
Grade, %	0%			0%			0%				
Peak Hour Factor	0.75	0.65	().94	0.44	0.75	0.95			and method a remove to	
Heavy Vehicles, %	2	2		2	2	2	2				
Mvmt Flow	25	40	1	065	77	27	920			The state of the s	ra Tenga and Tenga
Number of Lanes	150	1.		146	0	1.	1				
Major/Minor			Maj	or 1			Major 2				
Conflicting Flow All	2077	1104	, , , , , , , , , , , , , , , , , , ,	0	0	1142	0				
Stage 1	1104					1174					
Stage 2	973	Markini dadili 1907 ilik -	US Fred to execute	Pelaking	oja sideti (ISK) L		######################################				Terlah 4. Pilila
Follow-up Headway	3.518	3.318		n Weith of		2.218	Su Kings <u>.</u>			54,188,192	
Pot Capacity-1 Maneuver	59	257		i Arabitani -		612		e-North-Sewi 57	Lui N. Mad		
Stage 1	317					9012			(A) (B) (A) (B)		
Stage 2	366	esta Mina de la Mew -		.675 N.Jaki -	1,900,000 040 -	95080. 5571 •	di dasirisa -			Rin Orli Osta	frika Guzelia.
Time blocked-Platoon, %	0	0	59544,745			0					
Mov Capacity-1 Maneuver	56	257	un di Peringen di Mili	8.9136356 -	drave sur . •	612	kan di Yesika d •	off filter bakes da	3 -600, 400 S00 S	874, DD-5050.	
Mov Capacity-2 Maneuver	177										
Stage 1	317	\$7967.595.566° a		rîddesarri s •	a Nation 1994 •	De la compacti. _	351 Wessell. -	Lian South	Walio Walior Is 17	ir dedžvitat.	2010/2019 AMAGE
Stage 2	350			- 18 - 18 -							State
Approach	WB			NB		SB					
HCM Control Delay, s	24.4			0	All Control	0.3					
HCM LOS	ĒŢ.Ţ					0.5					
Minor Lane / Major Mymt	ĥ	IRT NRD	WRI of WRI	62	CRI	CDT					7.
Cap, veh/h	ſ	ARI NRK	WBLn1 WBI 177 :		612	SBT					<u> </u>
Cap, ven/n HCM Control Delay, s				257 21.6	11.15			H778841,53			
HCM Lane V/C Ratio		: P4:177 - P4: Store (5 P4)	CONTRACTOR AND	CONTRACT - NA COLUMBIA	en anti-remarka				edusia.	Livin 600	
HCM Lane LOS			e in the contract the advantage and page and are the).16 	0.04			1788 250 AL		V.F.(3),67 05 9	
HCM 95th-tile Q, veh			D	C :	_ B ∩ 1			SERVER	673026		2.120.84
I CIVI BOUI-UIE Q, VEII			0.5	0.5	0.1	-					

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

Intersection Delay, s/veh	12.5									station d		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	4	0	2	29	0	91	2	985	92	59	725	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		(
Median Width		0	Charles The School	are to be a sea to and	0			12	rethae Shille Ruha	, 1 mg 21 50,575 m	12	\$2.75. \$35.635.67
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	32	0	99	2	1071	100	64	788	4
Number of Lanes	0	1	0	0	1	0	1		0		i i	
Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow All	2042	1993	790	1995	1996	1071	792	<u>мајон н</u> 0	^	1071		
Stage 1	918	918	790	1995	1075	1071	192	V (1975)	0	1071	0	Desperações
Stage 2	1124	1075	Liver M	920	The St. Co. Co. Co. St. Mar. Co.,					in de lite.		a field with
Stage 2 Follow-up Headway	3.518		3.318	3.518	921 4 .018	3.318	- 2.218		_ V256733.73	0.040	_ 1123 \$283 \$103	• - 2400 870 1158
	3.516 42	4.018 60	390	and the control of the state of the control of the	the court of the court of		a meneral meneral con-			2.218		
Pot Capacity-1 Maneuver	326	THE RESIDENCE OF STREET	390	45 266	60	268	829	a production	- patrominist	651	_ .a.ga.e.	• Propositi
Stage 1	and the second of the second	350		266	296	7.1					44.V0.7	
Stage 2	249	296	- 	325	349		- - 134 102 4 41		ent e estadori	- 20 to 566	errena in income	r takingkanya
Time blocked-Platoon, %	0	- 0	0	0	0	0	0			0		er diskin.
Mov Capacity-1 Maneuver	24	54	390	41	54	268	829	- : 15, 55, 5 2 2 1 1	e Tento questante	651	= "Y9"1" (TA, \$10, 10, 1	- Same Charles
Mov Capacity-2 Maneuver	24	54		41	54			niski ist				
Stage 1	325	316	- Calabana ang ang a	265	295		• Server emakes	- Barangan	e Maliyatir da		– Turbe skreve or stable	• Alberter
Stage 2	157	295		291	315			Audiotis.				
Approach	EB			WB			NB			SB		
HCM Control Delay, s	130.1			196.5			0			0.8		
HCM LOS	F			F			-			-3		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Cap, veh/h	ores desirable	829	-		35	115	651	×₩	ر داری			
HCM Control Delay, s		9.354			130.1	196.5	11.133	- Garaniya				
HCM Lane V/C Ratio		0.00	men vije.	60 945 93 7 .83	0.19	1.13	0.10	7.75%/5 <u>E</u> E	7. Ex (3)	\$.8376°U1636		
HCM Lane LOS	19. 45. CM	0.00 A			0.19 F	1.13 F	0.10 B				Yang kan ma	
HCM 95th-tile Q, veh	Wallet S.	0.0	XIII of Sc.	441#3 . \$4	0.6	8.0	0.3					Heliciti

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

Intersection Delay, s/veh	0							
Movement	EBL	EBT		WBT	WBR	SBL	SBR	
Vol, veh/h	0	119		86	0	0	1	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Free	Free		Free	Free	Stop	Stop	
RT Channelized	None	None		None	None	None	None	
Storage Length	0				0	0	0	
Median Width		0		0		12	and the second s	2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Grade, %		0%		0%		0%		
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	129		93	0	0	1	
Number of Lanes	0	1		1	0	11	0	
Major/Minor		Major 1	M	ajor 2				
Conflicting Flow All	93	0			0	222	93	
Stage 1						93		
Stage 2		etalikis Katala		V Martin'	134401.T. (129		Riverius directors du du
Follow-up Headway	2.218			110 6 25		3.518	3.318	
Pot Capacity-1 Maneuver	1501	Maria Zula -				766	964	
Stage 1	1301				vangisi Vang	931		
Stage 2	Zing profes				RP MAR	897	ula ulius de Wade	
Slage 2 Time blocked-Platoon, %	0	_ Adii 1248 61.94		e dan b	er tala 1940 e			
	and distance That			x .17 .7 0.		766	064	
Mov Capacity-1 Maneuver	1501			eren eren. Generaleren eren eren eren eren eren eren eren		766	964	
Mov Capacity-2 Maneuver						766		
Stage 1	- - 1004 N.54001 849 5	- 1954 Svetitaren		_ 	- Velation contro	931		erak Chinera Persons aserbak 1973
Stage 2						897		
Approach	EB			WB		SB		
HCM Control Delay, s	0			0		8.7		
HCM LOS	1					Α		
Minor Lane / Major Mvmt		EBL	EBT WBT	WBR	SBLn1			
Cap, veh/h		1501		-	964	5259E8441, 9774E2713 UAC		
HCM Control Delay, s		0			8.7			
HCM Lane V/C Ratio	i de esta de la composição de la composição La composição de la composição	atik, ada y atikO •		Autolika (1965) -	0.00		Parista Parista Parista (NA)	
HCM Lane LOS		Ā	- Alan i nggan kabisa					
HCM 95th-tile Q, veh	valvali 1996	0.0	MESSON FRANCES CARREST OF	20076	Α	wa watalili		
icivi əsili-tile Q, veri		0.0		-	0.0			

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

0.9							
WBI	WBR	7	NRT	NRR	SBI	SRT	
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	And the second s						
	0.65			0.44	0.75		가 되는 44 분들이 되는 사람들이 가고하실 때문 그는 살이 되는 것이라고 있다. -
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2250	1200			^			
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317			-				
VVD.				7 (0) (4) (1) (4) (4) (4)	44		
					A FEBRUARY PROPERTY OF		
		기상 승규는 11 호	U Januaryana	er grotter ji s	0.3		O fill Bergering til Bergiffere stoll in kontronner kompare vor sin skep
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		0.6	0.6	0.1	-		
The state of the s	2259 1200 1059 3.518 45 285 333 0 43 157 285	19 26 0 0 0 Stop Stop None None 0 100 12 0% 0.75 0.65 2 2 2 25 40 1 1 1 2259 1200 1200 - 1059 - 3.518 3.318 45 226 285 - 333 - 0 0 0 43 226 157 - 285 - 317 - WB 27.4 D	19	19 26 1092 0 0 0 Stop Free None None 0 100 12 12 0% 0% 0.75 0.65 0.94 2 2 2 25 40 1162 1 1 1 2259 1200 0 1259 1200 0 1259 - - 3.518 3.318 - 45 226 - 285 - - 333 - - 0 0 - 43 226 - 317 - - WB NB NBT NBR WBLn1 WB NBR 27.4 0 D - - - 32,3 24.3 - - 32,3 24.3 - - 0.16 0.18	19 26 1092 34 0 0 0 0 Stop Free Free None None None 0 100 0 12 12 0% 0% 0% 0% 0.75 0.65 0.94 0.44 2 2 2 2 25 40 1162 77 1 1 1 0 2259 1200 0 0 1200 - - - 1059 - - - 3.518 3.318 - - 45 226 - - 285 - - - 333 - - - 43 226 - - 157 - - - 285 - - - 317 - <td< td=""><td>19 26 1092 34 20 0 0 0 0 0 Stop Free Free Free None None None None 0 100 0 200 12 12 200 200 12 12 0% 0% 0.75 0.65 0.94 0.44 0.75 2 2 2 2 2 2 25 40 1162 77 27 1 1 1 0 1 1200 2 2 2 2 2259 1200 0 0 1239 1200 - - - - 1259 1200 0 0 1239 1200 - - - - 3.518 3.318 - - 2.218 45 226 - - - - 333 - - - - <</td><td> 19</td></td<>	19 26 1092 34 20 0 0 0 0 0 Stop Free Free Free None None None None 0 100 0 200 12 12 200 200 12 12 0% 0% 0.75 0.65 0.94 0.44 0.75 2 2 2 2 2 2 25 40 1162 77 27 1 1 1 0 1 1200 2 2 2 2 2259 1200 0 0 1239 1200 - - - - 1259 1200 0 0 1239 1200 - - - - 3.518 3.318 - - 2.218 45 226 - - - - 333 - - - - <	19

