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### **Revised Traffic Study**



July 13, 2016 (Revised)

Mr. Jonah Beer, Vice President/General Manager Frog's Leap Winery 8815 Conn Creek Road Rutherford, CA 94573

Subject: Focused Traffic Analysis for the Proposed Frog's Leap Winery Modifications

Project – Located on Conn Creek Road (Napa County)

Dear Mr. Beer:

This report provides a focused traffic analysis for the planned Frog's Leap Winery Modification project located at 8815 Conn Creek Road west of Silverado Trail (see Figure 1 for Project Vicinity Map). This study reflects our discussions with your consultant (Mr. Jeff Dodd) regarding the project characteristics and other adjacent approved/pending projects in the study area. In addition, new field reviews, traffic counts, and overall analyses of the project's effect on traffic were conducted based on comments received from Napa County Planning, Building, and Environmental Services. These comments encompass level-of-service methodology, cumulative levels-of-service, and updated significance criteria from Fehr and Peers. Consistent with the Initial Study, the existing conditions include the production, proposed employees, most of the visitation, and some marketing activities. These existing conditions are therefore, included as part of the baseline (basis) under the California Environmental Quality Act (CEQA) from which project impacts would be measured. Some of the key issues evaluated in this study include the following: BASIS Language

- Existing and future weekday PM and weekend mid-day peak hour operations at Silverado Trail, the Frog's Leap Winery Project Driveway, and Rutherford Road intersections with Conn Creek Road;
- Near-term (Year 2016) traffic conditions reflecting other approved/pending winery projects in the study area including the recent Caymus Vineyards and Frank's Family Vineyards activity;
- Net increase in project trip generation relative to the 'existing conditions' from the proposed use permit modifications which include changes in the number of employees, and visitor data associated with the planned Agricultural Processing Center;
- Project site access at the Conn Creek Road driveway and potential improvements;
- Cumulative year 2030 (no project) conditions along Conn Creek Road, Rutherford Road, and Silverado Trail based on the Napa County General Plan Update EIR.

The following sections outline existing and future conditions with and without the net increase in traffic from proposed Frog's Leap Winery modifications based on input from Mr. Dodd and yourself.

<sup>&</sup>lt;sup>1</sup> Ms. Shaveta Sharma, Planner III, Napa County Planning, Building, and Environmental Services, Comments on Frog's Leap Winery Use Permit-Major Modifications Application No. P14-00054, 8815 Conn Creek Road, September 11, 2014

<sup>11, 2014.
&</sup>lt;sup>2</sup> Fehr & Peers, Guidelines for Interpretation of General Plan Circulation Policies on Significance Criteria, December 1, 2015.

<sup>&</sup>lt;sup>3</sup>Ms. Shaveta Sharma, Planner III, Napa County Planning, Building, and Environmental Services, Meeting with Mr. John McDowell and Ms. Laura Anderson (Napa County)designating existing Frog's Leap Winery operations as "baseline" conditions for CEQA analyses, July 5, 2016.

Where necessary, measures have been recommended to ensure acceptable traffic flow, circulation, and/or fair share contribution to regional cumulative traffic improvements along Conn Creek Road. I trust that this report responds to your needs. Please review this information and call me with any questions or comments.

Sincerely,

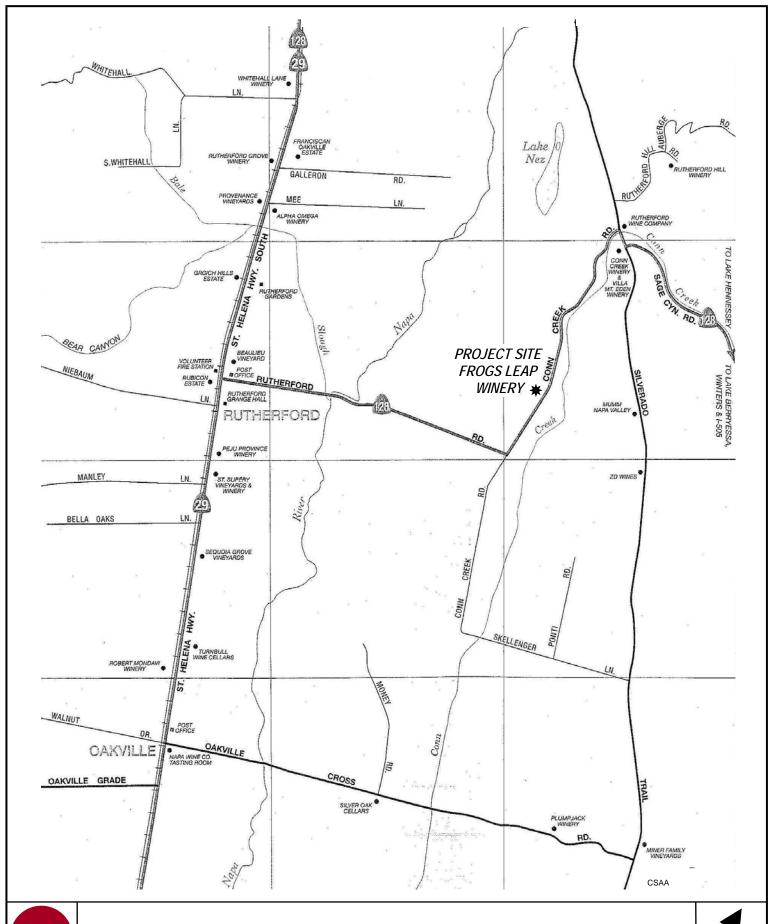
George W. Nickelson, P.E., OMNI-MEANS Engineers & Planners

Attachments: Appendices

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Seorge Nichelson







**Project Vicinity Map** 



#### 1. Existing Traffic Conditions

#### Roadways

Frog's Leap Winery is located at 8815 Conn Creek Road (State Route 128) on the west side of roadway between Rutherford Road (SR-128) and Silverado Trail. Located in Rutherford (Napa County), Conn Creek Road (via Rutherford Road) serves as one of connector roadways extending between State Route 29 and Silverado Trail in the Napa Valley. A brief description of key each roadway follows:

Conn Creek Road extends in a southerly direction from Silverado Trail through Skellenger Lane paralleling Silverado Trail to the west. Providing access to agricultural/vineyard areas, Conn Creek Road is a state highway (State Route 128) between Silverado Trail and Rutherford Road. Conn Creek Road is a rural, two-lane arterial roadway and provides direct access to the Frog's Leap Winery.

**Rutherford Road** extends for approximately 1.5 miles in an east-west direction between Conn Creek Road and State Route 29. Located south of the project site, Rutherford Road is also designated as State Route 128 and is rural, two-lane arterial roadway.

**Silverado Trail** extends in a northwest-southeast direction between St. Helena and Napa in the project study area. Located east of the project site, Silverado Trail functions as a two-lane rural highway and has two 12-foot travel lanes with 8-10 foot shoulders (striped each side) at its intersection with Conn Creek Road. The speed limit on Silverado Trail is 55 mph. Napa County defines Silverado Trail as a two-lane, rural arterial roadway.

#### **Existing Intersection Volumes**

In order to identify existing peak hour operating conditions, existing peak period traffic counts were conducted at the Frog's Leap Winery driveway and outlying intersections, both north and south of the driveway. <sup>4 5</sup> Vehicle counts were conducted during a weekday PM commute period and a Saturday peak afternoon period at the following intersections:

Silverado Trail/Conn Creek Road
 Frog's Leap Winery Driveway/Conn Creek Road
 Rutherford Road/Conn Creek Road
 Stop-control (Conn Creek Rd.)
 Stop-control (Conn Creek Rd.)

Peak period vehicle counts were conducted on a weekday late afternoon (4:00-6:00 p.m.) and Saturday afternoon (1:00-4:00 p.m.). The resultant "peak hour" of traffic flow on Conn Creek Road occurs during 4:00-5:00 p.m. (Wednesday) and 1:15-2:15 p.m. (Saturday). Peak period counts were conducted during the non- harvest/crush season (November & May) and do not reflect peak traffic conditions on Conn Creek Road. Therefore, peak hour volumes on Conn Creek Road and Silverado Trail were increased by 9% based on Caltrans daily volume counts (peak month vs. non-

<sup>&</sup>lt;sup>5</sup> Baymetrics Traffic Resources, Weekday peak period (4:00-6:00 p.m.) and Weekend (Saturday) peak period (1:00-4:00 p.m) vehicle turning movement counts at the Silverado Trail/Conn Creek Road and Rutherford Road/Conn Creek Road intersections, May 1 and 3, 2014.



<sup>&</sup>lt;sup>4</sup> Omni-Means Engineers and Planners, Weekday peak period (4:00-6:00 p.m.) and Weekend (Saturday) peak period (1:00-4:00 p.m.) vehicle turning movement counts at the Frog's Leap Winery Driveway/Conn Creek Road intersection November. 13 and 16. 2013.

peak month).<sup>6</sup> As noted, the "existing" traffic conditions represent the CEQA baseline and include the production, proposed employees, most of the visitation, and some marketing activities. These existing conditions are therefore, included as part of the CEQA baseline (basis) from which project impacts would be measured. Existing weekday PM peak hour and weekend mid-day peak hour intersection volumes have been shown in Figure 2.

#### Roadway Volumes

Based on Caltrans daily traffic counts conducted along Conn Creek Road and Rutherford Road west of Silverado Trail, Conn Creek Road has a current average daily traffic (ADT) volume of 1,600 vehicles. Caltrans designates an annual average ADT and a peak month ADT (1,600 ADT and 1,750 ADT). For the purpose of this study, the average annual ADT will be used for analysis. Based on Napa County's designation of Conn Creek Road as a two-lane rural arterial, an ADT of 1,600 reflects operations of LOS A. Silverado Trail is currently carrying 10,548 ADT in the vicinity of SR-128 based on Napa County traffic volume records. Based on the same roadway designation this capacity would reflect LOS D operations.

#### 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).

Conn Creek Road is stop-sign controlled at Silverado Trail. At this intersection, the roadway (Conn Creek Road) flairs to provide separate left-through and right-turn lanes. A winery driveway (Rutherford Ranch Winery) forms the north leg of the intersection opposite Conn Creek Road. Northbound and southbound left-turn lanes exist on Silverado Trail at this intersection to provide access to Conn Creek Road and the Rutherford Ranch Winery driveway.

The existing project driveway location at Conn Creek Road is a minor-street, stop-controlled intersection. Located at the east side of the parcel, the driveway consists of single lane approach that widens out considerably (large radius shoulders) at Conn Creek Road to provide for the eastbound right and left-turn movements onto the roadway. (The actual driveway entrance spans 120-feet along Conn Creek Road). This type of intersection is classified as three-way or (T-type) intersection. There is no northbound left-turn lane or southbound right-turn lane on Conn Creek Road at the existing project driveway.

At the Rutherford Road/Conn Creek Road intersection, Conn Creek Road is stop-sign controlled for both the northbound and westbound movements. Extending in an east-west direction, Rutherford Road intersects north-south Conn Creek Road where the roadway extends north towards Silverado Trail. Both roadways have two travel lanes.

<sup>&</sup>lt;sup>8</sup> Napa County Baseline Data Report, Transportation and Circulation, Table 11-1, Napa County Roadway Segment Daily LOS Volume Thresholds, 2005.



<sup>&</sup>lt;sup>6</sup> Caltrans, 2012 Traffic Volumes Book, Average and Peak Daily Traffic Volumes, State Route 128 west of Silverado Trail.

Caltrans, 2012 Traffic Volumes Book, Average Daily Traffic (ADT) volumes, SR-128 west of Silverado Trail.