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

Intersection Intersection Delay, s/veh	43.8		1		H A		\$ () () () () () ()					
intersection belay, siven	43.0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Vol, veh/h	4	0	2	46	0	102	2	1064	109	70	784	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		
Median Width		0			0			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	4	0	2	50	0	111	2	1157	118	76	852	4
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1.	
Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow All	2223	2168	854	2169	2170	1157	857	0	0	1157	0	(
Stage 1	1007	1007	004	1161	1161	1107	007	Ü		1107		ung ne i
Stage 2	1216	1161		1008	1009		8 J. J. F. 4 W	i e versi	Liĝevas kaj Pe	disadisti 5.5		131-4460
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218		_ United \$ 543	2.218		
Pot Capacity-1 Maneuver	3.318	4.010	358	# 34	4.010	239	783	NA LAIVEN		604		Logitare da.
Stage 1	290	319	330	238	270	208	103	19 1985. Svet		004	Nakati	15856175-11
Stage 2	290	270		290	318							4,911.01
Time blocked-Platoon, %	0	270	0	290	310	0	0	- 114 전 4번	- 20-48-5	0		-145,993
Mov Capacity-1 Maneuver	15	41	358	# 30	41	239	783	Villa i i i II.		604		
or of the law of the solution of the solution of	15	41	300	# 30	41	209	103	1 28 - 18 <u>-</u>	- - 19 - 19 (19 kg)	004	- - 5000 NG	
Mov Capacity-2 Maneuver	289		en in de la	A CONTRACTOR OF THE PROPERTY O	recommendation and the second			111111111		J-11745.		
Stage 1		279		237	269	Tayan Li	- - 1 - 1 1 - -	a, grasi	_ *	van et 2		
Stage 2	118	269		252	278						de di Merati	
Approach	EB	130 - 150 - 1719. 1811 - 1811 - 1811		WB			NB			SB	NATURE OF	
HCM Control Delay, s	226.9			\$ 632.6			0			1		
HCM LOS	F			F								
Minor Lane / Major Mymt		. NBL	NBT	NBR	FRI n1	WBLn1	SBL	SBT	SBR			
Cap, veh/h	roest toploblication	783		UIPIV	22	76	604		MARKET NO.	ran Sact Garage		
HCM Control Delay, s		9.611	_ 			\$ 632.6	11.817	_ huggania				ong. god
HCM Lane V/C Ratio		0.00		udad K a n	0.30	ა 032.0 2.12			Jan Hara			439.0
		the second of th	- 94. suyya	- 56.2711.00			0.13	- 31, 25,844 5 0,			gw nagwys	585 CYE
HCM Lane LOS HCM 95th-tile Q, veh		A 0.0		Phiad f i	F 0.9	F 14.7	B 0.4	a said				
EN AVE MOULEUR CJ. VECI		U.U	-	-	0.9	14 /	114	-	-			

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

Intersection Delay, s/veh	0							
Movement	EBL	EBT		WBT	WBR	SBL	SBR	
Vol, veh/h	0	147		114	0	0	1	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Free	Free		Free	Free	Stop	Stop	
RT Channelized	None	None		None	None	None	None	
Storage Length	0				0	0	0	
Median Width		0		0		12		
Grade, %		0%		0%		0%		기계 기름 경기를
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	160		124	0	0	1	
Number of Lanes	0	1		1.	0	1	0,	
Major/Minor	1 K - 1	Major 1		Major 2				
Conflicting Flow All	124	0		_	0	284	124	
Stage 1						124		TENNE PERSONAL P
Stage 2	nender b	e ve Kritička čestiči. •		in vistoria Tittiva u •	i i i i i i i i i i i i i i i i i i i	160	defelicity a west fixthe wise.	i videnci de la compansa de la comp La compansa de la co
Follow-up Headway	2.218	4. juliju 1. juliju				3.518	3.318	
Pot Capacity-1 Maneuver	1463	Talas deta			andirila ava •	706	927	office for it. Desperant skill freeder till som i
Stage 1						902	u programa	
Stage 2	und tearth liber. •		di Walio ili Salika berb		in salas salas •	869		risk i registrak izelak eta eribesa erib. T
Time blocked-Platoon, %	0			o Wareh	# ## 1 1	0	0	
Mov Capacity-1 Maneuver	1463	odka ekkadav ∎	Assina ya ili azida 152 1690 s	**************************************	APP of Mades	706	927	Christophia de Company de La
Mov Capacity-2 Maneuver	71.51.51.51.51 71.51.51.51.51.51					706		
Stage 1		Larre Browns.	ila lakut eti tutualla o	1. 40 m 1. 11	No NGC US SE	902	utaliyan terli indhatuan si wasar 	tarni i riski ribara, majari tiba sasi bilbu dhe
Stage 2						869		
agno in gazen ngazene jako enno pro eksigenen entere agazen erdaket makendak integenencio eksigen.			rectant do colos (Spring 1977 Colos El 18 18).	: (5,0) \$4555 B\$455 A \$446 A \$455 A \$468 A		no ben'ny faritr'i Nove continue	ium suudicital mustiki 175 onuvulkan täynekkan onuvakan o	ra i polikovija od polikovija pragogaja i konstrukcija polikovija polikovija polikovija polikovija polikovija s
Approach HCM Control Delay, s	EB0			WB 0	a de la companya de l	SB 8.9		
HCM LOS					3.454	0.9 A		
		- EDI			OBL 4		and the second of	
Minor Lane / Major Mvmt		EBL	EBT WB	T WBR	SBLn1		San Springer March	
Cap, veh/h		1463	− mugu godini waliwa Nimere	 In the second reserve 	927	elen er		utrava in a em grantaven a um a vinta a c
HCM Control Delay, s		0		THE KITS	8.9			
HCM Lane V/C Ratio	ngergeny en els alli	- 2000 (Jan S. 2004)	= grag again se coentro e	= 	0.00		gray provincy who also are many	
HCM Lane LOS		Α	Nu i dan a		Α			
HCM 95th-tile Q, veh		0.0	-		0.0			

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

Intersection Delay, s/veh	0.7								.*		
Movement	WBL	WBR		NBT	NBR	SBL	SBT				
Vol, veh/h	18	13		1009	7	15	1776		M. 19945 190-200-0		<u> </u>
Conflicting Peds, #/hr	0	0		0	0	0	0				
Sign Control	Stop	Stop		Free	Free	Free	Free				
RT Channelized	None	None		None	None	None	None				
Storage Length	0	100			e: 0	200		:			
Median Width	12			12			12				
Grade, %	0%			0%	100		0%			G4000	
Peak Hour Factor	0.75	0.65		0.94	0.44	0.75	0.95				
Heavy Vehicles, %	2	2		2	2	2	2				100
Mvmt Flow	24	20		1073	16	20	1869				
Number of Lanes		y sa		1	0	1	1				
Trained of Earloo			:				A			et de se v	
Major/Minor				Major 1			Major 2	1			
Conflicting Flow All	2990	1081		0	0	1089	0				
Stage 1	1081	, 보기 등에 되었다.		· · · · ·	11 gast <u>-</u> .						
Stage 2	1909	-		-	_	•	-				
Follow-up Headway	3.518	3.318		_	, 1 4 1 <u>-</u> 1	2.218		植物类的			
Pot Capacity-1 Maneuver	# 15	265		-	-	641	-				
Stage 1	326				- 11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	-					
Stage 2	128	n na sana sana sana sana sana sana sana		-	_	_	························-				
Time blocked-Platoon, %	0	0		1000		0		1.90			
Mov Capacity-1 Maneuver	# 15	265		-	_	641	-				
Mov Capacity-2 Maneuver	87						11.				
Stage 1	326	en disemble with the di-	7 - 7		_	<u>-</u>	_			ti is tisa ta	
Stage 2	124				. 1 - 2.						
	es entarior	18180 40 00 00 00 00 00									
Approach	WB			NB		SB					
HCM Control Delay, s	42.4			0		0.1					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
HCM LOS) WE										
	aletra, remedikus dikkomo, rekusta ankleskico.	Thirty A. V. Sarahan C. Control of A. Contro									
Minor Lane / Major Mvmt		NBT NBR	WBLn1	WBLn2	SBL	SBT					18 9 mg ()
Cap, veh/h			87	265	641	-					
HCM Control Delay, s		시 (14세계 기 시 시 시) 임, (1)	61.4	19.7	10.797						
HCM Lane V/C Ratio			0.28	0.07	0.03	-					
HCM Lane LOS			F	С	В	ndan Sar Sara , S ara					
HCM 95th-tile Q, veh		and the second of the second of the second	1.0	0.2	0.1						

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

Intersection Intersection Delay, s/veh	\$ 519.4	n.e., a organi in discolore in November	-15 mg (4.55 a 25 (14.50 a 25)	Stockers of sector	STATES STATES		W. 2008/00	PART DE SPANSE - U.S. O. Y. S.	35,11 - 1 M 36 M 1 - 1 M 3 - 1 - 1	**************************************	AND THE STATE OF T	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Vol, veh/h	7	4	17	84	3	55	7	953	27	27	1739	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Fre
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	Non
Storage Length	0		0	0		0	700		. 0	500		
Median Width		0			0			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	8	4	18	91	3	60	8	1036	29	29	1890	
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	
Major/Mino r		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow All	3034	3002	1892	3013	3003	1036	1893	0	0	1036	0	
Stage 1	1951	1951	· · · · · · · · · · · · · · · · · · ·	1051	1051				- -	=	-	
Stage 2	1083	1051	-	1962	1952	-	-	-	-	-	-	
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	in the last of		2.218		
Pot Capacity-1 Maneuver	8	14	87	# 8	14	281	315	-	· ·	671	-	
Stage 1	83	110	· · · · · · · · · · · · · · · ·	274	304	- · · · · · · -	· · · · · ·	ilija 🕌 i	· ·	a -		
Stage 2	263	304	-	# 82	110	-	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	0	0	0	0	. 1971 . . .	- ·	0	-	
Mov Capacity-1 Maneuver	# 5	13	87	#4	13	281	315	-	-	671	-	
Mov Capacity-2 Maneuver	# 5	13	-	#4	13	·				.		
Stage 1	81	105	-	267	296	-	-	-	-	-	-	
Stage 2	200	296		# 59	105			<u>-</u>	2 g 3 4	· · · · · · · · · · · · · · · · · · ·		
Approach	EB			WB			NB			SB		
HCM Control Delay, s	\$ 998.8		\$	10502.8			0.1			0.2		
HCM LOS	. F			F						•		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Cap, veh/h		315	-	-	15	7	671	-	-			
HCM Control Delay, s		16.711	•	\$	10502.8\$	10502.8	10.61	4	*************************************			
HCM Lane V/C Ratio		0.02	-	-	2.03	22.05	0.04	-	_			
HCM Lane LOS		C	·	1 and 1 👢	F	F	В					항쓰다.
HCM 95th-tile Q, veh		0.1	· -	-	4.5	21.2	0.1		· · · · · · · · · · · · · · · · · · ·			
•,												

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

Intersection Delay, s/veh	0.1							
Movement	EBL	EBT		WBT	WBR	SBL	SBR	
Vol, veh/h	2	76	:	128	0	1	0	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Free	Free		Free	Free	Stop	Stop	
RT Channelized	None	None		None	None	None	None	
Storage Length	0				0	0	0	
Median Width		0		0		12		
Grade, %		0%		0%		0%		
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	2	83		139	0	1	0	
Number of Lanes	0	1		1	0	1	0	
Major/Minor		idalar 1		Na:a				
Conflicting Flow All	139	Major 1		Major 2	^	000	420	
	139	0	and the second	• - 447 (1.54)	0	226	139	in the second regard that
Stage 1	· · · · · · ·	-			· · · · ·	139		
Stage 2	- 0.040	. .	ing and the first of	• 	- 2 157 - 2	87	0.040	gartan da kanalas da ka
Follow-up Headway	2.218	-		•	-	3.518	3.318	
Pot Capacity-1 Maneuver	1445	um militaria di sa			-	762	909	
Stage 1				· ·		888	of the state of t	
Stage 2	_		ing a second second	-	<u>-</u>	936	-	and the state of t
Time blocked-Platoon, %	0	-		·	; 7	0	0	
Mov Capacity-1 Maneuver	1445	<u>-</u>		• 14 4 5 5	<u>-</u>	761	909	
Mov Capacity-2 Maneuver		- · ·		•		761		
Stage 1	- -	-	e e e	• • • • • • • • • • • • • • • • • • • •	-	888	-	a de jaran
Stage 2	· · · · · ·			-	^ + + ^ - ·	935		
Approach	ÉΒ			WB		SB		
HCM Control Delay, s	0.2			0		9.7		
HCM LOS	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1			. * 5. * 5 . *		Α		
VII-2011 2027 Mail 2000		FN	EDT WET	WDD	ODI 4			
Minor Lane / Major Mymt		EBL	EBT WBT	WBR	SBLn1			
Cap, veh/h		1445	-	egint of the second	761			to a fact that the same
HCM Control Delay, s		7.495	0 -		9.7			
HCM Lane V/C Ratio		0.00			0.00			
HCM Lane LOS		Α	Α -	i vi u ve di " ve	Α			
HCM 95th-tile Q, veh		0.0		_	0.0			

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

Intersection											
Intersection Delay, s/veh	1.3	-									
Movement	WBL	WBR		NBT	NBR	SBL	SBT		7. 7. 10.		
Vol, veh/h	19	26		1551	34	20	1354				
Conflicting Peds, #/hr	0	0		0	0	0	0				
Sign Control	Stop	Stop		Free	Free	Free	Free				
RT Channelized	None	None		None	None	None	None				
Storage Length	0	100			0	200	Party.	in the			
Median Width	12			12			12				
Grade, %	0%			0%			0%				
Peak Hour Factor	0.75	0.65		0.94	0.44	0.75	0.95				
Heavy Vehicles, %	2	2		2	2	2	2				
Mvmt Flow	25	40		1650	77	27	1425				
Number of Lanes	1	1		1	0	1	1				
					· Vince of the control of the contro		ng PST PSP VINSESS		70.50 (5.0000)		edwo si sundanoste
Major/Minor	0400	4000	Ma	ajor 1	_		Major 2				
Conflicting Flow All	3168	1689		0	0	1727	0	1 42	en in Spectific	najanninga jawang	
Stage 1	1689	Danis (Carlo Alif		11/53	•)				
Stage 2	1479	en en som en		-	- 13	-	· · · · · · · · · · · · · · · · · · ·			e y mandana e	
Follow-up Headway	3.518	3.318		-	• ·	2.218					
Pot Capacity-1 Maneuver	# 12	116		- -,	- 1 - 5195 € .	365	eve av a efe			enger i versione	
Stage 1	164			-			•				
Stage 2	209	- Partuus arte usuuri art		• • • • • • • • • •	- -	-	<u>−</u> Selomeno S				
Time blocked-Platoon, %	0	.0				0	-				
Mov Capacity-1 Maneuver	# 11	116		.	- 132 - 21 - 21 - 21	365	− Kalan alam				1
Mov Capacity-2 Maneuver	86			•							
Stage 1	164	• Missau Aige ine ine i	and the second	- 		- -	- 		ering er er er		
Stage 2	194			· es. 🕶 ei			7 A 1 7				
Approach	WB			NB		SB					
HCM Control Delay, s	56.2			0	100000000000000000000000000000000000000	0.3			are egan e 1 de châs (agai		<u>arsessesses</u>
HCM LOS	F			•							
Minor Lane / Major Mymt		NBT NBR	WBLn1 W	BLn2	SBL	SBT					
Cap, veh/h			86	116	365	-					ALL PLANTS OF THE PARTY OF THE
HCM Control Delay, s			63.5		15.639					gi er ele	
HCM Lane V/C Ratio			0.29	0.35	0.07	-					a na na nwi
HCM Lane LOS			F	F	С			British.			
HCM 95th-tile Q, veh			1.1	1.4	0.2						1.64.1
											COTTON
Notes	100								100		

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

Intersection						-11-11			en e			
Intersection Delay, s/veh	194.6			,								
	. 4 .											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	4	0	2	46	0	102	2	1526	92	59	1123	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		(
Median Width		0			0			12			12	
Grade, %		0%	45.		0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	50	0	111	2	1659	100	64	1221	4
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
VALUE AND THE STATE OF THE STAT		N. C.		77.78								ara ara
Major/Minor	0000	Minor 2	4000	004-	Minor 1	40=-		Major 1		40=0	Major 2	
Conflicting Flow All	3069	3014	1223	3015	3016	1659	1225	0	0	1659	0	0
Stage 1	1351	1351		1663	1663	1 - 1 - 1 -	•	•	-	-	14. 14. 1 - 1.	
Stage 2	1718	1663	-	1352	1353	-	-	-	- -	-	• 51 - 2 2 22	
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218		•	2.218	•	•
Pot Capacity-1 Maneuver	7	13	219	# 8	13	121	569			388	- -	
Stage 1	185	219	-	123	154				-		-	
Stage 2	114	154	<u>-</u>	185	218	-			-	-	<u>-</u>	-
Time blocked-Platoon, %	. 0	0	0	. 0	0	0	0	-	.	0	g til de	- 1
Mov Capacity-1 Maneuver	#1	11	219	#7	11	121	569			388		-
Mov Capacity-2 Maneuver	#1	11	•	#7	11	- · · · · · · -	30 I.B.	-		· · · · · · · · ·	end it.	•
Stage 1	184	183	-	123	153	- -	-		.		•	-
Stage 2	10	153	-	153	182	- 1986 -			- ·	-		,
Approach	EB			WB		, and the second	NB			SB		
	\$ 8327.2	atter a tell of te	(3548.3			0		Transition to the second	0.8		C40440 W
HCM LOS	F			F						-		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Cap, veh/h		569	-	_	1	20	388	_	_			
HCM Control Delay, s		11.351			\$ 3548.3		16.107				100	
HCM Lane V/C Ratio		0.00		6	6.52	8.04	0.17		_			
HCM Lane LOS		В			F	F	С		* + 1945			
HCM 95th-tile Q, veh		0.0	-	-	1.9	20.5	0.6	-	_			
		Talahan ka							FIETZY STORY	A 100 100 100 100 100 100 100 100 100 10	17/17/20/20/20/20	
Notes						AL MARKET ST.						1.5

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

Intersection Delay, s/veh	0							
Movement	EBL	EBT		WBT	WBR	SBL	SBR	
/ol, veh/h	0	147		114	0	0	1	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Free	Free		Free	Free	Stop	Stop	
RT Channelized	None	None		None	None	None	None	
Storage Length	0				0	0	0	
Median Width		0		0		12		
Grade, %		0%		0%		0%		
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2		2	2	2	2	
Mvmt Flow	0	160		124	0	0	1	
Number of Lanes	0	1		1	0	1	0	
F-1220KH-222				Maiazo				
Major/Minor	124	Major 1 0		Major 2	^	284	124	
Conflicting Flow All	124	U		ary orași.	0	124	124	
Stage 1					744. 			
Stage 2	0.040			· varionalia.		160	- 2 240	in the construction of the second section of the second section of the section of the second section of the section of the section of the second section of the section of
Follow-up Headway	2.218				•	3.518	3.318	
Pot Capacity-1 Maneuver	1463	- Linabaria		· Marina se ind	- -	706	927	
Stage 1						902		
Stage 2	-	- - 18 15 15	na jedanije sa sedina.	<u>.</u>	<u>-</u>	869	- Van der Mitter Studenberg	i Bilgin Tigligg Grandskrightenskin er
Time blocked-Platoon, %	1400					700	007	
Mov Capacity-1 Maneuver	1463		n National Heat that a set in the	san jan sa	• •	706	927	nelius et regignere en la tagin i de l'inclusion.
Mov Capacity-2 Maneuver			i salata da Elgi			706		
Stage 1	Single San Single	• • • • • • • •	ng about ay in the first	- - ,	• • • • • • • •	902	en en volumente de la companya de la	ing the second of the second o
Stage 2					. Programme in the second seco	869		
Approach	EB			WB		SB		
HCM Control Delay, s	0	ACCOUNTS OF STREET		0		8.9		
HCM LOS						Α		
are entre entre en la company		CDI	EDT WOT	WDD	ODI 44			
Minor Lane / Major Mymt		EBL	EBT WBT	WBR	SBLn1			
Cap, veh/h		1463		- Transación de	927			en la
HCM Control Delay, s		0		iselie Propinsi	8.9			
HCM Lane V/C Ratio		ger silve.	e Paramananan kananan kanan	- 1980 - 1980	0.00		na galakana da sasara	e de Mag Mema de Sea de Carlo de la composición de la composición de la composición de la composición de la co
HCM Lane LOS		Α			Α			
HCM 95th-tile Q, veh		0.0	-	-	0.0			