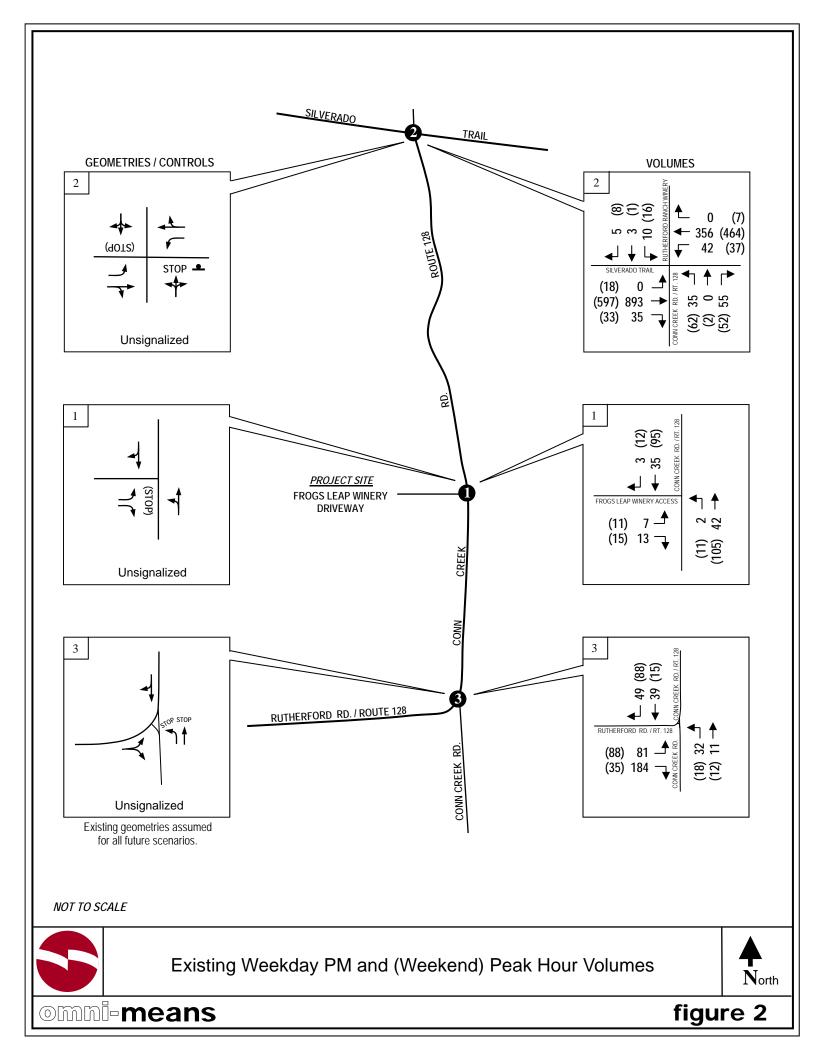


TABLE 1
EXISTING AND NEAR-TERM (NO PROJECT) CONDITIONS: INTERSECTION LEVELS-OF-SERVICE
WEEKDAY PM PEAK AND WEEKEND MID-DAY PEAK HOUR<sup>1, 2</sup>

	WEEKBATTIMI	_, , ,	***************************************	<i>- - - - - - - - - -</i>		
			Wkdy. PM LC	S/Delay	Wknd. Mid-Da	y LOS/Delay
		Control Type	Existing	Near-Term (No	Existing	Near-Term
#	Intersection		(No Project)	Project)	(No Project)	(No Project)
1	Frog's Leap Driveway/Conn Creek Rd.	Stop	A 8.7	A 9.0	A 9.4	A 9.9
2	Silverado Trail/Conn Creek Rd.	Stop	F 120.1	F 282.4	F 76.3	F 173.9
3	Rutherford Rd./Conn Creek Rd.	Stop	B 12.5	C 17.3	A 9.7	B 10.5

<sup>(1)</sup> Based on Highway Capacity Manual (HCM) 2010, 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.

Intersection levels-of-service have been updated based on the most recent Highway Capacity Manual (HCM 2010) operations methodology for unsignalized intersections. In addition, peak hour factors (PHF's) for each intersection approach have been incorporated into all existing and future intersection LOS calculations. The PHF is a measure of the traffic flow rate at each intersection approach. Based on field count data, these PHF's ranged from .38 to .92 dependent on each intersection. Intersection approaches with lower approach volumes typically have lower (and more conservative) PHF's. In addition, all through-traffic on Conn Creek Road (SR-128) was adjusted to reflect 28% truck traffic and has been incorporated into the LOS calculations based on the most recent Caltrans data for SR-128.9 Existing weekday PM peak and weekend mid-day peak hour existing (no project) level-of-service has been shown in Table 1. As calculated during the weekday PM peak hour, the Frog's Leap Driveway /Conn Creek Road intersection is operating at LOS A (8.7 seconds) for the stop-sign controlled eastbound driveway turning movements onto Conn Creek Road. During the weekend (Saturday) mid-day peak hour, through-volumes on Conn Creek Road are slightly higher than weekday volumes. However, overall intersection operation is still very acceptable at LOS A (9.4 seconds). The Silverado Trail/Conn Creek Road intersection is operating at LOS F (120.1 seconds) during the weekday PM peak hour and LOS F (76.3 seconds) during the weekend mid-day peak hour. This LOS applies to the eastbound stop-sign controlled movements from Conn Creek Road and Rutherford Ranch Winery driveway onto Silverado Trail. The Rutherford Road/Conn Creek Road intersection is operating at LOS B (12.5 seconds) during the weekday PM peak hour and LOS A (9.7 seconds) during the weekend mid-day peak hour.

Based on the California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour signal warrant criteria, the three unsignalized study intersections were evaluated for signalization. The peak hour warrant(s) 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. The decision to install a traffic signal should be based on further studies utilizing additional warrants as presented in the California MUTCD. At this time, the Rutherford Road/Conn Creek Road and Frog's Leap Project Driveway/Conn Creek Road intersections would not qualify for signalization under the peak hour warrant. The Silverado

<sup>&</sup>lt;sup>10</sup> California Manual on Uniform Traffic Control Devices (CAMUTCD), Chapter 4C, Peak hour signal warrant (#3), 2012.



<sup>(2)</sup> Existing conditions represent the CEQA basis for measuring project impacts and already contain a portion of proposed use permit visitation, employment, and some marketing activities associated with Frog's Leap Winery operations.

<sup>&</sup>lt;sup>9</sup> Caltrans. California State Route 128 Transportation Concept Report, Final, April 13, 2014.

Trail/Conn Creek Road intersection would just exceed the minimum peak hour volumes for signalization during the weekday PM peak hour and clearly exceeds the warrant during the weekend mid-day peak hour (the warrant graphs are provided in the Appendix).

#### 2. Near-Term (No Project) Conditions

#### Near-Term Methodology

Both near-term (no project) and cumulative (year 2030) volume projections for Conn Creek Road and Rutherford Road (SR-128) and Silverado Trail were derived from the Napa County Transportation and Planning Agency's traffic volume forecasts found in the Napa County General Plan Update EIR.<sup>11</sup> The forecast increase in volume-to-capacity (v/c) ratio from Year 2003 to Year 2030 on SR-128 between SR-29 and the Napa River was applied to the Year 2003 peak hour twoway volumes (313 vehicles). This yielded a future volume of 867weekday PM peak hour vehicles on Conn Creek Road and Rutherford Road in the Year 2030. This would equate to an increase in traffic volumes of 3.9% per year to the Year 2030 on the roadways. Similarly, the increase in v/c ratio from Year 2003 to Year 2030 on Silverado Trail between Sage Canyon Road and Yountville Cross Road was applied to the Year 2003 peak hour two-way volumes (1,352 vehicles). This yielded a future volume of 2,052weekday PM peak hour vehicles on Silverado Trail at Sage Canyon Road (adjacent to Conn Creek Road). This would equate to an increase in traffic volumes of 1.56% per year to the Year 2030 on the roadway.

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 (construction of buildings, movement of staff). Based on this time period, weekday PM peak hour vehicle traffic would increase by 7.8% on Conn Creek Road and Rutherford Road and 3.12% on Silverado Trail. 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 Conn Creek Road-Rutherford Road and Silverado Trail were increased uniformly by the same annual growth rate.

In addition to near-term background growth on Conn Creek Road, Rutherford Road, and Silverado Trail, other approved/pending projects in the immediate study area have been included in overall traffic growth at the request of County Planning staff. <sup>12</sup> Specifically, use modifications for the existing Caymus Vineyards winery and a new proposed winery facility for Frank's Family Vineyard (Wood Ranch). The Caymus Vineyard winery is located south of Frog's Leap Winery off Conn Creek Road whereas the Frank's Family Vineyard winery project would be located to the north off the same roadway. The proposed uses could be described as follows:

Caymus Vineyards Winery: Production: 1.8 million gallons

Visitation: 346 weekday, 589 weekend

Employment: not available

Frank's Family Vineyards Winery: Production: 475,000 gallons

Visitation: 50/day

Employment: 14 full-time, 8 part-time

Daily and peak hour weekday and weekend peak hour volumes have been based on actual traffic analyses performed for the project (Caymus Vineyards) and/or established trip generation

<sup>&</sup>lt;sup>12</sup> Ms. Shaveta Sharma, Planner III, Napa County Planning, Building, and Environmental Services, Frog's Leap Winery Use Modification Application P14-00054 Letter of Completion (and personal communication), September 11, 2014.



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

weekday and weekend factors established by Napa County. <sup>13</sup> Based on these sources, the two adjacent projects would be expected to generate 457 daily trips and 162 PM peak hour trips during the weekday period. On weekends, the projects would generate 426 daily trips with 261 mid-day peak hour trips.

Near-term (no project) volumes for weekday PM peak hour and weekend mid-day peak hour have been shown in Figure 3.

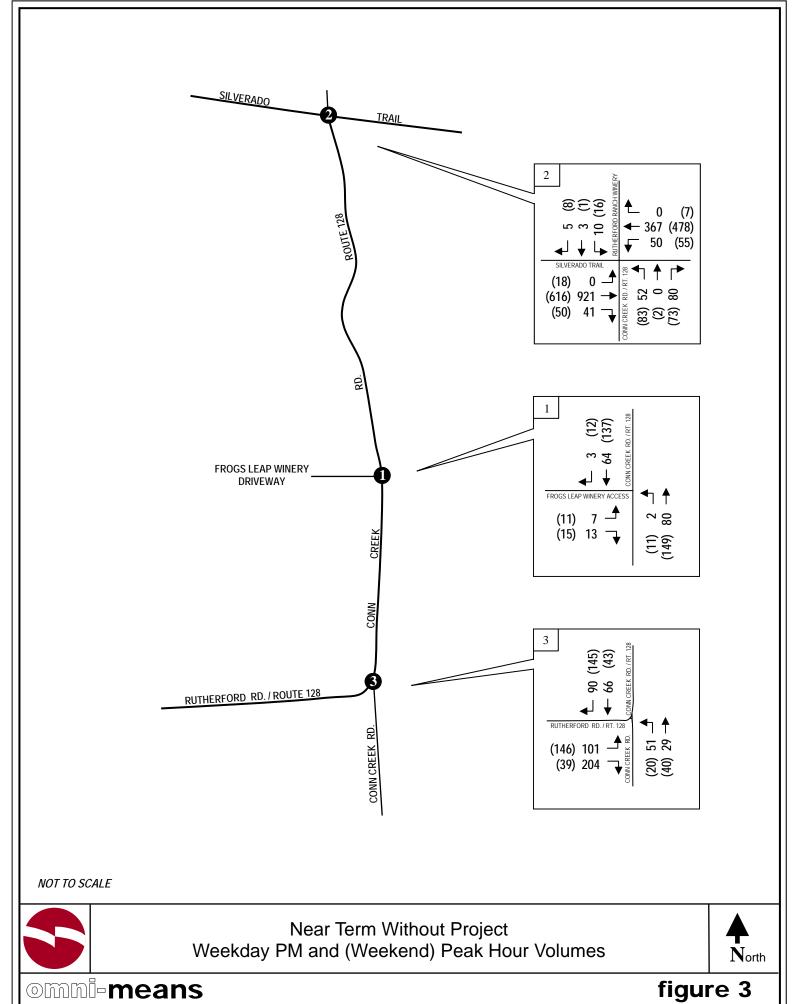
#### Near-Term (No Project) Intersection/Roadway Operation

With near-term (no project) volumes, study intersection LOS has been calculated and are shown in Table 1. The Frog's Leap Driveway/Conn Creek Road intersection would experience very slight increases in vehicle delays during the weekday PM peak hour and/or weekend mid-day peak hour. For the minor street (driveway) outbound turning movements, LOS would continue to operate at LOS A (9.0 secs.) During the Saturday mid-day peak, intersection LOS would remain at A (9.9 secs.). The Silverado Trail/Conn Creek Road intersection would operate at LOS F (282.4 seconds) during the weekday PM peak hour and LOS F (173.9 seconds) during the weekend mid-day peak hour. This LOS applies to the stop-sign controlled movements from Conn Creek Road and Rutherford Ranch Winery driveway onto Silverado Trail. The Rutherford Road/Conn Creek Road intersection would operate at LOS C (17.3 seconds) during the weekday PM peak hour and LOS B (10.5 seconds) during the weekend mid-day peak hour.

Based on CAMUTCD peak hour signal warrant criteria (Warrant #3), the Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would not qualify for signalization with near-term (no project) volumes. The Silverado Trail/Conn Creek Road intersection would continue to satisfy the peak hour signal warrant during both the weekday PM peak and weekend mid-day peak hour. ADT on Conn Creek Road would increase to 2,182 (LOS A). ADT on Silverado Trail would increase to 11,014 (LOS D).

<sup>&</sup>lt;sup>13</sup> W-Trans, Traffic Impact Study for Caymus Winery, Prepared for the County of Napa, October 3, 2104.





#### 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. In addition, updated criteria for unsignalized intersections based on adopted criteria in the Fehr and Peers "Guidelines for Interpretation of General Plan Circulation Policies on Significance Criteria" has been applied to minor street stop-sign controlled intersections. Specifically, the Circulation Element of the County's General Plan and new guidelines for significance criteria outline 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;
- An unsignalized intersection operates at LOS A, B, C, or D during the selected peak
  hours without Project trips, the LOS deteriorates to LOS E or F with the addition of
  Project traffic, the peak hour signal warrant criteria should also be evaluated and
  presented for informational purposes; or
- An unsignalized intersection operates at LOS E or F during the selected peak hours
  without Project trips, and the project contributes one percent or more of the total entering
  traffic for all-way-stop-controlled intersections, or ten percent or more of the traffic on a
  side-street approach for side-street stop-controlled intersections; the peak hour signal
  warrant criteria should also be evaluated and presented for informational purposes.

Example: The side-street approach at an intersection operates at LOS F during the peak hour without the Project. The existing volume on that approach is 200 vehicles during that peak hour. A Project is anticipated to add 10 vehicles to the stop-controlled approach during the peak hour. Therefore, the Project contribution percentage would be calculated as follows:

10 trips / 200 existing side-street approach = 5% Project Contribution

The above example calculation would be used for any project study intersection operating at LOS E or F without Project traffic and the proposed project would be adding peak hour vehicle trips (i.e. the Silverado Trail/Conn Creek Road currently operates at LOS F without proposed project trips).

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

#### **Project Description**

Trucks:

Proposed winery related operations would include completion of the Agricultural Processing Center buildings as part of the overall Use Permit modification application. Based on discussions with the project applicant, current activities at the winery related to employee staffing and visitors would not increase beyond what is currently occurring as a result of these new uses. <sup>14</sup> In addition, there are no increases in wine production. The new use permit would allow the transferring of some staff members and storage from an existing building to other office space and building areas. The Agricultural Processing Center (APC) building would allow the winery to serve its visitors and guests more efficiently. The proposed use permit modification would largely bring the winery into compliance with existing activities currently occurring on-site.

Proposed project components can be described as follows:

Production Gallons: 240,000 (annually)Employees: Weekday: 30 full-time, 5 part-time

Weekend: 10 full-time, 5 part-time

Visitors: Weekday: 125 visitors
 Weekend: 300 visitors

Weekday: 2 trucks per day

Weekend: 2 trucks per day

Daily operations for the proposed Frog's Leap Winery project would involve an all on-site winery operation with a maximum annual production of 240,000 gallons. All fruit would be processed on-site during the year with the majority occurring during the harvest/crush season. 125 weekday visitors are expected with a maximum of 300 daily visitors on a Saturday/Sunday. Visitor hours would be limited between 10:00 a.m. -6:00 p.m. and would be by appointment only. Employment is expected to be a maximum (on-site) of 30 full-time employees and 5 part-time employees during the weekdays and 10 full-time and 5 part-time during weekend periods. The proposed project's marketing plan can be described as follows:  $^{15}$ 

<sup>&</sup>lt;sup>15</sup> Mr. Jonah Beer, Vice President/General Manager, Frog's Leap Winery, Employee and guest data, October 28, 2013.



<sup>&</sup>lt;sup>14</sup> Mr. Jonah Beer, Vice President/General Manager, Frog's Leap Winery, Personal communication on December 6, 2013.

#### Winery Marketing Plan

- One (1) event per week: maximum of 20 guests with food prepared on-site;
- One (1) event per month: maximum of 150 guests (catered);
- Four (4) events per year: maximum of 500 guests (catered).

#### **Project Trip Generation/Distribution**

The Frog's Leap Winery's total net increase in weekday and weekend peak hour and daily traffic volumes have been calculated and are shown in Table 2. Peak hour project trip generation has been based on rates developed from actual counts performed at the winery. Based on employee attendance data supplied by the project applicant, all weekday (35) and weekend (15) employees were present during the peak hour vehicle counts. During the weekday peak hour of traffic flow (4:00-5:00 p.m.), the winery is closed to new visitation. The recorded driveway trips represented two visitor/guest trips with the remaining trips attributed to employees. During the weekend mid-day peak hour (1:15-2:15 p.m.), all recorded driveway trips represented visitor/quest trips. Daily trip generation has been based on employee peaking factors and auto occupancy rates for visitors using recent winery research conducted by the Napa County Conservation, Development, and Planning Department. 16 Based on ultimate employee and visitor/quest data with the APC building in use, the proposed project would be expected to generate (gross) 202 weekday daily trips with 30 PM peak hour trips (6 in, 24 out). During a typical weekend (Saturday), the project would be expected to generate (gross) 255 daily trips with 86 mid-day (afternoon) peak hour trips (40 in, 46 out). Allowing for the existing CEQA baseline of existing trips on the roadway network, the net increase in daily and peak hour project trips during the weekday period would total 34 daily trips (202 - 168 = 34) with five (30-25 = 5) PM peak hour trips. During the weekend (Saturday) period, the project's net increase in daily trips would total 110 trips (255 - 145 = 110) with 37 (86 - 49 = 37) mid-day peak hour trips.

During the six-week harvest crush season, the proposed project is expected to generate an average of 287 Saturday daily trips. Based on the largest marketing event attendance of 500 persons (four times per year), there would total generation of 403 event trips.

To determine traffic conditions with the proposed project, the calculated project trips were added to existing volumes. Based on observed turning percentages at the Frog's Leap driveway, the weekday PM peak hour project trips were distributed 33% to/from the north and 67% to/from the south on Conn Creek Road. Saturday mid-day peak hour project trip distribution was distributed with 41% to/from the north and 59% to/from the south on Conn Creek Road.

The net increase in weekday PM peak hour and Saturday weekend mid-day peak hour project trips have been shown in Figure 4. Existing plus project and near-term plus project volumes have been shown in Figure 5 and 6.

<sup>&</sup>lt;sup>16</sup>County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012.

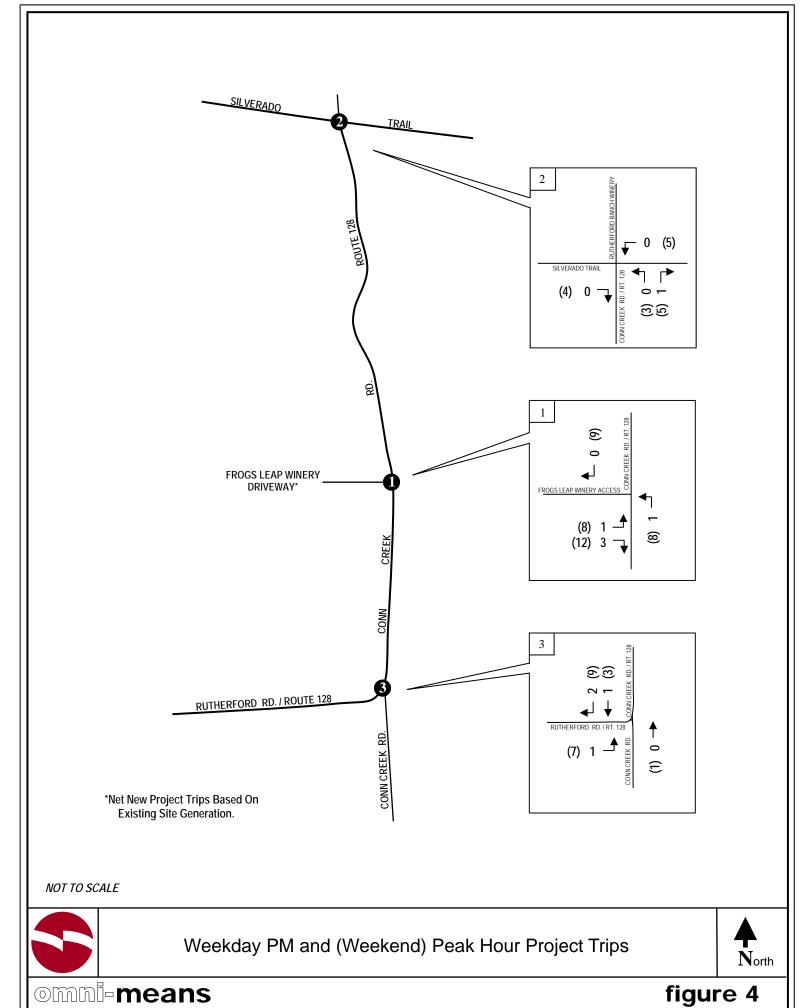


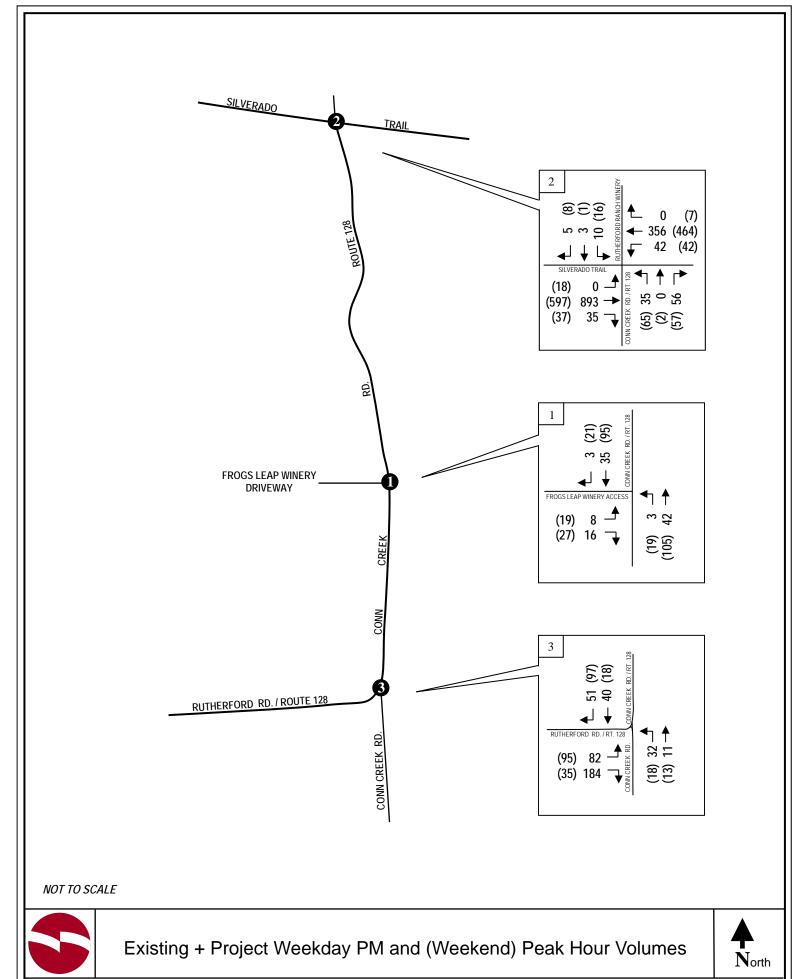
## TABLE 2 NET INCREASE IN DAILY AND PEAK HOURTRIP GENERATION: PROPOSED FROG'S LEAP WINERY PROJECT

		_
Weekday Daily Traffic:  125 visitors/2.6 persons per vehicle x 2 one-way trips 30 full-time employees x 3.05 one-way trips 5 part-time employees x 1.90 one-way trips 240,000 gallons/1,000 x .009 daily trucks x 2 o-w trips Total Gross Weekday Daily Trips Less CEQA Basis (-168 existing trips) net increase:	= 96 daily trips = 92 daily trips = 10 daily trips = 4 daily trips = 202 daily trips = 34 daily trips	
Weekday PM Peak Hour Traffic: 125 visitors x 0.056 trips/visitor 35 full-time/part-time employees x 0.657 trips/emp. Total Gross Weekday PM Peak Hour Trips Less CEQA Basis (-25 existing trips) net increase:	= 7 peak hour trips = 23 peak hour trips = 30 trips (6 in, 24 out) = 5 trips (1 in, 4 out)	
Weekend (Saturday) Daily Traffic: 300 visitors/2.8 persons per vehicle x 2 one-way trips 10 full-time employees x 3.05 one-way trips 5 part-time employees x 1.90 one-way trips Total Gross Weekend (Saturday) Daily Trips Less CEQA Basis (-145 existing trips) net increase:	= 214 daily trips = 31 daily trips = 10 daily trips = 255 daily trips (gross) = 110 daily trips (net)	
Weekend (Saturday) Peak Hour Traffic: 300 visitors x 0.286 trips/visitor 15 full-time/part-time employees x 0 trips/emp. Total Gross Weekend (Saturday) Peak Hour Trips Less CEQA Basis (-49 existing trips) net increase:	= 86 peak hour trips = 0 peak hour trips = 86 trips (40 in, 46 out) = 37 trips (17 in, 20 out)	
Weekend (Saturday) Daily Harvest/Crush Traffic: 300 visitors/2.8 persons per vehicle x 2 one-way trips 15 full time employees x 3.05 one-way trips 5 part-time employees x 1.90 one-way trips 240,000 gallons/1,000 x .009 daily trucks x 2 o-w trips 900 annual ton grapes (o-h)/144 daily trucks x 2 o-w trips Total Weekend (Saturday) Daily Harvest/Crush Trips	= 214 daily trips = 46 daily trips = 10 daily trips = 4 daily trips = 13 daily trips = 287 daily trips	
Largest Marketing Event – Additional Traffic 20 event staff x 2 one-way trips per person 500 visitors / 2.8 visitors per vehicle x 2 o-w trips 3 trucks x 2 one-way trips Total Largest Event Marketing Trips:	= 40 event trips = 357 event trips = 6 event trips = 403 event trips	