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

Intersection Delay, s/veh	1.1								
****				,					
Movement	WBL	WE		NBT	NBR	SBL	SBT		
Vol, veh/h	26		22	1009	10	18	1776		
Conflicting Peds, #/hr	0		0	0	0	0	0		
Sign Control	Stop	St		Free	Free	Free	Free		
RT Channelized	None	No		None	None	None	None		
Storage Length	. 0	1	00		0	200			
Median Width	12			12			12		
Grade, %	0%			0%			0%		
Peak Hour Factor	0.75	0.	35	0.94	0.44	0.75	0.95		
Heavy Vehicles, %	2		2	2	2	2	2		
Mvmt Flow	35	;	34	1073	23	24	1869		
Number of Lanes	1		1	1	0	1	1		
Vlajor/Minor				Major 1	71		Major 2		
Conflicting Flow All	3002	10	35	1 viaj ui 1 0	0	1096	101ajui 2 0	3	08,4948,78
Stage 1	1085	100	50	U	U	1090	U		
Stage 2	1917		-	-	-	-	- 、		
Follow-up Headway	3.518	3.3	-	-	-	2.218	-		
Pot Capacity-1 Maneuver	# 15		33	-	-	2.216 637	-		
Stage 1	# 15 324	2	00	-	-	037	-		
Stage 2	126		•	-	-	-	-		
Fime blocked-Platoon, %	0		0	-	-	-	-		
	# 14	20	•	-	-	0	-		
Mov Capacity-1 Maneuver	# 14 85	20	03	-	-	637	-		
Mov Capacity-2 Maneuver			-	-	-	-	- '		
Stage 1	324		-	-	-	-	-		
Stage 2	121		-	, -	-	-			
Approach	WB			NB		·SB			
ICM Control Delay, s	47.6	-		0		0.1			
ICM LOS	E					-	٠.		
Minor Lane / Major Mvmt		NBT NE	R WBLn1	WBI n2	SBL	SBT			
Cap, veh/h	<u> </u>	INC.				ו טט	a to the territory	<u> </u>	
Jap, ven/n HCM Control Delay, s		-	- 85		637	-			
•		-	- 73.9		10.873	-			
HCM Lane V/C Ratio		-	- 0.41	0.13	0.04	-			
HCM Cath tile County			- F	C	В	-			
-ICM 95th-tile Q, veh		-	- 1.6	0.4	0.1	-			

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

Intersection							100 / 100 /					
Intersection Delay, s/veh	\$ 524.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	7	4	17	84	3	56	7	956	27	37	1752	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		0
Median Width		0			0			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	18	91	3	61	8	1039	29	40	1904	3
Number of Lanes	0	1	0	0	1	0	1	1	. 0	1	1	0
Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow All	3072	3040	1906	3052	3042	1039	1908	0	0	1039	0	0
Stage 1	1986	1986	-	1054	1054	-	_	-	_	-	-	_
Stage 2	1086	1054	-	1998	1988	-	-	_	_	_	_	_
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	_
Pot Capacity-1 Maneuver	#7	13	86	#8	13	280	311	-	-	669	_	-
Stage 1	79	106	-	273	303	-	-	-	-	-	-	-
Stage 2	262	303	-	# 78	106	-	-	-	-	-	-	_
Time blocked-Platoon, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	# 4	12	86	# 4	12	280	311	-	-	669	-	-
Mov Capacity-2 Maneuver	# 4	12	-	# 4	12	-	-	-	-	-	-	-
Stage 1	77	100	-	266	295	-	-	-	-	-	-	-
Stage 2	198	295	-	# 55	100	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	\$ 1330.3		\$ '	10572.7		and the second s	0.1		<u></u>	0.2		
HCM LOS	F		,	F			-			-		
Minor Lane / Major Mvmt		NBL	NBT	NBR	EDI 51	WBLn1	ומס	СПТ	opn.			e e constant
Cap, veh/h		311	INDI	INDIX	12		SBL	SBT	SBR			(Sec. 75.1)
HCM Control Delay, s		16.866	-	- o	10572.7\$	7 10572.7	669	-	-			
HCM Lane V/C Ratio		0.02	· ·	Ф	2.54	22.21	10.725	-	-			
HCM Lane LOS		0.02 C	-	-	, 2.54 F	22.21 F	0.06	-	-			
HCM 95th-tile Q, veh		0.1	-		4.7	21.3	B 0.2	-	-			
	ng Baranana i gara nagawanaw awakana	U. I		-	4./	۷۱.۵	U.Z	-	-			
Notes	:L	1.0			950							

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

Movement EBL EBT	Intersection Delay, s/veh	0.1	,						
Vol, veh/h 2 77 129 0 1 0 Conflicting Peds, #hr 0	N.E.	- FBI	FOT		Wor	W/B/B	75Y	- ALEN	
Conflicting Peds, #/hr			1,0,000,000				SBL		
Sign Control Free RT Channelized Free None Free None Free None None None None None None None None None None Storage Length 0 0 0 0 0 0 Grade, % 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0							1		
RT Channelized None None None None None None None Storage Length O			-				-	-	
Storage Length 0							•	•	
Median Width Grade, % 0 0 12 Grade, % 0% <			None		None				
Grade, % 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles, % 2 2 2 2 2 2 2 Mmrt Flow 2 84 140 0 1 0 0 Number of Lanes 0 1 1 0 1 0 <td></td> <td>U</td> <td>0</td> <td></td> <td></td> <td>•</td> <td></td> <td>U</td> <td></td>		U	0			•		U	
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles, % 2 3 3 3 3 3 3 3 4 <t< td=""><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>			-						
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	•	0.00						0.00	
Mvmt Flow Number of Lanes 2 84 140 0 1 0 Major/Minor Major 1 Major 2 Major 3 Major 4 Major 2 Conflicting Flow All 140 0 - 0 228 140 Stage 1 - - - 1440 - - Stage 2 - - - 1440 - - Follow-up Headway 2.218 - - - 3.518 3.318 Pot Capacity-1 Maneuver 1443 - - - 760 908 Stage 1 - - - 887 - - Time blocked-Platoon, % 0 - - - 0 0 Mov Capacity-1 Maneuver 1443 - - - 759 908 Mov Capacity-2 Maneuver - - - - 759 - Stage 1 - - - - 934 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
Number of Lanes 0 1 1 0 1 0 Major/Minor. Major 1 Major 2 Conflicting Flow All 140 0 - 0 228 140 Stage 1 - - - 1440 - - 1440 - - Stage 1 - - 1440 - - - 1440 - - - 1440 - - - 1440 - - - 1440 - - - 1440 - - - 1440 - - - 1440 - - - 1440 - - - 888 - - - 1480 -						_	2		
Major/Minor							1		
Conflicting Flow All 140 0 - 0 228 140 Stage 1 - - - 140 - Stage 2 - - - 140 - Follow-up Headway 2.218 - - - 88 - Follow-up Headway 2.218 - - - 3.518 3.318 Pot Capacity-1 Maneuver 1443 - - - 760 908 Stage 1 - - - 887 - - Stage 2 - - - 0 <t< td=""><td>Number of Lanes</td><td>U</td><td>1</td><td></td><td>1</td><td>U</td><td>1</td><td>U</td><td></td></t<>	Number of Lanes	U	1		1	U	1	U	
Stage 1 - - - 140 - Stage 2 - - - 88 - Follow-up Headway 2.218 - - - 3.518 3.318 Pot Capacity-1 Maneuver 1443 - - - 760 908 Stage 1 - - - - 887 - Stage 2 - - - - 935 - Time blocked-Platoon, % 0 - - - 0 0 Mov Capacity-1 Maneuver 1443 - - 759 908 Mov Capacity-2 Maneuver - - - 759 9 Stage 1 - - - 887 - Stage 2 - - - 887 - Stage 1 - - - 887 - Stage 2 - - - 887 - Stage 3 - - - 934 - HCM Control Delay, s <	***************************************		Major 1		Major 2				
Stage 2	•	140	0		-	0		140	
Follow-up Headway 2.218 3.518 3.318 Pot Capacity-1 Maneuver 1443 760 908 Stage 1 887 - 887 - 887 - 935 - 760 Stage 2 935 - 760 908 Mov Capacity-1 Maneuver 1443 759 908 Mov Capacity-1 Maneuver 1443 759 908 Mov Capacity-2 Maneuver 759 908 Mov Capacity-2 Maneuver 759 - 759 - 759 908 Mov Capacity-2 Maneuver 887 - 759 908 Mov Capacity-2 Maneuver 934 - 759 908 Mov Capacity-2 Maneuver 934 - 759 908 Mov Capacity-2 Maneuver 759 934 - 759 Stage 2 934 - 759 HCM Control Delay, s 0.2 0 9.8 HCM LOS - A WBR SBLn1 Cap, veh/h 1443 759 HCM Control Delay, s 7.499 0 - 9.8 HCM Control Delay, s 7.499 0 - 9.8 HCM Control Delay, s 7.499 0 - 9.8 HCM Lane V/C Ratio 0.00 0.00 HCM Lane LOS A A A		-	-		-	-		-	
Pot Capacity-1 Maneuver 1443 760 908 Stage 1 887 887 935 760 Stage 2 935 0 0 0 Mov Capacity-1 Maneuver 1443 759 908 Mov Capacity-2 Maneuver 759 908 Mov Capacity-2 Maneuver 759 887 - 759 Stage 1 887 887 - 759 Stage 2 934 759 Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Cap, veh/h 1443 759 HCM Control Delay, s 7,499 0 - 9,8 HCM Control Delay, s 7,499 0 - 9,8 HCM Lane V/C Ratio 0.00 0.00 HCM Lane LOS A A A		-	-		-	-		-	
Stage 1 - - - 887 - Stage 2 - - - 935 - Time blocked-Platoon, % 0 - - 0 0 Mov Capacity-1 Maneuver 1443 - - 759 908 Mov Capacity-2 Maneuver - - - 759 - Stage 1 - - - 887 - Stage 2 - - - 934 - Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - A A - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			-		-	-			
Stage 2 - - - 935 - Time blocked-Platoon, % 0 - - 0 0 Mov Capacity-1 Maneuver 1443 - - 759 908 Mov Capacity-2 Maneuver - - - 759 - Stage 1 - - - 887 - Stage 2 - - - 934 - Approach EB WB SB HCM Control Delay, s		1443	-		-	-		908	
Time blocked-Platoon, % 0 0 0 0 Mov Capacity-1 Maneuver 1443 759 908 Mov Capacity-2 Maneuver 759 908 Mov Capacity-2 Maneuver 759 887 887 887 934		-	-		-	-		-	
Mov Capacity-1 Maneuver 1443 - - 759 908 Mov Capacity-2 Maneuver - - - 759 - Stage 1 - - - 887 - Stage 2 - - - 934 - Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - - A Minor Lane / Major Mvmt EBL EBT WBR SBLn1 Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 HCM Lane LOS A A - - A		-	-		-	-	935	-	
Mov Capacity-2 Maneuver - - 759 - Stage 1 - - - 887 - Stage 2 - - - 934 - Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - - A Minor Lane / Major Mvmt EBL EBT WBR SBLn1 Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 HCM Lane LOS A A - A		-	-		-	-		0	
Stage 1 - - - 887 - Stage 2 - - - 934 - Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - - A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 HCM Lane LOS A A - - A		1443	-		-	-	759	908	
Stage 2 - - - 934 - Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - - A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 HCM Lane LOS A A - - A		-	-		-	-	759	-	
Approach EB WB SB HCM Control Delay, s 0.2 0 9.8 HCM LOS - - A Minor Lane / Major Mvmt EBL EBT WBR SBLn1 Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 HCM Lane LOS A A - A	Stage 1	-	-		-	-	887	_	
HCM Control Delay, s 0.2 0 9.8 HCM LOS A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Cap, veh/h 1443 759 HCM Control Delay, s 7.499 0 - 9.8 HCM Lane V/C Ratio 0.00 0.00 HCM Lane LOS A A A	Stage 2	-	-		-	-	934	-	
HCM Control Delay, s 0.2 0 9.8 HCM LOS A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Cap, veh/h 1443 759 HCM Control Delay, s 7.499 0 - 9.8 HCM Lane V/C Ratio 0.00 0.00 HCM Lane LOS A A A	Approach	EB			WB		SB		
HCM LOS - - A Minor Lane / Major Mvmt EBL EBT WBT WBR SBLn1 Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 - - A A - A A - A A - - A A - - A - - A - - - A - - A - - - A -<						42 R. T. O'S	The state of the s	er men er en	<u>n – Angelon Ang Pengulan da Pa</u> ndan and India (1.47) da
Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - 0.00 HCM Lane LOS A A - - A					-				
Cap, veh/h 1443 - - 759 HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - - 0.00 HCM Lane LOS A A - - A	Minor Lane / Major Mymt		ERI	ERT	WRT WPD	QDI n1			
HCM Control Delay, s 7.499 0 - - 9.8 HCM Lane V/C Ratio 0.00 - - - 0.00 HCM Lane LOS A A - - A				LD1	WON I OW				
HCM Lane V/C Ratio 0.00 0.00 HCM Lane LOS A A A				- 0					
HCM Lane LOS A A A				U					
				_					
HUNGUNTO THOU LIVOR HIS	LICIVI LAHE LUO		А	А					