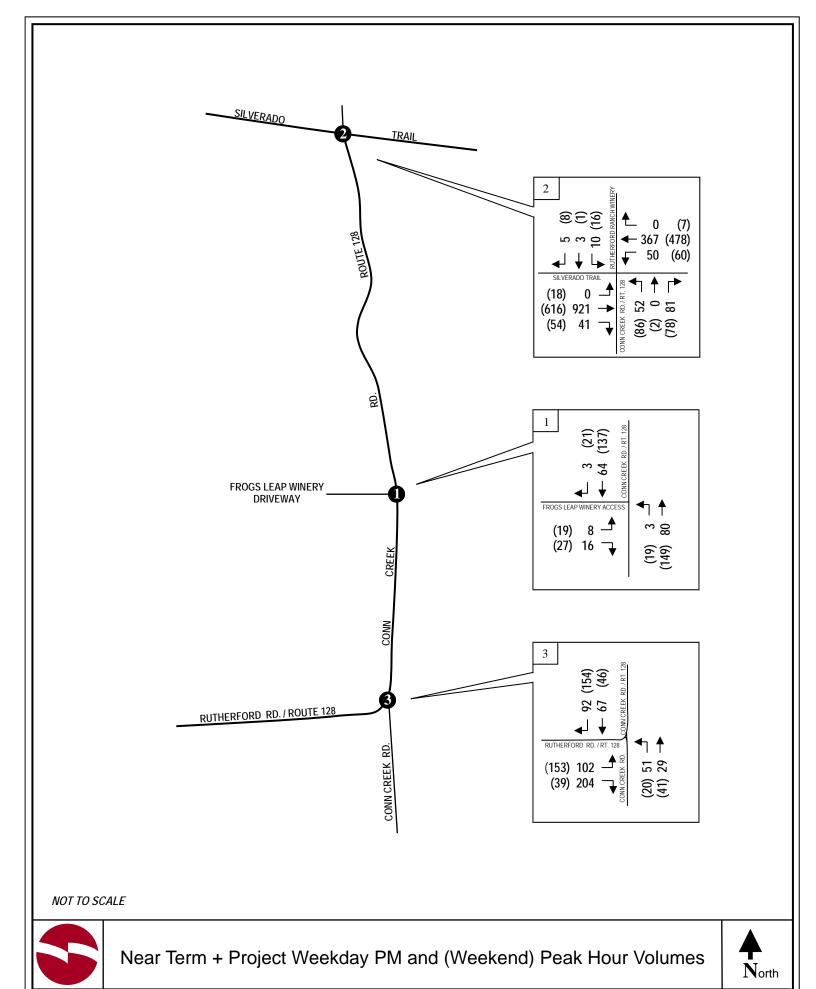
Source: Production, employee, and visitor data provided by Mr. Jonah Beer (project applicant), October, November, December, 2013. Daily calculations based on County of Napa, Conservation, Development, and Planning Department, "Use Permit Application Package," Napa County Winery Traffic Generation Characteristics, 2012. Peak hour calculations based on rates developed from weekday peak hour and Saturday mid-day peak hour driveway counts at Frog's Leap Winery combined with visitor and employee data for specific count days.







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#### **Project Effects on Roadway/Intersection Operation**

#### A. Existing Plus Project Conditions

Upon project completion, the fully operational winery would be expected to generate approximately 65 daily trips southwest of the site and 45 daily trips northeast of the site on Conn Creek Road. This would represent a net increase of 7 percent to the daily volumes on Conn Creek Road. The combined existing plus project volume of 1,711 daily trips would remain well within the carrying capacity of a two-lane, rural arterial roadway with conditions equivalent to LOS 'A'. Silverado Trail would continue to operate at LOS D with a daily volume of 10,593 vehicles with proposed project traffic.

During the peak winery activity periods, the winery would generate 5 net new trips beyond the existing baseline generation of 25 trips for a total of 30 weekday PM peak hour trips. During the Saturday mid-day peak hour, the project would generate an additional 37 net new trips beyond the existing baseline generation of 49 trips for a total of 86 total trips. Weekday PM peak hour and weekend mid-day peak hour intersection levels of service were evaluated with proposed project traffic and are shown in Table 3.

With existing (counted) plus fully operational winery traffic volumes, project study intersections would be operating at similar LOS as under existing (no project) conditions. During the weekday PM peak hour, both the Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would operate at LOS A and B, respectively. The Silverado Trail/Conn Creek Road intersection would continue to operate at LOS F. During the weekend mid-day peak hour, the Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would continue to operate at LOS A with the Silverado Trail/Conn Creek Road intersection operating at LOS F. Overall vehicle delay (in seconds) would increase slightly as a result of proposed project traffic.

Based on updated County significance criteria for side-street stop controlled intersections; the intersection of Silverado Trail/Conn Creek Road has been evaluated for proposed project impacts since it is operating at LOS F without proposed project trips. County guidelines indicate that a significant impact would be identified if the project would contribute 10 percent or more vehicle trips to the stop-controlled approach of Conn Creek Road at Silverado Trail during the selected peak hours. Currently, the Silverado Trail/Conn Creek Road meets the peak hour signal warrant criteria under existing conditions without proposed project trips. The addition of proposed project trips would not change its status of meeting the peak hour signal warrant criteria. Proposed project trips would merely add to this existing peak hour signal warrant condition. Under existing plus project conditions for the Saturday mid-day peak hour, the project would add 7 percent to the overall eastbound peak hour approach volumes on Conn Creek Road at Silverado Trail (8 project trips / 116 existing volumes = 7%) and this is identified as *less-than-significant* based on County criteria.

The Silverado Trail/Conn Creek Road intersection meets the peak hour signal warrant criteria under existing conditions. County guidelines indicate potential mitigation may include adding a signal if conditions are appropriate, geometric modifications to the intersection configuration, changes to the Project to reduce its peak hour trip generation, or converting an intersection to a roundabout per Policy CIR-13.5. The Silverado Trail/Conn Creek Road intersection would



## TABLE 3 EXISTING PLUS PROJECT AND NEAR-TERM PLUS PROJECT CONDITIONS: INTERSECTION LEVELS-OF-SERVICE WEEKDAY PM PEAK AND WEEKEND MID-DAY PEAK HOUR<sup>1,2</sup>

			Wkdy. PM L0	OS/Delay	Wknd. Mid-Da	y LOS/Delay
#	Intersection	Control Type	Existing + Project	Near-Term + Project	Existing + Project	Near-Term + Project
1	Frog's Leap Driveway/Conn Creek Rd.	Stop	A 8.7	A 9.0	A 9.6	B 10.1
2	Silverado Trail/Conn Creek Rd.	Stop	F 120.1	F 282.4	F 84.9	F 195.6
3	Rutherford Rd./Conn Creek Rd.	Stop	B 12.6	C 17.5	A 9.8	B 10.6

<sup>(1)</sup> 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.

continue to meet the peak hour signal warrant with proposed project traffic. The intersection of Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road would not meet the minimum volume required for signalization under CAMUTCD peak hour warrant criteria.

#### B. Near-Term Plus Project Conditions

With near-term plus project conditions, daily traffic volumes on Conn Creek Road would increase to 2,293 ADT. Again, this would be well within the carrying capacity of a two-lane, rural arterial roadway and reflect LOS A conditions. Silverado Trail would increase to 11,059 ADT with proposed project traffic and continue to operate at LOS D.

With near-term plus project traffic volumes, the two intersections of Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road would continue to operate at acceptable levels (LOS A, B, or C) during both the weekday PM peak hour and weekend mid-day peak hour periods. The Silverado Trail/Conn Creek Road intersection would continue to operate at LOS F during both the weekday PM peak hour and during the weekend mid-day peak hour with proposed project traffic (minor street approaches). As under existing plus project conditions, near-term plus project traffic would add to existing peak hour signal warrant satisfaction at the Silverado Trail/Conn Creek Road intersection.

The intersections of Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would not meet the minimum volume required for signalization under CAMUTCD peak hour warrant criteria. The Silverado Trail/Conn Creek Road intersection would continue to meet the peak hour signal warrant with near-term plus proposed project traffic.

#### 5. Site Access/Design Parameters

#### **Sight Distance**

Vehicle sight distance at the existing Frog's Leap Driveway/Conn Creek Road intersection was evaluated. The required vehicle visibility or "corner sight distance" is a function of travel speeds Conn Creek 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



<sup>(2)</sup> Existing conditions represent the CEQA basis for measuring project impacts and already contain a portion of proposed use permit visitation, employment, and some marketing activities associated with Frog's Leap Winery operations.

cross road and the driver of an approaching vehicle in the right lane of the main highway". Caltrans design guidelines also indicate that the minimum corner sight distance "shall be equal to the stopping sight distance".

New radar speed surveys of Conn Creek Road were conducted for the roadway in the project area. The "critical" vehicle speed (the speed at which 85% of all surveyed vehicles travel at or below) along Conn Creek Road was measured at 48 mph. Caltrans' design standards indicate that these vehicle speeds require a stopping sight distance of 415-430 feet, measured along the travel lanes on Conn Creek Road. Based on field measurements, sight distance from the current Frog's Leap Winery driveway to the north on Conn Creek Road is approximately 460 feet. Sight distance from the existing driveway to the south is at least 1,600 feet. Therefore, the sight distance recommendations would be met for the speed limit and measured vehicle speeds. It is noted that sight distance to the north is predicated on keeping the shoulder free of vegetation/plantings adjacent to existing vineyards.

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

The existing plus project and near-term plus project volumes were compared with the Napa County guidelines for installing a northbound left-turn lane on Conn Creek Road at the Frog's Leap Winery driveway. (The warrant graphs for weekday and Saturday conditions are provided in the Appendix). Napa County left-turn lane warrants are based on the combination of total proposed project daily trips at the driveway and overall ADT on Conn Creek Road. With 201-255 daily weekday/weekend trips at the proposed project driveway and 2,438 daily trips on Conn Creek Road, a northbound left-turn lane **would be warranted** on Conn Creek Road.

Existing plus project and near-term plus project volumes were also compared with Caltrans guidelines for installing a left-turn lane on Conn Creek Road at the project driveway. Compared to Napa County standards, Caltrans guidelines for installation of a left-turn lane are based on peak hour volumes and include actual left-turn volumes. As identified under near-term plus project conditions (worst case), the winery would generate 30 peak hour trips (gross) on a typical Friday and 86 peak hour trips (gross) on a Saturday, while the peak hour volumes on Conn Creek Road are projected to be 144 vehicles on Friday and 286 vehicles on Saturday.

The peak hour traffic volumes at the winery access have been compared with left turn lane warrants outlined in a Caltrans intersection design guide.<sup>20</sup> By comparing the advancing and opposing S.R. 128 volumes with the percentage of left turning vehicles into the access road, the volumes are <u>well below</u> the Caltrans minimum threshold at which a left turn lane would be warranted.

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

<sup>&</sup>lt;sup>21</sup> Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection Channelization Design Guide," November, 1985.



<sup>&</sup>lt;sup>17</sup> Omni Means Engineers & Planners, Radar vehicle speed surveys, Conn Creek Road, November 16, 2013.

<sup>&</sup>lt;sup>18</sup> Caltrans, Highway Design Manual, Table 405.1A, Corner (Stopping) Sight Distance, 6<sup>th</sup> Edition, 2009.

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

<sup>&</sup>lt;sup>20</sup> Caltrans, Highway Design Manual, 6<sup>th</sup> Edition, 2009.

#### Project Access and Circulation

Proposed project driveway access to/from Conn Creek Road would remain unchanged from existing conditions. As shown in Figure 7 (Project Site Plan), the Frog's Leap driveway extends west from Conn Creek Road to existing winery and administrative buildings. Approximately 460 feet west of Conn Creek Road the driveway splits; a northern driveway provides access to administrative buildings and parking areas whereas the remaining driveway continues west providing access to winery buildings and additional parking areas. The proposed Farm Management Building would be located on the west side of the facility (as would the proposed Agricultural Processing Center building) and would be most easily accessed for this western driveway. The internal driveway widths serving both winery and administrative uses meet the County's minimum requirement of an 18-foot travel width. The vehicle circulation area in front of the main buildings would allow access for emergency vehicles (fire trucks) and parking.