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

PM Wkdy. C+Prj. 9/18/15 Synchro 8 Report Page 3

Intersection Delay, s/veh	1.3							
Movement	WBL	WBR		NBT.	NBR	SBL	SBT	
Vol, veh/h	19	26		1551	34	20	1354	
Conflicting Peds, #/hr	. 0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	None	None	1	None	None	None	None	
Storage Length	0	100			0	200		
Median Width	12			12			12	
Grade, %	0%			0%			0%	
Peak Hour Factor	0.75	0.65		0.94	0.44	0.75	0.95	
Heavy Vehicles, %	2	2		2	2	2	2	
Vivmt Flow	25	40	•	1650	77	27	1425	
Number of Lanes	1	1		1	0	1	1	
		\$9 7884 2570888888888888755844559464488646	(A CONSTRUCTOR RETORN STOWNED HAS BUT A MARIEM	477.27 7 78.9990	W7.6578041.7117191.03.011451.71	20 0 00000 V 70 OTTODOC TALE	987 ATTENT F. CONS. P. C	ES TRACTION EN ST BARBORINA AND ENGRADOS ESPAINING DESCRIPTIONS (SAN ENGRADOS EN CONTROL DE CONTROL DE CONTROL
Major/Minor	0400	1000	Ma	ijor 1	^		Major 2	
Conflicting Flow All	3168	1689		0	0	1727	0	n en kompeten en de kompeten kompeten kompeten kan en en skale.
Stage 1	1689			-	·· -	-	-	
Stage 2	1479	- 		•	• •	-	- 'a, '*	
Follow-up Headway	3.518	3.318		-1	· · · · ·	2.218		나는 아이들이 아름은 바다 하나 때
Pot Capacity-1 Maneuver	# 12	116		-	-	365	-	
Stage 1	164			-	-	• •		
Stage 2	209	■ Taki be edilibi in in in a di			-	-	-	and the second of the second o
Time blocked-Platoon, %	0	0			· · · · · •	0	· -	
Mov Capacity-1 Maneuver	# 11	116			e againe de	365	- 	
Mov Capacity-2 Maneuver	86	itin di Balana i		• •	•	•	a ji ka 👼	그렇게 하는 말 하고의 화택을 받는다.
Stage 1	164	· · · · · · · · · · · · · · · · · · ·		. .	-	-	-	in the travers of the property of the travers of the property
Stage 2	194	and will be about		· . . · ·		¥: 1	,* . -	
Approach	WB			NB		SB		
HCM Control Delay, s	56.2	15.00		<u> </u>		0.3	2 BW - 200	
HCM LOS	F					-		
Minor Lane / Major Mvmt		NBT NBR	WBLn1 WE	3Ln2	SBL	SBT		
Cap, veh/h		-	86	116	365	-		
HCM Control Delay, s				51.6	15.639	=		
HCM Lane V/C Ratio		-		0.35	0.07	-		
HCM Lane LOS			F		С	•		
HCM 95th-tile Q, veh		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1.1	1.4	0.2	-		and the second s
· ·								

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

Intersection Delay, s/veh	194.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	4	0	2	46	0	102	2	1526	92	59	1123	-
Conflicting Peds, #/hr	0	0	0	0	0	0	Ó	0	0	0	0	(
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	None	None	None	None	None	None	Free	Free	Free	None	None	None
Storage Length	0		0	0		0	700		0	500		(
Median Width		0			0			12			12	
Grade, %		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	2	50	0	111	2	1659	100	64	1221	4
Number of Lanes	0	1	0	0,	1.	0	1.	1	0	1	1.	(
Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow All	3069	3014	1223	3015	3016	1659	1225	0	0	1659	0	(
Stage 1	1351	1351		1663	1663				- 120	<u>.</u>		
Stage 2	1718	1663	_	1352	1353	-	-	- ×	-	-	-	
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218			2.218		
Pot Capacity-1 Maneuver	7	13	219	#8	13	121	569	-	-	388	-	
Stage 1	185	219	·	123	154	•	<u>.</u>		-	- ·		·
Stage 2	114	154	-	185	218	-	-	-	-	-	-	
Time blocked-Platoon, %	0	0	0	0	0	0	0	.	• • • • • • • • • • • • • • • • • • •	0	· i :	
Mov Capacity-1 Maneuver	# 1	11	219	#7	11	121	569	-	-	388	-	
Mov Capacity-2 Maneuver	#1	11		#7	11	-	-	-	•	<u>.</u>	-	
Stage 1	184	183	-	123	153	-	-	-	-	-	-	
Stage 2	10	153	-	153	182	a vii 🕶	-	-			-	1.2.
Approach	EB			WB			NB			SB		
	8327.2		\$	3548.3			0	2000 - 2 alapare 1993	and the first the second	0.8	and the state of t	
HCM LOS	F			F			-					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			***
Cap, veh/h		569	_		1	20	388	<u> </u>				Seasen e
HCM Control Delay, s		11.351			3548.3\$		16.107	u an <u>ē</u> r			· j rest.	
HCM Lane V/C Ratio	in gr	0.00		-	6.52	8.04	0.17	* * * * * *.				
HCM Lane LOS		0.00 B			0.52 F	0.04 F	0.17 C		<u></u> .			

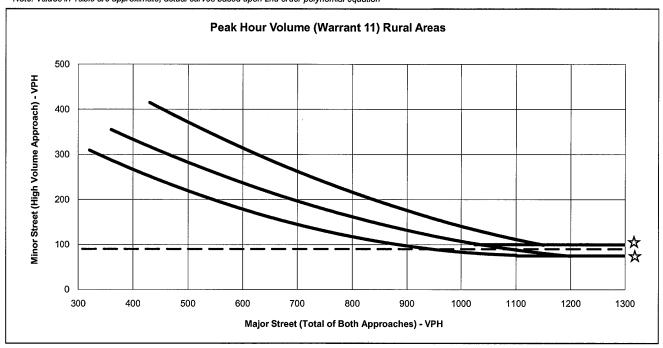
^{~:} Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error: Computation Not Defined

Intersection Delay, s/veh	. 0						ď			
Movement	EBL	EBT	75.0		WBT	WBR	SBL	SBR		
Vol, veh/h	0	147			114	0	0	1		
Conflicting Peds, #/hr	0	0			0	0	Ò	0		
Sign Control	Free	Free			Free	Free	Stop	Stop	* 1	
RT Channelized	None	None			None	None	None	None		
Storage Length	0					0	0	0		
Median Width		0			0		12			
Grade, %		0%			0%		0%			
Peak Hour Factor	0.92	0.92			0.92	0.92	0.92	0.92		
Heavy Vehicles, %	2	2			2	2	2	2		
Mvmt Flow	, 0	160			124	0	0	1		
Number of Lanes	0	1			1	0	1	0		
Major/Minor		Major 1			Major 2					
Conflicting Flow All	124	0		n - eu teente proporte (1971)	-	0	284	124		
Stage 1	4. jili <u>i</u>				1000 a 400		124			
Stage 2	· ·	- 1 · · · · · · · · · · · · · · · · · ·		3 4 7	•	_	160	and a second		
Follow-up Headway	2.218	fra iş				1 2 2	3.518	3.318		
Pot Capacity-1 Maneuver	1463	- · · · · · · · · · · · · · · · · · · ·			*	- ·	706	927		a di esti di e
Stage 1		2 Tel 4			_	544 ° 🚅	902			
Stage 2		-			_	_	869	- · · · · · · · · · · · · · · · · · · ·		
Time blocked-Platoon, %	0				- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	ations. And the E ngl	0	0	 1 18 - 18 - 18 - 18 - 18 - 18 - 18 - 18	y and a
Mov Capacity-1 Maneuver	1463	-			-	-	706	927		
Mov Capacity-2 Maneuver							706	· · · · · · · · · · · · · · · · · · ·		
Stage 1	-	-			-	-	902			
Stage 2				and state of the s	.	• • • • • • • • • • • • • • • • • • •	869	en de la companya de		
Approach	EB	CASH CANAL SERVE			WB		SB			
HCM Control Delay, s	0	1386 superstates			0		8.9			
HCM LOS	-						Α			
Minor Lane / Major Mvmt		EBL	EBT	WBT	WBR	SBLn1				
Cap, veh/h	- vy a synemy-abys!	1463		remaining at 1502		927				7.4
HCM Control Delay, s		0				8.9				
HCM Lane V/C Ratio		-	. 1980 (1) -	ing the Like _	ur fa ur ur filedi. •	0.00				
HCM Lane LOS		Α		ga 4 <u>.</u> ∿	e de <u>s</u> ed	0.00 A				
HCM 95th-tile Q, veh		0.0		nath in talas a l	11 11 11 11 11 11 11 11 11 11 11 11 11	0.0		and the second second		