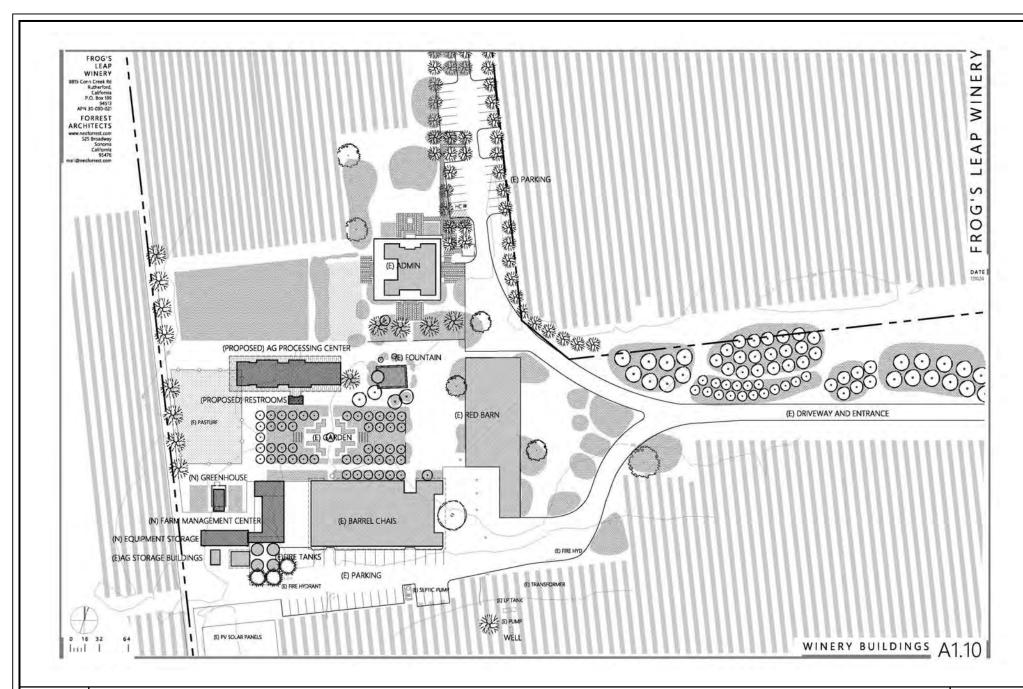
The Napa County Transportation & Planning Agency (NCTPA) in cooperation with Napa County and local City agencies is developing bicycle routes as outlined in the Napa Countywide Bicycle Plan. The plan encourages new developments to incorporate bicycle friendly design. Conn Creek Road has minimal striped shoulder areas (less than two feet--both directions). However, some visitors may utilize bicycles to access the proposed project. The project would provide bicycle racks for visitors to the proposed winery.

#### Marketing Events

The winery proposes to host the following marketing large events: four annual events with 500 guests (each). Based on standard auto occupancy rates, these annual 500-person events would be expected to generate approximately 403 trips (202 in, 201 out) including visitors and staff. These events are typically of sufficient duration in length that the inbound and outbound trips occur in separate hours, thus the number of trips on the street network at one time are half of the total volume. These events are usually held outside of typical peak traffic periods (during the middle of the day or later than 6:00 p.m.) and therefore generally do not impact peak hour operations and no other visitation or events would occur during the annual events. It is noted that the winery would not be open to visitation on the days when the winery hosts a 500-person marketing event. Additionally, the winery would be closed to visitation when hosting a 150-person marketing event that occurs within normal visitation hours.

<sup>&</sup>lt;sup>22</sup> Napa County, Countywide Bicycle Plan (2012), Planning Area-North Valley, May 2012.











#### 6. Cumulative Conditions

#### **Cumulative Year 2030 Projections**

#### Model Forecast

As outlined in near-term (no project) conditions, cumulative (Year 2030) volume projections on Conn Creek Road-Rutherford Road (SR-128) and Silverado Trail were derived from the Napa County Transportation & Planning Agency's traffic volume forecasts in the Napa County General Plan Update EIR and approved/pending winery development on Conn Creek Road identified by the County (Caymus Vineyards & Frank Family Vineyards). The forecast increase in volume-to-capacity (v/c) ratio from Year 2003 to Year 2030 on Conn Creek Road-Rutherford Road between SR-29 and the Napa River was applied to the Year 2003 peak hour two-way volumes (313 vehicles). This yielded a future volume of 867 weekday PM peak hour trips on Conn Creek Road in the Year 2030. This would equate to an increase in traffic volumes of 3.9% per year to the Year 2030. Similarly, the increase in v/c ratio from Year 2003 to Year 2030 on Silverado Trail between Sage Canyon Road and Yountville Cross Road was applied to the Year 2003 peak hour two-way volumes (1,352 vehicles). This yielded a future volume of 2,052 weekday PM peak hour vehicles on Silverado Trail at Sage Canyon Road (adjacent to Conn Creek Road). This would equate to an increase in traffic volumes of 1.56% per year to the Year 2030 on the roadway.

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

#### **Cumulative Operating Conditions**

Although cumulative volumes are conservative, the forecast volumes would yield acceptable LOS 'A-B' conditions (2,600-5,300 ADT) on Conn Creek Road-Rutherford Road. Applying the same weekday PM peak hour increase to daily traffic volumes (as a conservative measure), existing ADT on Conn Creek Road-Rutherford Road would increase from 1,600 trips to 2,656 daily trips (LOS B). Existing ADT on Silverado Trail would increase from 10,548 trips to 13,345 daily trips (LOS D).

Table 4 shows projected weekday PM peak hour and weekend mid-day peak hour intersection operation under cumulative year 2030 (no project) and with project conditions. The existing Frog's Leap Winery/Conn Creek Road intersection would operate at acceptable conditions (LOS B or better) using County volume projections. With proposed project traffic, driveway intersection operation would operate at LOS A during the weekday PM peak hour and LOS B during the weekend mid-day peak hour.

The Rutherford Road/Conn Creek Road intersection would be operating at LOS D during the weekday PM and LOS C during weekend mid-day peak hour under cumulative year 2030 (no project) conditions. These operations would remain unchanged with proposed project traffic. The Silverado Trail/Conn Creek Road intersection would be operating at LOS F during both the weekday PM and weekend mid-day peak hours under cumulative year 2030 (no project) conditions. Calculated vehicle delays under cumulative year 2030 (no project) conditions exceed 300 seconds for the stop-sign controlled approach of Conn Creek Road. Again, these operations would remain unchanged with proposed project traffic. It is noted that cumulative



## TABLE 4 CUMULATIVE YEAR 2030 (NO PROJECT) AND PLUS PROJECT CONDITIONS: INTERSECTION LEVELS-OF-SERVICE WEEKDAY PM PEAK AND WEEKEND MID-DAY PEAK HOUR

			Wkdy. PM LC	S/Delay	Wknd. Mid-Da	y LOS/Delay
#	Intersection	Contr ol Type	Year 2030 (No Project)	Year 2030 + Project	Year 2030 (No Project)	Year 2030 + Project
1	Frog's Leap Driveway/Conn Creek Rd.	Stop	A 9.1	A 9.2	B 10.0	B 10.2
2	Silverado Trail/Conn Creek Rd.	Stop	OVR	OVR	OVR	OVR
3	Rutherford Rd./Conn Creek Rd.	Stop	D 31.1	D 32.0	C 20.6	C 21.5

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. OVR = Delay exceeds 300 seconds.

impacts are based on volume projections from the Napa County General Plan EIR Update.<sup>23</sup> A proposed project finding of a significant impact at the Silverado Trail/Conn Creek Road intersection is consistent with conclusions in the GP EIR Update which found overall operating conditions significant/unavoidable at this intersection.

Based on updated County significance thresholds for cumulative impacts; a Project's contribution to a cumulative condition would be calculated as the Project's percentage contribution to the total growth in traffic. A Project impact would be identified if the overall contribution is equal to or greater than five percent. Based on existing and cumulative weekday PM and weekend mid-day peak hour intersection volumes at the Silverado Trail/Conn Creek Road intersection, the proposed project's net contribution to the intersection the overall volumes would be as follows:

**Weekday PM:** 1 Project Trip / (2,278 cumulative volume - 1,434 existing volume) = <1.0%**Weekend MD:**17 Project Trips / <math>(2,058 cumulative volume - 1,297 existing volume) = 2.2%

As calculated above, the proposed project's overall contribution to cumulative volumes would not exceed five percent at Silverado Trail/Conn Creek Road intersection.

The Frog's Leap Winery Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would not qualify for signalization under cumulative year 2030 conditions. The Silverado Trail/Conn Creek Road intersection would continue to qualify for signalization under these same conditions.

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

• In keeping with the policy, the winery project provides bicycle racks for visitors who may arrive by bike. The project should also promote the use of public transportation and

<sup>&</sup>lt;sup>23</sup> Dowling Associates, Napa County General Plan Update, Technical Memorandum for Traffic and Circulation Supporting the Findings and Recommendations, February 9, 2007.



carpooling of employees (by adjusting work schedules, etc.) to facilitate the use of other transportation modes.

#### 7. Summary and Conclusions

#### Daily and Peak Hour Operations

Allowing for the existing CEQA baseline on the roadway network, proposed use permit components associated with a Frog's Leap Winery upon project completion would generate 34-110 net new daily trips during the weekday and weekend periods (respectively). Proposed project traffic would represent an increase of seven (7) percent over the existing Conn Creek Road-Rutherford Road volume of 1,600 daily trips and would continue to operate at very acceptable levels (1,711 ADT = LOS A). Silverado Trail would continue to operate at LOS D with a daily volume of 10,593 vehicles with proposed traffic. With near-term (approved/pending) development traffic volumes, the near- term and near-term plus project conditions would continue to operate acceptably. Near-term daily volumes on Conn Creek Road-Rutherford Road are expected to be approximately 2,182 ADT without the project and 2,293 with the project trips, representative of LOS A conditions. Silverado Trail is expected to have 11,014 ADT without the project and 11,059 ADT with the proposed project indicative of LOS D operations.

The Frog's Leap Winery Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would be operating at acceptable conditions (LOS A-B) under both existing plus project and near-term plus project conditions for both weekday PM and weekend mid-day peak hour conditions. The Silverado Trail/Conn Creek Road intersection would continue to operate at LOS F under existing plus project conditions for both the weekday and weekend peak hours. With near-term plus project conditions, the Silverado Trail/Conn Creek Road intersection would continue to operate at LOS F during the weekday PM and weekend mid-day peak hours, respectively.

Based on updated County significance criteria for side-street stop controlled intersections; the intersection of Silverado Trail/Conn Creek Road has been evaluated for proposed project impacts since it is operating at LOS F without proposed project trips. County guidelines indicate that a significant impact would be identified if the project would contribute 10 percent or more vehicle trips to the stop-controlled approach of Conn Creek Road at Silverado Trail during the selected peak hours. Currently, the Silverado Trail/Conn Creek Road meets the peak hour signal warrant criteria under existing conditions without proposed project trips. The addition of proposed project trips would not change its status of meeting the peak hour signal warrant criteria. Proposed project trips would merely add to this existing peak hour signal warrant condition. Under existing plus project conditions for the Saturday mid-day peak hour, the project would add seven (7) percent to the overall eastbound peak hour approach volumes on Conn Creek Road at Silverado Trail (8 project trips / 116 existing volumes = 7%) and this is identified as *less-than-significant* based on County significance criteria. The Silverado Trail/Conn Creek Road intersection meets the peak hour signal warrant criteria under existing conditions. County guidelines indicate potential mitigation may include adding a signal if conditions are appropriate, geometric modifications to the intersection configuration, changes to the project to reduce its peak hour trip generation, or converting an intersection to a roundabout per Policy CIR-13.5. The Silverado Trail/Conn Creek Road intersection would continue to meet the peak hour signal warrant with proposed project traffic. The intersection of Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road would not meet the minimum volume required for signalization under CAMUTCD peak hour warrant criteria.



#### Warrant and Vehicle Sight Distance

The existing plus project and near-term plus project volumes were compared with the Napa County guidelines for installing a northbound left-turn lane on Conn Creek Road at the Frog's Leap Winery (The warrant graphs for weekday and Saturday conditions are provided in the Appendix). Napa County left-turn lane warrants are based on the combination of total proposed project daily trips at the driveway and overall ADT on Conn Creek Road using both existing CEQA baseline conditions with net new project trips. With 202-255 daily weekday/weekend trips at the proposed project driveway and 2,438 daily trips on Conn Creek Road, a northbound left-turn lane would be warranted on Conn Creek Road.

Existing plus project and near-term plus project volumes were also compared with Caltrans guidelines for installing a left-turn lane on Conn Creek Road at the project driveway. Compared to Napa County standards, Caltrans guidelines for installation of a left-turn lane are based on peak hour volumes and include actual left-turn volumes. As identified under near-term plus project conditions (worst case), the winery would generate 30 peak hour trips on a typical Friday and 86 peak hour trips on a Saturday, while the peak hour volumes on Conn Creek Road are projected to be 144 vehicles on Friday and 286 vehicles on Saturday.

The peak hour traffic volumes at the winery access have been compared with left turn lane warrants outlined in a Caltrans intersection design guide. 25 By comparing the advancing and opposing S.R. 128 (Conn Creek Road) volumes with the percentage of left turning vehicles into the access road, the volumes are well below the Caltrans minimum threshold at which a left turn lane would be warranted. In addition, vehicle queuing analysis conducted for the intersection indicates the northbound left-turn movement from Conn Creek Road into the Frog's Leap driveway would require approximately one vehicle length (95% queue @ 30 feet) during normal weekday PM peak hour or Saturday mid-day peak hour conditions (see vehicle queuing report sheet in the Appendix).<sup>26</sup>

The projected right turn volumes at the site driveway are well below minimum thresholds at which right turn lane would be required (right turn lane warrant graphs are included in the Appendix).<sup>27</sup>

New radar speed surveys of Conn Creek Road were conducted for the roadway in the project area. <sup>28</sup> The "critical" vehicle speed (the speed at which 85% of all surveyed vehicles travel at or below) along Conn Creek Road was measured at 48 mph. Caltrans' design standards indicate that these vehicle speeds require a stopping sight distance of 415-430 feet, measured along the travel lanes on Conn Creek Road.<sup>29</sup> Based on field measurements, sight distance from the current Frog's Leap Winery driveway to the north on Conn Creek Road is approximately 460 feet. Sight distance from the existing driveway to the south is at least 1,600 feet. Therefore, the sight distance recommendations would be met for the speed limit and measured vehicle speeds. It is noted that

<sup>&</sup>lt;sup>29</sup> Caltrans, Highway Design Manual, Table 405.1A, Corner (Stopping) Sight Distance, 6<sup>th</sup> Edition, 2009.



<sup>&</sup>lt;sup>24</sup> Napa County, Adopted Road and Street Standards, revised November 21, 2006.

<sup>&</sup>lt;sup>25</sup> Caltrans, Highway Design Manual, 6<sup>th</sup> Edition, 2009.

<sup>&</sup>lt;sup>26</sup> Vehicle queuing analysis, Frog's Leap Driveway/Conn Creek Road, Saturday mid-day peak hour, Near-term plus project conditions (worst case), Synchro-Simtraffic software (version 6.0).

27 Transportation Research Board, National Cooperative Highway Research Program Report 279, "Intersection

Channelization Design Guide," November, 1985.

Omni Means Engineers & Planners, Radar vehicle speed surveys, Conn Creek Road, November 16, 2013.

sight distance to the north is predicated on keeping the shoulder free of vegetation/plantings adjacent to existing vineyards.

#### Vehicle Circulation/Access

Proposed project driveway access to/from Conn Creek Road would remain unchanged from existing conditions. As shown in Figure 7 (Project Site Plan), the Frog's Leap driveway extends west from Conn Creek Road to existing winery and administrative buildings. Approximately 460 feet west of Conn Creek Road the driveway splits; a northern driveway provides access to administrative buildings and parking areas whereas the remaining driveway continues west providing access to winery buildings and additional parking areas. The proposed Farm Management Building would be located on the west side of the facility (as would the proposed Agricultural Processing Center building) and would be most easily accessed for this western driveway. The internal driveway widths serving both winery and administrative uses meet the County's minimum requirement of an 18-foot travel width. The vehicle circulation area in front of the main buildings would allow access for emergency vehicles (fire trucks) and parking.

#### **Cumulative Year 2030 Conditions**

Cumulative (Year 2030) volume projections on Conn Creek Road were derived from the Napa County Transportation & Planning Agency's traffic volume forecasts in the Napa County General Plan Update EIR and adjacent approved/pending winery development identified by the County. The Frog's Leap Driveway/Conn Creek Road and Rutherford Road/Conn Creek Road intersections would operate at acceptable levels (LOS D or better) with or without proposed project traffic during the weekday PM and weekend mid-day peak hours. The Silverado Trail/Conn Creek Road intersection would be operating at LOS F with or without proposed project traffic during the same weekday and weekend peak hours. Overall vehicle delay for the side-street stop control (eastbound Conn Creek Road) approach would exceed 300 seconds without proposed project trips.

The Silverado Trail/Conn Creek Road intersection was evaluated further based on updated County significance thresholds for cumulative impacts; a Project's contribution to a cumulative condition would be calculated as the Project's percentage contribution to the total growth in traffic. A Project impact would be identified if the overall contribution is equal to or greater than five percent. Based on existing and cumulative weekday PM and weekend mid-day peak hour intersection volumes at the Silverado Trail/Conn Creek Road intersection, the proposed project's net contribution to the intersection the overall volumes would be as follows:

**Weekday PM:** 1 Project Trip / (2,278 cumulative volume – 1,434 existing volume) = <1.0% **Weekend MD:** 17 Project Trips / (2,058 cumulative volume – 1,297 existing volume) = 2.2%

As calculated above, the proposed project's overall contribution to cumulative volumes would not exceed five percent at Silverado Trail/Conn Creek Road intersection and would be considered *less-than-significant*. The intersection currently meets the peak hour signal warrant with existing (no project) volumes. It is noted that cumulative impacts are based on volume projections from the Napa County General Plan EIR Update.<sup>30</sup>

<sup>&</sup>lt;sup>30</sup> Dowling Associates, Napa County General Plan Update, Technical Memorandum for Traffic and Circulation Supporting the Findings and Recommendations, February 9, 2007.



Finally, ADT volumes on Conn Creek Road would be in the LOS A-B range at 2,656 vehicles with proposed project traffic. ADT volumes on Silverado Trail would be in the LOS D range at 13,345 vehicles with proposed project traffic.





#### **APPENDIX**

Level of Service Definitions

Level of Service Calculations

Signal Warrant Sheet

Radar Speed Surveys (Conn Creek Rd. @ Frog's Leap Winery Driveway)

Right-Turn Lane Warrant Sheet

Napa County Left-Turn Lane Warrant Graph

Caltran's Left-Turn Lane Warrant Graph

Napa County Memorandum—October 23, 2104

Synchro-Simtraffic Vehicle Queuing Report Sheet

# LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

LEVEL OF SERVICE	TYPE OF FLOW	LEVEL-OF-SERVICE CI	LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS		CONTROL DELAY (SECONDS/VEHICLE)	THICLE)
	TIEUFFUM	DELAY	MANEUVERABILITY	SIGNALIZED	UNSIGNALIZED	ALL-WAY STOP
Ą	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≥ 10.0 secs.	0:01	V V V V V V V V V V V V V V V V V V V
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	$>10$ and $\leq 20.0$ secs.	$>10$ and $\leq 15.0$	$>10$ and $\leq 15.0$
<b>u</b>	Stable How	Higher delays resulting from fair progression and/or longer cyste lengths. Individual cyste failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the anteresction without propring.	Back-upe may develop behind tuming yehicles. Most drivers feet somewhat rescripted	>20 und < 15.0 accs.	715 and < 25.0	-15 and < 250
	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles of stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	$>$ 35 and $\leq$ 55.0 secs.	>25 and ≤ 35.0	>25 and < 35.0
ar .	Unstable Flow	Generally considered to be the limit of tecepiable delay, indicative of poor grogresson, long cycle lengins, and high volume-to-capenty ratios. Individual evele failures are frequent excurrences.	There are typically long quenes of vehicles waiting apaream of the intersection.	>55 and 2 80.0	-33 and 2.50.0	>45 and = 50.0
<u> </u>	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0 secs.	> 50.0	> 50.0
Seferences.	1 Hiehway Cana	Highway Canacity Manual Bounth Blitica T.	1 2000			

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

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ካ	7		ની	ĵ»	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	7	13	2	42	35	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	14	2	46	38	3
Pedestrians						e a comunicações acomo como contras distancidada a acomo mesa facilidade de contras entras entras entras de como de como como como como como como como com
Lane Width (ft)						
Walking Speed (ft/s)		\$ \$10,000 PM - 1000			name area per el carea de	er kurrara et en er en
Percent Blockage						
Right turn flare (veh)	nose se na reconse	<b>1</b>		as asset is arre		en e
Median type	None					
Median storage veh)		Service Control				anda kunna kanada kana ang kanada kanada kanada kanada kanada ang kanada kanada kanada kanada kanada kanada ka Kanada kunna kanada
Upstream signal (ft)						
pX, platoon unblocked		gestados <b>y a</b> ny c	ensensend sektor		เ เล่นเกาะสายสามสามสามสาม	en er anna anna grann anna ann an garaitheach an the ceannaigh a tha ann an the chair an ann an ann an ann ann Tha earl ann ann an an t-ann ann ann an t-ann ann an ann an ann an ann an ann ann
vC, conflicting volume	90	40	41			
vC1, stage 1 conf vol					u. 50.410 will 3	
vC2, stage 2 conf vol	00	40	44			
vCu, unblocked vol	90	40	41			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	3.5	്രം	2.2			
tF (s)	3.5 99	3.3 99	100			
p0 queue free %	99 910	1032	1568			
cM capacity (veh/h)	proceedings and	100000000000000000000000000000000000000	a agent a via en fin la la			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	22	48	41			
Volume Left	8 44	2 0	0 3			
Volume Right cSH	14 1587	1568	ە 1700			
	0.01	0.00	0.02			
Volume to Capacity Queue Length 95th (ft)	Calcade a sale in a favor	0.00	0.02			
Control Delay (s)	1 8.7	0.3	0.0			
Lane LOS	o. <i>r</i> A	0.3 A	v.v	AND ROLL		
Approach Delay (s)	8.7	0.3	0.0	100 B		
Approach LOS	ο.,	0.0	0.0			的。 1964年 - 1964年 -
Intersection Summary		•				
Average Delay			1.9			
Intersection Capacity Ut	ilization		13.8%	- 10	CU Leve	el of Service A
Analysis Period (min)	, a compression of the first	and the part of a per-	15			rick filmskiller i filmskiller de medicara um 1944 - attanetag sugspenning en printlik a patagag en ag gyng gyg