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

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

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



NOTE:

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

Intersection:

Oakville Cross Road / SR-29

Scenario: Minor St. Volume: Existing PM Peak Hour Weekday Conditions 90

Major St. Volume:

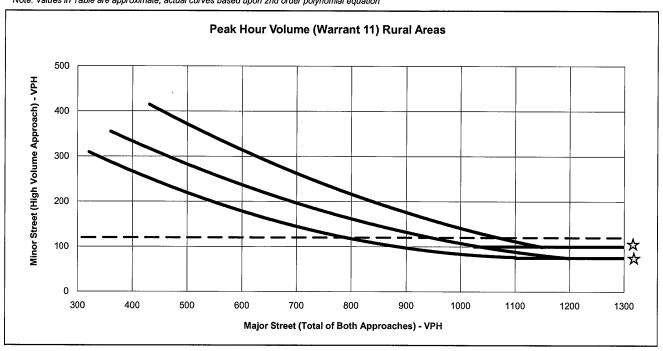
1801

Warrant Met?:

YES

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

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



NOTE:

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

Intersection:

Oakville Cross Road / SR-29

Scenario: Minor St. Volume: Existing Mid-Day Peak Hour Weekend Conditions

Major St. Volume:

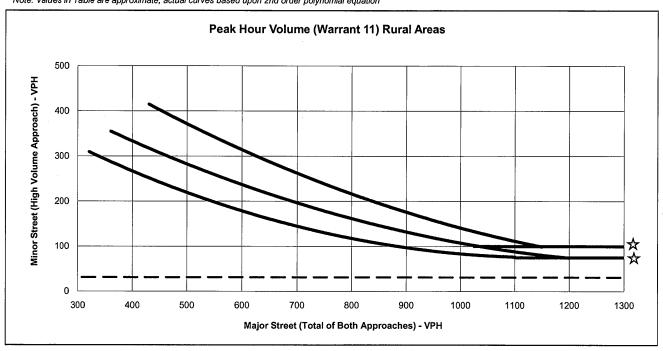
120 1867

Warrant Met?:

YES

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

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



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NOTE:

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

Intersection:

Opus One / SR-29

Scenario: Minor St. Volume: Existing PM Peak Hour Weekday Conditions

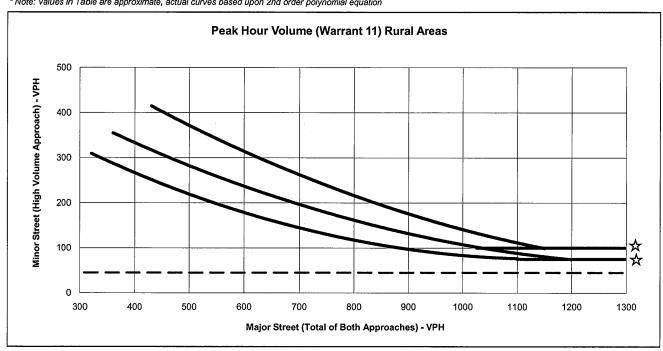
Major St. Volume:

31 1832

Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and C	One 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: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



NOTE:

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

Intersection:

Opus One / SR-29

Scenario: Minor St. Volume: Existing Mid-Day Peak Hour Weekend Conditions

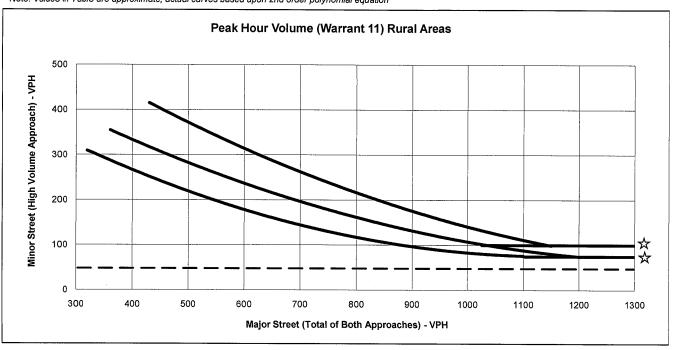
Major St. Volume:

45 1929

Warrant Met?:

Both 1 Lane Approaches		2 or more Lane and C	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: Values in Table are approximate, actual curves based upon 2nd order polynomial equation



NOTE:

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

Intersection:

Opus One / SR-29

Scenario:

Existing + Project PM Peak Hour Weekday Conditions

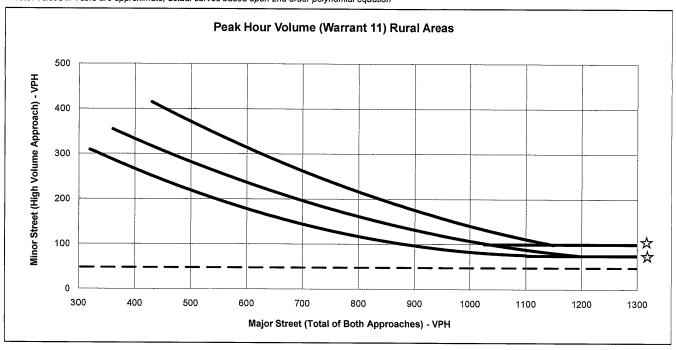
Minor St. Volume: Major St. Volume:

1825

Warrant Met?:

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

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



☆ NOTE:

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

Intersection:

Opus One / SR-29

Scenario:

Near Term + Project PM Peak Hour Weekday Conditions

Minor St. Volume: Major St. Volume:

2003

Warrant Met?:

RADAR SPEED SURVEY

OMNI-MEANS LTD.

Oakville Cross Road approaching Opus One

	DATE: 1	2/18/14	TIME	START: 12:15pm TIME END: 1:35pi	m WEATHER: Dry	ROAD TYPE: 2 lanes
	DIRECTI	ON: Both	SPEED	LIMIT: Not Posted	OBSERVER: o-m	CALIBRATION TEST: Yes
	SPEED	FREQUENCY		——————————————————————————————————————	CENTAGE BREAKDOWN	
-	24	1	1.0		30	-5090100
	34 35	1	2.0			
	36	0	2.0			
	30 37	1	3.0			
	38	2		; ****5		
	39	2		1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		
	40	7		[
	41	7		! ####5####!###5###2#		
	42	6		[888858888]888858858882888588		
	43	8		#88.858888188885888828885888	#3*** 5	
	44	9		****55**** ****5***2***5***	-	
	45	12		\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		<u>**55**8*5</u> *
	45	10	66.0	\		
	47	8	74.0	[#\$\$\$5]\$\$\$\$\$[\$\$\$\$5\$\$\$\$2\$\$\$\$5\$\$\$	*3***5***4***5*	<u>**5****5****6</u> ****5 <u>****</u>
	48	7	81.0	{ \$\$\$\$55\$8\$\$[\$\$\$\$58\$\$\$ <u>7</u> \$\$\$\$55\$\$	<u>#3</u> ###5###4###5#	##5###\$\$##6###6###5###5###5###B#
	49	6	87.0	85535 <u> </u> 85581835555882358855688	<u> </u>	<u>*</u> \$558888588886888858887888858 888888888 8
	50	4	31.0	}****5****1****5***2****5***	*3****5***4****5*	**5****5***6***55***7****5***88***5***9*
	51	4	95.0	[####5####1###5###2###5###	* 3****5***4***5*	**5****5*** 6 ****5***7***5** * 6****5***5
	52	1	96.0	\$\$\$\$\$5\$\$\$\$\$\$\$\$5\$\$\$\$\$2\$\$\$\$5\$\$\$	<u> </u>	**5****5***6***5****7****5** * 8**5***5****5*
	53	1	97.0	****5****1****5****2****5***	<u>#3****5****4****5</u> *	**5***5***6*6***56***7****58***85***55***
	54	0	97.0	{	<u> </u>	÷\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
	55	1	98.0	[<u>#3####5###4###5#</u>	**5=***5=5=**6=5=5=5=5=7===5==5====5====
	56	1	99.0	[****5]****[****5 ****2	<u>#3###5###4###5#</u>	±=5xxxx5xxx46xxxx5xxxx7xxxx5xxxx6xxxx5xxxx3xxxx6xxx5xxx
	57	i				**5****5****5***5***5****5****5****
-	was er's file and life the size str	100	, oce see th the 6.3 m2 was o	-01020	30	-5060708090100
		AGE SPEED =		PACE = 40		SAMPLE VARIANCE = 17.7773 STANDARD DEVIATION = 4.216314
		PERCENTILE PERCENTILE			= 80 N PACE = 80	SIANDARD DEVIATION - 4.216514 RANGE 1*S = 73
		PERCENTILE			H INCE - OV	RANGE 1*5 = 75
		PERCENTILE		,		RANGE 3*S = 100
	14611	ICKCCHITE	ui			HIHAP A.M _ TAA

RADAR SPEED SURVEY

OMNI-MEANS LTD.

State Route 29 approaching Opus One

DATE: 1	2/18/14	TIME	START: 1:45pm	TIME END:	2:45pm	WEATHER: Dry		ROAD TYPE: 2 lanes
DIRECTI	ON: Both	SPEED	LIMIT: 50 mph			OBSERVER: o-m		CALIBRATION TEST: Yes
SPEED	FREQUENCY	ACUM %	0 40			AGE BREAKDOWN	EA	-6090100
42	2 1	0.5						-00/000
43	4	2.5						
44	3							
45	7		****5**					
46	8	11.5	*****!*					
47	16	19.5	*****5****1	**5***				
48	22	30.5	*****5****1**	**5****2**	£÷5÷÷¥3			
49	21	41.0	;****5****1**	**5****2**	# *5***3* *	**5****4*		
50	26	54.0	<u> </u>	**5*** <u>2</u> **	**5***3**	*25****	***55**	
51	20	64.0	[****5***!**	**5****2**	##5 ###3##	*=5**********	***5***5**	£
52	18	73.0	####5####1##	**5****2**	**5****3**	************	***5****5**	**6****5***7***
53	17	81.5						**6****5***7****5****8*
54	13	88.0						**6****5****7****5****8***5***
55	7	91.5						**6****5****7****5****8***5****9*
56	11							**6****5****7****5***5***5***5**
57	4	99.0						**6****5****7****5****8****5****5***
58	0	99.0						**6****5****7*****5****5****9****5****
59	2			-				**6****5****5****8
	200		-010	20	30	4()	50	-6090100
AVER	AGE SPEED =	50.3		PACE	= 47 - 5	i6	SAMPLE !	/ARIANCE = 11.45776
50th	PERCENTILE	= 49.	;	% IN	PACE = 8	5.5	STANDARI	DEVIATION = 3.384931
85th	PERCENTILE	= 53.	i	VEHIC	CLES IN PA	CE = 171	RANGE 1	*S = 7 0
90th	PERCENTILE	= 54.	5				RANGE 2	kS = 96.5
95th	PERCENTILE	= 55,	;				RANGE 3	FS = 100

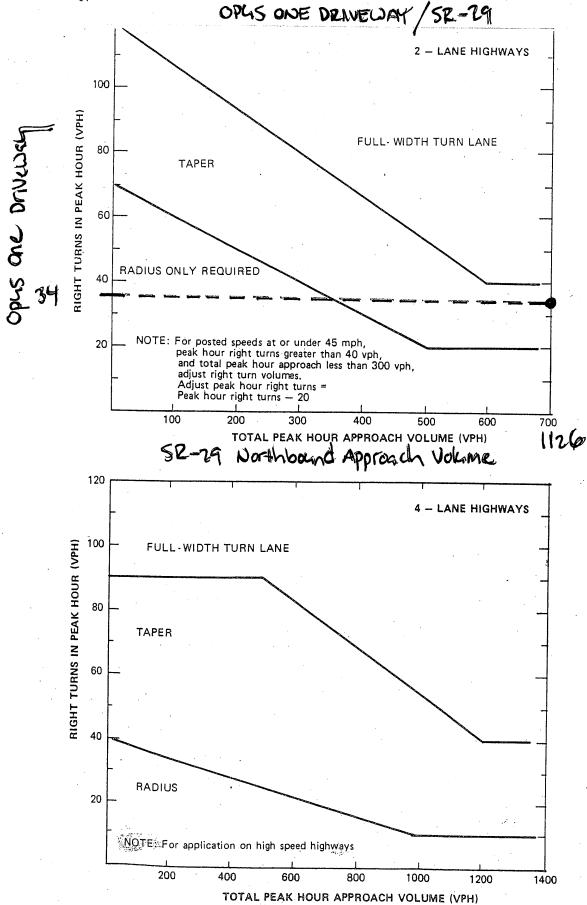


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)

Opus One Employee Attendance

First Name Susan	Last Name Mitchell	10/23/2014 10 1	//24/2014 1 1	0/25/2014
Kelli	Cybulski	i	i	
Michael	Silacci	1	1	
Nathalie	Buckland	1	1	-
Almee Alberto	Baker	1	1	-
Juan Pablo	Aguayo Hernandez	1	1	•
Alejandro	Martinez	1	1	
Fernando	Ochoa	1	1	
Athanasios	Georgilas	1	1	
Miguel	Medina	1	1	-
Steve Quinn	Jessup	1	1	-
Quinn Sui Wah	Zirkle Mak	1	1	-
Camerina	Garibay Vazquez		i	1
Carlos	Vargas	1	1	-
Reginald	Morant	1	1	-
Charles	Hughes	1	1	
Gary Kelly	Caravantes	1	1	-
Kaitlin	Lanford O'Brien	1	1 1	-
Sabino	Ramos	1	i	
Anna	Mantheakis	i	i	
Saul	Solorio	1	1	-
Jorge	Mendoza	1	1	-
Santos	Trejo Lozano	1	1	-
-lumberto	Torres	1	1	-
Efren Elov	Muniz Penjagua-Zamudio	1	1	-
Eloy nocencio	Panlagua-Zamudio Casas	1 1	1 1	:
Abel	Cejudo	1	1	
gnacio	Cendejas	i	i	
Amador	Alvarez	ì	1	
smael	Apolinar	1	1	
lector	Gutierrez-Canchola	1	1	
Maximiano Mredo	Hernandez	1	1	
Alfredo Eulalio	Llamas Manzo	1	1	
uiaio Jesus	Martinez	1	1	
/liguel	Martinez	i	1	
uan	Martinez	i	1	
Randolph	Zavala	1	1	
lose	Hernandez	1	1	
Christian	Pascale	1	-	
Cheryl	Troupe	1	1	
racy Marie	Ware Wood	1	1 1	•
narie Dana	Garaventa	1	1	
Christopher	Dillon	1	1	
Robert	Fowles	1	i	-
Cheryl	Zammataro	1	1	-
Monica	Nagy	1	1	-
David	Pearson	1	1	-
Caleb	Pena	1	1	-
Michael Robert	Morrison Roux	1	1	
obert Gelly	Roux Hyatt	1	1 1	
ane	Posener	-	-	
Sina	Voci	-		
aren	D'Amour	-		-
Steve	Palumbo	-		-
'asuko	Cadby	•	-	-
aleb	Dial	1	1	-
usan	French	:	•	-
lark lenry	Chon	1	-	-
ienry 'icki	Kaspar Lacroix-Kaspar	1	1	1
onia	McCutchan	1	1	1
lancy	Morrell	:	Ċ	
stelle	Pernot Lane	-		-
drian	Rincon	-	1	1
andy	Zuckerman		1	1
evin	Deschamps	-		1
tephanie	Bohanna	-	-	1
losa lancy	Cuevas Hawks Miller	1	1 -	
ancy ara	Decaires	1	:	
umiko	Seguchi	1	:	-
lyde	Hall	1	1	1
lorgan	Tageson	-	1	-
iana	Ochoa	•		-
uki	Moore	•	:	-
rances	Merkley Dressler	1	1	1
elly aede	Dressler Hilbert	1	1	1
ole Sole	Cattelan		1	1
laomi	Lam	:	1	1
licole	Jensen			1
hristopher	Barefoot	1	1	
ames	Nicolette	1	-	
Sylvie	Montuis	•	1	1
	Baumetz	1	-	-
Keith	D			
eith uli	Barron	1	1	-
uli				
uli otals Employ		70 2,25	71 2.25	14 2.25

9-23-15 EXISTING OPUS ONE

Winery Traffic Information / Trip Generation Sheet

Traffic during a Typical Weekday				
Number of FT employees:x	3.05 one-way trips per employee	=	162	daily trips.
Number of PT employees:x	1.90 one-way trips per employee	=	23	daily trips.
Average number of weekday visitors:	/ 2.6 visitors per vehicle x 2 one-way trips	=	127	daily trips.
Gallons of production: 170,550 /1,00	0 x .009 truck trips daily ³ x 2 one-way trips	=	3	daily trips.
	Total	=	315	daily trips.
	Number of total weekday trips x .38	= 12	0(30,90)	PM peak trips.
Traffic during a Typical Saturday	•			
Number of FT employees (on Saturdays):	2 x 3.05 one-way trips per employee	= ·	61	daily trips.
Number of PT employees (on Saturdays):	x 1.90 one-way trips per employee	=	10	daily trips.
Average number of weekend visitors: 500		=	357	daily trips.
. ~	Total	= _	428	daily trips.
	Number of total Saturday trips x .57	= 10	7 (54,53)	PM peak trips.
Traffic during a Crush Saturday			,	
Number of FT employees (during crush):	x 3.05 one-way trips per employee	=		daily trips
Number of PT employees (during crush):	x 1.90 one-way trips per employee	= _		daily trips
Average number of weekend visitors:	/ 2.8 visitors per vehicle x 2 one-way trips	= _		daily trips
Gallons of production:/ 1,00	00 x .009 truck trips daily x 2 one-way trips	=		daily trips
Avg. annual tons of grape on-haul:	x .11 truck trips daily ⁴ x 2 one-way trips	=		daily trips
	Total	= ·		daily trips
	Number of total Saturday trips x .57	' = <u> </u>		PM peak trips.
Largest Marketing Event- Addition	onal Traffic			
Number of event staff (largest event):	x 2 one-way trips per staff person	=		trips.
Number of visitors (largest event):	/ 2.8 visitors per vehicle x 2 one-way trips	=		trips.
Number of special event truck trips (largest event): _	x 2.one-way trips	=		trips

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

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

Winery Traffic Information / Trip Generation Sheet

Traffic during a Typical Weekday	
Number of FT employees: x 3.05 one-way trips per employee	= <u>198</u> daily trips.
Number of PT employees:x 1.90 one-way trips per employee	=daily trips.
Average number of weekday visitors:/ 2.6 visitors per vehicle x 2 one-way trips	= \langle \langle \frac{154}{} \daily trips.
Gallons of production: 750,006 / 1,000 x .009 truck trips daily 3 x 2 one-way trips	= daily trips.
Total	= 396daily trips.
Number of total weekday trips x .38	B = 143(36, 107) PM peak trips.
Traffic during a Typical Saturday	
Number of FT employees (on Saturdays):x 3.05 one-way trips per employee	a =daily trips.
Number of PT employees (on Saturdays): x 1.90 one-way trips per employee	e = LOdaily trips.
Average number of weekend visitors:	adaily trips.
Total	= daily trips.
ری . Number of total Saturday trips x	F = 107 (54,53) PM peak trips.
Traffic during a Crush Saturday	, ,
Number of FT employees (during crush):x 3.05 one-way trips per employee	adaily trips.
Number of PT employees (during crush): x 1.90 one-way trips per employee	=daily trips
Average number of weekend visitors:	= <u>35</u> —daily trips
Gaillons of production: 250, 506 / 1,000 x .009 truck trips daily x 2 one-way trips	=daily trips
Avg. annual tons of grape on-haul: x .11 truck trips daily 4x 2 one-way trips	=daily trips
Total	= 458 daily trips
Number of total Saturday trips x	
Largest Marketing Event- Additional Traffic	У
Number of event staff (largest event):x 2 one-way trips per staff person	= 56 trips.
Number of visitors (largest event):/ 2.8 visitors per vehicle x 2 one-way trips	= <u>214</u> trips.
Number of special event truck trips (largest event): 4 x 2.one-way trips	= & trips

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

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

BAYMETRICS

OPUS ONE WINERY ADT Date 23-Oct-14 Thurday 24-Oct-14 Friday 25-Oct-14 Saturday 23-Oct-14 Thurday 24-Oct-14 Friday 25-Oct-14 Saturday