Movement   EBL   EBR   NBL   NBT   SBT   SBR     Lane Configurations   T		۶	*	4	<b>†</b>	<b>↓</b>	4
Sign Control Grade         Stop (Grade)         Free (Whith)         11 (Whith)         11 (Whith)         11 (Whith)         11 (Whith)         12 (Whith)         12 (Whith)         12 (Whith)         14 (Whith)         13 (Whith)         13 (Whith)         14 (Whith)<	Movement	EBL	EBR	NBL	NBT	SBT	SBR
Sign Control Grade         Stop (Grade)         Free (Whith)         11 (Whith)         11 (Whith)         11 (Whith)         11 (Whith)         12 (Whith)         12 (Whith)         12 (Whith)         14 (Whith)         13 (Whith)         13 (Whith)         14 (Whith)<	Lane Configurations	ካ	7		स	₽	
Volume (veh/h) 11 15 11 105 95 12 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Hourly flow rate (vph) 12 16 12 114 103 13 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right furn flare (veh) Median storage veh) Upstream signal (ft) pX, platon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, unblocked vol tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB1 NB1 SB1 Volume Total 28 126 116 Volume Left 12 12 0 Volume Right 16 0 13 cSH 1636 1472 1700 Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0 Control Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary  Average Delay Intersection Capacity Utilization 22.8% ICU Level of Service A		Stop					
Peak Hour Factor	Grade	0%			0%	0%	
Hourly flow rate (vph) 12 16 12 114 103 13 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) 1 Median type None Median storage veh) Upstream signal (ft) PX, platon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage (s) If (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 vM capacity (veh/h) 735 944 1472  Direction, Lane # EB1 NB1 SB1 Volume Total 28 126 116 Volume Right 16 0 13 cSH 1636 1472 1700 Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0 Control Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary Average Delay 1.3 Intersection Capacity Utilization 122.8% ICU Level of Service A							아마시트 마음 사람들은 그 사람들이 가장 그 사람들이 가장 나는 사람들이 되었다면 하는 사람들이 되었다면 그 아무리를 가장 하는 것이 없다면 하는데 그렇다면 그렇다면 그렇다면 그렇다면 그렇다면 그렇다면 그렇다면 그렇다면
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vCc, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, stage (s) tC, single (s) tC as as a sing							
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, stage 2 conf vol vC5, stage 2 conf vol vC6, single (s) tC, single (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 90 Mcapacity (veh/h) 735 944 1472  Direction, Lane # EB1 NB1 SB1 Volume Total 28 126 116 Volume Left 12 12 0 Volume Right 16 0 13 cSH 1636 1472 1700 Volume to Capacity Queue Length 95th (ft) 1 1 0 Control Delay (s) 1.3 Intersection Summary Average Delay Intersection Capacity Utilization  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		12	16	12	114	103	13
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) 1 Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 8 110 116 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1 Volume Total 28 126 116 Volume Right 16 0 13 cSH 1636 1472 1700 Volume Right 16 0 13 cSH 1636 1472 1700 Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0 Control Delay (s) 9.3 0.8 0.0 Lane LOS A Approach Delay (s) 9.3 0.8 0.0 Approach LOS A Intersection Summary Average Delay 1.3 Intersection Capacity Utilization 22.8% ICU Level of Service A							
Percent Blockage         Right turn flare (veh)         1           Median type         None           Median storage veh)         Upstream signal (ft)           pX, platoon unblocked         vC, conflicting volume           vC1, stage 1 conf vol         vC2, stage 2 conf vol           vC2, stage 2 conf vol         vC1, stage 1 conf vol           vC2, stage 2 conf vol         vC2, stage (s)           tC, single (s)         6.4         6.2         4.1           tC, 2 stage (s)         tF (s)         3.5         3.3         2.2           p0 queue free %         98         98         99           cM capacity (veh/h)         735         944         1472           Direction, Lane #         EB 1         NB 1         SB 1           Volume Total         28         126         116           Volume Right         16         0         13           cSH         1636         1472         1700           Volume to Capacity         0.02         0.01         0.07           Queue Length 95th (ft)         1         1         0           Control Delay (s)         9.3         0.8         0.0           Approach LOS         A         A							
Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume VC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol C5, conflicting volume VC6, stage 2 conf vol vC7, stage 2 conf vol vC8, stage 2 conf vol vC9, unblocked vol C6, single (s) 6.4 6.2 4.1 tC7, single (s) 6.4 6.2 4.1 tC7, single (s) 6.4 6.2 4.1 tC8, single (s) 6.4 6.2 4.1 tC9, stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116  Volume Total 28 126 116  Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07  Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0  Lane LOS A A  Approach LOS A  Approach LOS A  Intersection Summary  Average Delay 1.3  Intersection Capacity Utilization 22.8% ICU Level of Service A							Dada sayaya daga saya daga bin mata da dana. Basa sa da saya saka saya saya saya saya saya say
Median type         None           Median storage veh)         Upstream signal (ft)           pX, platoon unblocked         vC, conflicting volume         248         110         116           vC1, stage 1 conf vol         vC2, stage 2 conf vol         vCu, unblocked vol         248         110         116           tC, single (s)         6.4         6.2         4.1         1.2         1.2         1.3           tF (s)         3.5         3.3         2.2         2.2         1.0         1.3         1.2         1.3         1.3         1.2         1.3         1.3         1.2         1.3         1.3         1.2         1.3         1.2         1.3 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>							
Median storage veh)       Upstream signal (ft)         pX, platoon unblocked vC, conflicting volume       248       110       116         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vCu, unblocked vol       248       110       116         tC, single (s)       6.4       6.2       4.1         tC, 2 stage (s)       tF (s)       3.5       3.3       2.2         p0 queue free %       98       98       99         cM capacity (veh/h)       735       944       1472         Direction, Lane #       EB 1       NB 1       SB 1         Volume Total       28       126       116         Volume Right       16       0       13         cSH       1636       1472       1700         Volume to Capacity       0.02       0.01       0.07         Queue Length 95th (ft)       1       1       0         Control Delay (s)       9.3       0.8       0.0         Lane LOS       A       A         Approach LOS       A       A         Approach LOS       A       A         A Nerage Delay       1.3         Intersection Capacity Utilization <td< td=""><td></td><td></td><td><b>1</b> #50% (100%)</td><td></td><td></td><td></td><td></td></td<>			<b>1</b> #50% (100%)				
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 248 110 116 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116  Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0  Lane LOS A  A  Intersection Summary  Average Delay Intersection Capacity Utilization  248 110 116  116  117  117  118  118  118  118		ivone					
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol vCu, unblocked vol vCu, unblocked vol vC3, stage (s) tC, single (s) tC, single (s) tC, stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116 Volume Left 12 12 0 Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0 Control Delay (s) Lane LOS A Approach Delay (s) Approach LOS A  Intersection Summary  Average Delay I.3 Intersection Capacity Utilization  110 116 116 117 117 117 117 118 119 118 119 119 110 110 1116 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1110 1116 1116 1110 1116 1110 1116 1110 1116 1110 1116 1116 1116 1110 1116 1							
VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, unblocked vol VC3, stage 2 conf vol VC4, unblocked vol VC5, stage (s) VC5, stage (s) VC5, stage (s) VC6, vC7, vC8, vC8, vC8, vC9, vC9, vC9, vC9, vC9, vC9, vC9, vC9							· 克克克斯克克斯克克克克斯 医克克斯氏征 医克克斯氏征 医克克斯氏征 医多种性皮肤炎 医多种性皮肤炎 医克克斯氏征 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性 医多种性
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 248 110 116 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116 Volume Left 12 12 0 Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0 Control Delay (s) 9.3 0.8 0.0 Lane LOS A Approach Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary  Average Delay Average Delay Intersection Capacity Utilization 22.8% ICU Level of Service A		2/18	110	116			역사 경우 보고 있다. 보고 있는 것을 받는 것이 되는 것이 되는 것이 되었다. 전체
vC2, stage 2 conf vol         vCu, unblocked vol         248         110         116           tC, single (s)         6.4         6.2         4.1           tC, 2 stage (s)         tF (s)         3.5         3.3         2.2           p0 queue free %         98         98         99           cM capacity (veh/h)         735         944         1472           Direction, Lane #         EB 1         NB 1         SB 1           Volume Total         28         126         116           Volume Left         12         12         0           Volume Right         16         0         13           cSH         1636         1472         1700           Volume to Capacity         0.02         0.01         0.07           Queue Length 95th (ft)         1         1         0           Control Delay (s)         9.3         0.8         0.0           Lane LOS         A         A           Approach Delay (s)         9.3         0.8         0.0           Approach LOS         A         A         A           Approach LOS         A         A         A           A Netage Delay         1.3         1.3		240	1.19	1.10			
vCu, unblocked vol       248       110       116         tC, single (s)       6.4       6.2       4.1         tC, 2 stage (s)       tF (s)       3.5       3.3       2.2         p0 queue free %       98       98       99         cM capacity (veh/h)       735       944       1472         Direction, Lane #       EB 1       NB 1       SB 1         Volume Total       28       126       116         Volume Right       16       0       13         cSH       1636       1472       1700         Volume to Capacity       0.02       0.01       0.07         Queue Length 95th (ft)       1       1       0         Control Delay (s)       9.3       0.8       0.0         Lane LOS       A       A         Approach Delay (s)       9.3       0.8       0.0         Approach LOS       A       A         Intersection Summary         Average Delay       1.3         Intersection Capacity Utilization       22.8%       ICU Level of Service       A							
tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116  Volume Left 12 12 0  Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0 Lane LOS A Approach Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary  Average Delay Intersection Capacity Utilization 22.8% ICU Level of Service A		248	110	116	Protection and a		ist material production and and and and a particular production and a single state of the state of the state of
tC, 2 stage (s) tF (s)							
tF (s) 3.5 3.3 2.2 p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116  Volume Left 12 12 0  Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0  Lane LOS A A  Approach Delay (s) 9.3 0.8 0.0  Approach LOS A  Intersection Summary  Average Delay 1.3  Intersection Capacity Utilization 22.8% ICU Level of Service		: 2	and a first and a section				
p0 queue free % 98 98 99 cM capacity (veh/h) 735 944 1472  Direction, Lane # EB 1 NB 1 SB 1  Volume Total 28 126 116  Volume Left 12 12 0  Volume Right 16 0 13 cSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07  Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0  Lane LOS A A  Approach Delay (s) 9.3 0.8 0.0  Approach LOS A  Intersection Summary  Average Delay  Intersection Capacity Utilization 22.8%  ICU Level of Service  ICU Level of Service		3.5	3.3	2.2			
Direction, Lane #         EB 1         NB 1         SB 1           Volume Total         28         126         116           Volume Left         12         12         0           Volume Right         16         0         13           cSH         1636         1472         1700           Volume to Capacity         0.02         0.01         0.07           Queue Length 95th (ft)         1         1         0           Control Delay (s)         9.3         0.8         0.0           Lane LOS         A         A           Approach Delay (s)         9.3         0.8         0.0           Approach LOS         A         A           Intersection Summary         1.3         Intersection Capacity Utilization         1.3           Intersection Capacity Utilization         22.8%         ICU Level of Service         A		98	98	99			
Volume Total         28         126         116           Volume Left         12         12         0           Volume Right         16         0         13           cSH         1636         1472         1700           Volume to Capacity         0.02         0.01         0.07           Queue Length 95th (ft)         1         1         0           Control Delay (s)         9.3         0.8         0.0           Lane LOS         A         A           Approach Delay (s)         9.3         0.8         0.0           Approach LOS         A           Intersection Summary           Average Delay         1.3           Intersection Capacity Utilization         22.8%         ICU Level of Service         A	cM capacity (veh/h)	735	944	1472			
Volume Left       12       12       0         Volume Right       16       0       13         cSH       1636       1472       1700         Volume to Capacity       0.02       0.01       0.07         Queue Length 95th (ft)       1       1       0         Control Delay (s)       9.3       0.8       0.0         Lane LOS       A       A         Approach Delay (s)       9.3       0.8       0.0         Approach LOS       A       A         Intersection Summary         Average Delay       1.3         Intersection Capacity Utilization       22.8%       ICU Level of Service       A	Direction, Lane #	EB 1	NB 1	SB 1			
Volume Right 16 0 13 cSH 1636 1472 1700 Volume to Capacity 0.02 0.01 0.07 Queue Length 95th (ft) 1 1 0 Control Delay (s) 9.3 0.8 0.0 Lane LOS A A Approach Delay (s) 9.3 0.8 0.0 Approach LOS A Intersection Summary Average Delay 1.3 Intersection Capacity Utilization 22.8% ICU Level of Service A			126	116			
CSH 1636 1472 1700  Volume to Capacity 0.02 0.01 0.07  Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0  Lane LOS A A  Approach Delay (s) 9.3 0.8 0.0  Approach LOS A  Intersection Summary  Average Delay 1.3  Intersection Capacity Utilization 22.8% ICU Level of Service A	Volume Left						
Volume to Capacity 0.02 0.01 0.07  Queue Length 95th (ft) 1 1 0  Control Delay (s) 9.3 0.8 0.0  Lane LOS A A  Approach Delay (s) 9.3 0.8 0.0  Approach LOS A  Intersection Summary  Average Delay 1.3  Intersection Capacity Utilization 22.8% ICU Level of Service A							
Queue Length 95th (ft)       1       1       0         Control Delay (s)       9.3       0.8       0.0         Lane LOS       A       A         Approach Delay (s)       9.3       0.8       0.0         Approach LOS       A         Intersection Summary         Average Delay       1.3         Intersection Capacity Utilization       22.8%       ICU Level of Service       A							er te statue en en alexante de l'Arman de les sons de la tablea de l'article de la composition de l'arman des e
Control Delay (s) 9.3 0.8 0.0 Lane LOS A A Approach Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary  Average Delay 1.3 Intersection Capacity Utilization 22.8% ICU Level of Service A		0.02					
Lane LOS A A Approach Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary Average Delay 1.3 Intersection Capacity Utilization 22.8% ICU Level of Service A							takan kang lang panggalan menggalagga penggan penggan penggan pengganggan pengganggan penggangganggan penggang
Approach Delay (s) 9.3 0.8 0.0 Approach LOS A  Intersection Summary  Average Delay 1.3 Intersection Capacity Utilization 22.8% ICU Level of Service A				0.0			
Approach LOS A  Intersection Summary  Average Delay 1.3  Intersection Capacity Utilization 22.8% ICU Level of Service A							
Intersection Summary  Average Delay  Intersection Capacity Utilization  22.8%  ICU Level of Service  A			0.8	0.0			
Average Delay 1.3 Intersection Capacity Utilization 22.8% ICU Level of Service A		Α					
Intersection Capacity Utilization 22.8% ICU Level of Service A							
		la projekt kom kara	Agrigis water that is the		weet and the second	A STATE OF THE STA	
Analysis Period (min) 15		tilization				CU Leve	el of Service A
。我们是我们的我们,我们的我们的我们的我们的我们的我们的我们的我们的我们的我们的我们的我们的我们的我	Analysis Period (min)		US afautesti.	15			A BANGSAN SAN SAN BANGSAN SAN TAN SAN TAN BANGSAN BANGSAN BANGSAN BANGSAN BANGSAN BANGSAN BANGSAN BANGSAN BANG