Direction EB WB TIME 15 Mm 60 Mm 15 Mm 60 Mm 15 Mm 60 Mm 12 Mm 60 Mm 60 Mm 12 Mm 60 Mm		WB EB IN 60 MIN 15 MIN 60 MIN	WB 15 MIN 60 MIN	NB 15 MIN 60 MIN	SB 15 MIN 60 MIN	NB 15 MIN 60 MIN	SB	NB	SB
1200 0 0 0 0 1215 0 0 0 0 1230 0 0 0 0		in job tran j 15 man j 66 man		15 IVERY OF IVERY	13 14414 00 14414		I IS MODEL OF BUILDING	LIS MINI SO MINI	15 MIN 60 MIN
1215 0 0 0 0 1230 0 0 0 0	10 0 1 0							13 MIN 00 MIN	13 MIN 60 MIN
1230 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
1245 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
	0 0 0	0 0 0	0 0	0 0	0 0	0 1	0 0	0 0	0 0
100 0 0 0 0 115 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 1 0	1 1 0 1	0 0	0 0
130 0 0 0 0	0 0 0	0 0 0	0 0	0 0	1 1	0 0	0 1	0 0	0 0
145 0 0 0 0 200 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 1	0 0	0 1	0 0	0 0
215 0 0 0 0	1 1 0	0 0 0	0 0	0 0	1 2	0 0	0 1	0 0	0 0
230 0 0 0 0 245 0 0 0 0	0 1 0	0 0 0	0 0	0 0	0 1	0 0	0 1	0 0	0 0
300 0 0 0 0	0 1 0	0 0 0	0 0	0 0	0 1	0 0	1 1	0 1	0 0
315 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 1	0 1	0 0
330 0 0 0 0 345 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 1	0 1	0 0
400 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
415 0 0 0 0 430 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
445 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
500 0 0 0 0 515 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0 2 2	0 0	0 0	0 0 2 2	1 1 0 1
530 0 0 0 0	0 0 0	. 0 0 0	0 0	2 3	1 3	2 3	2 3	0 2	0 1
545 0 0 0 0 600 0 0 0 0	0 0 0	0 0 0	0 0	1 4	2 5	2 5 0 5	2 5	0 2	0 1
615 0 0 0 0	0 0 0	0 0 0	0 0	1 5 0 4	1 6 0 4	0 5 0 4	1 6 0 5	2 4 0 2	0 0
630 0 0 0 0	0 0 0	0 0 0	0 0	2 4	2 5	1 3	3 6	0 2	0 1
645 0 0 0 0 700 0 0 0 0	0 0 0	0 0 0	0 0	1 4	2 5	2 3	1 5	0 2	0 1
715 0 0 0 0	0 0 0	. 0 0 0	0 0	2 7	1 7	2 6	0 7	0 0	0 0
730 0 0 0 0 745 1 1 0 0	0 0 1	1 0 0	0 0	1 6 3 8	1 6 0 4	3 8 2 8	1 5	0 0	0 0
800 1 2 1 1	0 1 0	1 0 0	0 0	2 8	4 6	4 11	6 7	2 2	4 4
815 1 3 2 3 830 2 5 1 4	2 3 3 2 2	4 0 0 5 0 0	0 0 1 1	4 10 4 13	3 8 3 10	3 12 3 12	2 9 4 12	1 3 0 3	0 4 1 5
845 2 6 1 5	2 6 0	5 1 1	0 1	2 12	0 10	4 14	1 13	1 4	0 5
900 1 6 0 4 915 2 7 1 3	2 8 1 1 7 0	6 1 2 3 0 2	0 1 0 1	3 13 0 9	2 8	2 12	0 7	2 4	0 1
915 2 7 1 3 930 2 7 1 3	1 7 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 1 0	1 6	0 5	0 9	1 6 1 3	0 3	0 1 0
945 2 7 1 3	3 7 1	4 0 1	0 0	1 5	0 3	2 4	0 2	0 2	0 0
1000 1 7 0 3 1015 3 8 2 4	0 5 1 4 8 0	4 6 6 4 3 9	0 0	0 2 3 5	1 2 2	0 2 3 5	2 4	0 0	0 0
1030 3 9 1 4	5 12 3	5 4 13	3 3	2 6	2 5	2 7	3 6	1 2	1 1
1045 5 12 2 5 1100 9 20 3 8	3 12 2 5 17 2	6 6 19	1 4 12 16	0 5	0 5	1 6 1 7	1 7 4 9	0 2	1 2
1115 11 28 2 8	20 33 5	12 7 23	0 16	1 5	1 5	2 6	0 8	0 2	1 4
1130 10 35 5 12	8 36 1	10 4 23	2 15	1 4	0 3	0 4	0 5	1 1	3 6
1145 4 34 7 17 1200 7 32 9 23	9 42 10 2 39 12	18 13 30 28 14 38	5 19 7 14	0 4	2 5	0 3	1 5 2 3	1 2	1 6
1215 6 27 9 30	5 24 8	31 12 43	8 22	0 1	2 5	1 1	2 5	0 2	1 7
1230 8 25 7 32 1245 8 29 8 33	9 25 9 7 23 14	39 3 42 43 10 39	11 31 11 37	2 2 2 4	2 7 8	1 2 4	2 7 0 6	0 1	0 4
1300 6 28 9 33	7 28 9	40 14 39	11 41	2 6	2 9	1 5	5 9	0 0	0 2
1315 7 29 8 32 1330 5 26 6 31	6 29 3	35 12 39 30 11 47	11 44 12 45	1 7 2 7	1 8 3 9	2 6 3 8	2 9 4 11	2 2 0 2	2 3 1 4
1345 7 25 4 27	9 33 5	21 5 42	5 39	3 8	3 9	2 8	2 13	0 2	0 3
1400 10 29 5 23 1415 8 30 7 22	9 35 5 6 35 9	17 17 45 23 11 44	9 37 9 35	0 6 0 5	1 8 2 9	0 7 0 5	2 10 2 10	0 2	0 3
1430 5 30 9 25	7 31 11	30 14 47	8 31	0 5 0 3	2 9 0 6	0 5 0 2	2 10 0 6	1 1 0 1	3 4 1 4
1445 7 30 8 29	6 28 6	31 15 57	15 41	0 0	2 5	0 0	3 7	1 2	4 8
1500 3 23 6 30 1515 2 17 9 32	7 26 6 5 25 8	32 13 53 31 16 58	13 45 8 44	0 0	3 7 1 6	0 0	4 9 3 10	0 2 0 1	1 9 1 7
1530 2 14 10 33	13 31 5	25 14 58	10 46	3 3	3 9	1 2	4 14	1 2	1 7
1545 6 13 8 33 1600 10 20 7 34	5 30 12 6 29 6	31 6 49 31 5 41	15 46 12 45	0 4	2 9 1 7	0 2	3 14 1 11	1 2	3 5
1615 7 25 8 33	4 28 9	. 32 8 33	14 51	0 4	0 6	0 1	0 8	0 2	0 4
1630 1 24 5 28 1645 2 20 4 24	1 16 11 1 12 1	38 2 21 27 2 17	7 48 4 37	2 3 0 2	1 4 0 2	1 1 1 1 2	1 5 5 7	0 1 0 1	1 4 0 4
1700 0 10 2 19	3 9 2	23 2 14	3 28	0 2	0 1	3 5	2 8	0 0	0 1
1715 2 5 2 13 1730 3 7 17 25	1 6 4 1 6 0	18 0 6 7 3 7	1 15 9 17	0 2 1 1	5 6 5 10	0 5 0 4	1 9 0 8	0 0	0 I 1 1
1745 0 5 3 24	0 5 0	6 0 5	1 14	0 1	0 10	0 3	1 4	0 0	0 1
1800 0 5 2 24 1815 0 3 2 24	2 4 0 0 3 0	4 0 3 0 1 4	2 13 0 12	1 2 0 2	1 11 0 6	0 0	1 3 4 6	1 1	0 1 0 1
1830 0 3 2 24 1830 0 0 0 7	0 2 0	0 0 1	0 12	0 2 1 2	0 6	0 0	4 6 2 8	0 1	0 1
1845 0 0 0 4	1 3 6	6 1 2	0 2	0 2	1 2	1 1	2 9	0 1	0 0
1900 0 0 0 2 1915 0 0 1 1	1 2 0 2	6 1 3 9 1 3	0 0 2 2	1 2 0 2	0 1	0 1 0 1	0 8 3 7	0 0	0 0
1930 0 0 0 1	0 4 0	9 0 3	0 2	0 1	0 1	1 2	4 9	0 0	0 0
1945 0 0 0 1 2000 0 0 0 1	3 6 1	4 0 2 5 0 1	0 2	0 1 0	0 0	0 2	2 9	0 0	0 0
2015 0 0 0 0	1 5 2	4 0 0	0 0	0 0	0 0	0 2	2 9	0 0	0 0
2030 0 0 0 0 2045 0 0 0 0	0 5 0	4 0 0 4 0 0	0 0	0 0	0 0	0 1 1 1	0 5 1 4	0 0	0 0
2100 0 0 0 0	0 2 1	4 0 0	0 0	0 0	0 0	1 1	3 6	0 0	0 0
2115 0 0 0 0	0 1 0	2 0 0	0 0	0 0	0 0	1 3	2 6	0 0	0 0
2130 0 0 0 0 2145 0 0 0 0	0 1 1 0 0	3 0 0 0 2 0 0	0 0	0 0	0 0	0 3 0 2	0 6 0 5	0 0	0 0
2200 0 0 0 0	0 0 0	1 0 0	0 0	0 0	0 0	0 1	0 2	0 0	0 0
2215 0 0 0 0 2230 0 0 1 1	0 0 0	1 0 0	0 0	0 0	2 2 0 2	0 0	0 0	0 0	0 0
2245 0 0 0 1	0 0 0	0 0 0	0 0	0 0	0 2	0 0	0 0	0 0	0 0
2300 0 0 0 1 2315 0 0 0 1	0 0 0	0 0 0	0 0	0 0	0 2	0 0	0 0	0 0	0 0
2330 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	2 2 0 2	0 0	0 0
2345 0 0 0 0	0 0 0	0 0 0	0 0	0 0	0 0	0 0	0 2	0 0	1 1
TOTAL 182 N/A 206 N/A	212 N/A 209 8	N/A 264 N/A 6 2	242 N/A	64 N/A 13	86 N/A 10	69 N/A 14	124 N/A 13	22 N/A 4	39 N/A 5
NOON 35 33	42	43 57	45	8	9	8	13	2	8
PM 25 34 EVEN 0 1	31	38 58 5 1	51 2	4 0	11	5	14 10	2	9
	hone: (510) 2			V I		: (510) 2		v	
	<u></u>					, , -			