	٨	->	•	•	4-	1	1	†	<i>&gt;</i>	1	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		क	7		44		ሻ	7-	3	ሻ	1>	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	35	0	55	10	3	5	42	356	0	1	893	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	0	60	11	3	5.	46	387	0	1	971	38
Pedestrians				and a feet from a continu		when the strain and the	rians seek I mineral m	was been do no disc	AND STATE OF STREET	attack to the constitution	na Sanda Deneta da Alais	e orașe la Sete Sete
Lane Width (ft)												
Walking Speed (ft/s)	NONE SERVICE CO	s per entre situation de la company		specialism, etc. or he	evene var en værer	*************	NEEDS STATE (2000) NO. 190	travers established	i tovi i si va sa kobaja.	ANGERS CREEKS	na kata tanan sa	CHRYSHARISTON
Percent Blockage												
Right turn flare (veh)		Parking to the state of the sta	1	bera erenderen	en Carlottanaan	SKREETS SEEVER	SERVEDIO PROPE			taran di wakista wa		neneraliya.
Median type		None			None							
Median storage veh)				kova svetskaří	era parte da		Santa (1997)	aya da yaya da	PEREZESTA SAR	MASTER CONTRACTOR	Desat/editioner	100220035055
Upstream signal (ft)								i i se				Tellerale.
pX, platoon unblocked	1477	1470	990	1481	1489	387	1009	14 Sept. 13 Sept. 14 Sept. 15	igaser seet	387		N.CSV4-28/2010
vC, conflicting volume vC1, stage 1 conf vol	14//	1470	990	, I <del>4</del> 0 I	1409	301	1009			აo/		
vC2, stage 2 conf vol		A SHARAS							Englisher.		NATS BARE	
vCu, unblocked vol	1477	1470	990	1481	1489	387	1009			387		
tC, single (s)	7.1	6.5	6.2	7,1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)			(M.M.=					65464044444			engen a megangsa	31,45 43,453,454
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	60	100	80	86	97	99	93	and and Advantage services		100	2214025333333355	Sungae spilitering
cM capacity (veh/h)	96	119	299	79	116	661	687			1172		
Direction Lanear		W3 1	NBI	NB 2	5B1	58.7						
Volume folks	98	20	46	387	1	1009						
Volume Left	38	11	46	0	1	0						
Volume Right	60	5	0	0	0	38						
cSH	205	112	687	1700	1172	1700						
Volume to Capacity	0.48	0.17	0.07	0.23	0.00	0.59			11/13			
Queue Length 95th (ft)	58	15	5	0	0	0			and the state of t		hanne to a section of	
Control Delay (s)	37.6	43.9	10.6	0.0	8.1	0.0						
Lane LOS	E	E	В		Α	NAMES OF THE PARTY AND ADDRESS.			vanturentti kinska tultu		110.2 (0.0% 10.0 % 54,000.0 (0.0%	Charles of the early state of the
Approach Delay (s)	37.6	43.9	1.1		0.0							
Approach LOS	Е	E										
Intersection Summary												
Average Delay	nasia kalendara ka	guille de la Charle de Char	3.2	desperante de l'Alber		o artik sa <b>ar</b> a <u>wa</u> lebaka.	, tradestorace	Comment to an exemp	a State (nation <u>al</u> sta		a viktorios (iak bito)	SERVENCERMAN NAV
Intersection Capacity Uti	ilization		65.9%	l(	U Leve	el of Ser	vice		С			
Analysis Period (min)	desentation of the	Salaron Salaran iy	15	:501,609,6171 with	age taskerentero	Saybelesosticos		50000000000000000000000000000000000000	(68) 1880 (1980 (1	kana di partica da la	inggagagagagagaga	antenerican

	۶	>	7	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	-	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લૈ	7		€		ሻ	Þ		ሻ	₽	
Sign Control		Stop			Stop			Free			Free	Ven V
Grade		0%			0%			0%			0%	
Volume (veh/h)	62	2	52	16	1	8	37	464	7	18	597	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	2	57	17.	1	9	40	504	8	20	649	36
Pedestrians				ras massa a asasa	eurodia ne estumbolaseou	ensens e kansalah siste		and the state of t	ovici alle una felt that es	PARCH MELLICIPA	a de la Maria de Partir de	
Lane Width (ft)												
Walking Speed (ft/s)		d SMIANT ANN MAINT	regionalis tirologica	annan den kommunis and		wang a makawah shaka a	AADSADONS NAVO	atentificación		2014-000-00-00-00-00-00-00-00-00-00-00-00-0	******	an candalyana
Percent Blockage												
Right turn flare (veh)		. 1929 <u>.</u> NO. 1952.	1 		000004265.7456-000.	This has sharped the		Nodelska komenska	operation and the CASE			MASSAGNIS O
Median type		None			None							
Median storage veh)		Drawnia situa asa	Station & plantage Car	2.55 \$250 \$20 \$20 55	edoženić Startik					25025745537456		NU KASEKALI
Upstream signal (ft)								E Property				
pX, platoon unblocked	4000	4000	007	4000	4040	F00	00F	arestoro Ver		FAO	unasnas kasas	
vC, conflicting volume	1300	1298	667	1306	1312	508	685			512		
vC1, stage 1 conf vol	1455454544444	244241242724	155245-510-41-52	50500000000000000000000000000000000000		G04645153535745		535768376.044	A A SEATE AND SERVICE	Patrawayana	ASAGENSAS ES	
vC2, stage 2 conf vol	1300	1298	667	1306	1312	508	685			512		WWW.
vCu, unblocked vol tC, single (s)	7.1	6.5	6.2	7.1	6.5	6,2	4.1			4.1		
tC, 2 stage (s)	1.1	0.5	0.2	(+1)	0.0	∪.∠	<b>7.</b> l		Maleinie Er	7.1	146	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		TERRICAL SECTION
p0 queue free %	48	99	88	85	99	98	96			98		
cM capacity (veh/h)	129	152	459	113	149	565	909			1053		
	- EB 4	WB 1	NE 1	NEZ	SB 1	SB 2						
Direction, Lane # Volume Total	125	27	- 1452 1 - 40	512	20 I	665						
Volume Left	67	17	40	0	20	0						
Volume Right	57	9	-0	8	0	36						
cSH	213	154	909	1700	1053	1700						
Volume to Capacity	0.59	0.18	0.04	0.30	0.02	0.40					1111	
Queue Length 95th (ft)	83	15	3	0	1	0		019715479499			A 154 ( 60 d) d 14 ( 14 )	
Control Delay (s)	43.8	33.3	9.1	0.0	8.5	0.0						
Lane LOS	E	D	Α	eda a un indentido en el	Α		\$1.2 \$1.0 \$1.0 \$1.0 \$1.0 \$1.0 \$1.0 \$1.0 \$1.0	ALL STATE OF	en all first pelatical	Commercial district of the		
Approach Delay (s)	43.8	33.3	0.7		0.2							
Approach LOS	E	D		dz a stran ethania d			111111111111111111111111111111111111111					
Intersection Summary												
Average Delay			4.9		.480.10.00		and the second of the second second second	en a la suesta como como el	tangan daga sa sa sa sa sa sa			are to the country of the
Intersection Capacity Ut	ilization		50.1%	ŀ	CU Lev	el of Ser	vice		Α			
Analysis Period (min)	and a second transfer		15		No take the second second	1414 1 4141 1 1 1 2 1 1 1 1 1 1 1	nas attates et a avene e	ranga na henna di historia di seriesi di	1910/00/00 (00/00/00/00/00/00/00/00/00/00/00/00/00/	Tables No. 10 to the total	as that shandark a series of the	Managara da antiga d

		•	*	•	7	
Movement	EBT	ÉBR	WBL	WBT	NBL	NBR
Lane Configurations	þ	WS or Normanional	The same and makes to a sec-	4	M	na da managarangan na ang nanggang Panggan na na managan na n
Sign Control	Free	5,000,00		Free	Stop	
Grade	0%	404	മറ	0%	0%	
Volume (veh/h) Peak Hour Factor	81 0.92	184 0.92	39 0.92	49 0.92	32 0.92	11 0.92
Hourly flow rate (vph)	88	200	42	53	35	12
Pedestrians	en e	941 (1977) T. P. S	S. 1940 M. C. T. 19	ggara at are	end skylinge Lynn	Paradi mina <u>a mandi</u> mpadalan 1850 ang mana barangka apata manda panang ting na ang manda ng barat pang manda pa
∟ane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	76865550 D946		15434515142313	ERESTA JESTSON	KILLES	
Median type Median storage veh)					None	
Upstream signal (ft)						
oX, platoon unblocked						
vC, conflicting volume			288		326	188
C1, stage 1 conf vol					-11 8 . 11 1-11-11-11-11	
√C2, stage 2 conf vol						
Cu, unblocked vol	ANTEN COMPRESSOR	awer Sharman Olds	288	Carrie III az est inchise	326	188 ***********************************
C, single (s)			4.1		6,4	6.2
tC, 2 stage (s) tF (s)			2.2		3.5	3.3
p0 queue free %			97		95	99
cM capacity (veh/h)			1274		646	854
Dicaellon Leng &		WB1	NB 1			
Volume Total	288	96	47			
Volume Left	0	42	35			arakti kelinin merendi kelintarah darak menendarah darah darah darah merendarah darah darah darah darah darah Barah kelinin darah darah kelintar darah dar
Volume Right	200	0	12			
:SH	1700	1274	689	and the second second		The second secon
Volume to Capacity	0.17	0.03	0.07			
Queue Length 95th (ft)	0	3	5		2000 50 CB 7 CB 8 CB	
Control Delay (s) _ane LOS	0.0	3.7	10.6 B			
Lane LOS Approach Delay (s)	0.0	A 3.7	10.6			
Approach LOS	<b>U.</b> U	٠.,	10.0			
			_			
ntersection Summary			2.0		•	
Average Delay ntersection Capacity Ut	ilization		2.0 33.6%	i i	CUL eve	el of Service A
Analysis Period (min)	m <b>zatio</b> i i		15		77 FY 15	
				(1)		

	-	7	✓	◄	1	<i>&gt;</i>		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	ĵ.		Zenna milessa e e e e e	લૈ	kø	Options and a second and a second of the second		
Sign Control	Free			Free	Stop			
Grade Volume (veh/h)	0% 88	35	15	0% 88	0%	12		38
Peak Hour Factor	0.92	0.92	0.92	0.92	18 0.92	0.92		J
Hourly flow rate (vph)	96	38	16	96	20	13		
Pedestrians	and a had death as eith		iên derekê da w <u>a</u> dere		ik di sa na Din saska wakini dia	d virging grant to the Charles Charles and an	તારાજન હતા કુરુ નહાર કે કે કામણ કર કે લાક ઇંગ્લેસ કરે કુ હોંગ્ય તરાક કુ ક્ષણ કરે કુ કરે કુ કુ કુ કુ કુ કુ કુ ક તારાજન હતા કુરુ નહાર કે કે કુ કામણ કર કે લાક ઇંગ્લેસ કરે કુ હોંગ્ય તરાક કુ કુકારો કુ કુ કુ કુ કુ કુ કુ કુ કુ ક	(i)
Lane Width (ft)								
Walking Speed (ft/s)			. Openia kompani o og o	VALUEDO MILLE PILE		START TO GET WITH WALK WOOD LITER		
Percent Blockage								
Right turn flare (veh) Median type	055555555	3592755TASS4	MARSHIE STA		None			S
Median storage veh)					indile			Š
Upstream signal (ft)								
pX, platoon unblocked		¥3.251.17 (* 1.25.34)		2626475626714	same conservati	There is no section of the section o	《自由集工》是 1976年5月 1976年5日 1976年5月 1976年5日 1976年5日 1976年5日 1976年5日 1976年5日 1976年5日 1976年5日 1976年5日 1976年5日 1976年5 《自由集工》是 1976年5日 1976年5	
vC, conflicting volume			134		243	115		Zelen
vC1, stage 1 conf vol		rakanan kanan	sares summercon		BAYAT (NEVANGOS)		STREET CONTRACTOR OF THE STREET OF THE STREET OF THE STREET STREET STREET STREET STREET STREET STREET STREET S	53
vC2, stage 2 conf vol			101		040	115		
vCu, unblocked vol tC, single (s)	eralisean	Sasa da esta	134 4.1		243 6.4	115 6.2		ŝ
tC, 2 stage (s)				0.534.6-5.1534.	υ.τ	9.2		Ä
tF (s)			2.2		3.5	3.3		
p0 queue free %	A Maria Chin E semificini	a province and province of section	99		97	99	। 	24
cM capacity (veh/h)			1451		737	938		
Direction (analy	EBt	WEST.	NB 1					
Volume Total	134	112	33					
Volume Left	0	16	20	##***********		No. with the state of the state		
Volume Right	38	0	13					2552
cSH Volume to Capacity	1700 0.08	1451 0.01	806 0.04					(5)
Queue Length 95th (ft)	0.08	0.01 1	0.04					
Control Delay (s)	0.0	1.2	9.7					H
Lane LOS		Α	Α			energ Carles (1990) fantstat in 400 fan	inka princepen di nga kanang gana nga ngang 2,2 a paganka panek kanang kanang kanang kanang kanang kanang kana Inka princepen di nga kanang kanang kanang 2,2 a paganka panek kanang kanang kanang kanang kanang kanang kanan	V
Approach Delay (s)	0.0	1.2	9.7					
Approach LOS			Α					
Intersection Summary								
Average Delay	energia participativa e de la constanta	to 18 September 18	1.6			gregorii i Borgariy kaya i sawa ari wara a sawar		-
Intersection Capacity Uti	llization	2	25.6%	IC	CU Leve	l of Service	Α	ď.
Analysis Period (min)	LINE CONTRACTOR	1011119763398478	15		LUVATORS SARAKA			Je:
								Œ.

	۶	*	4	†	Ţ	4				
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	ሻ	7		4	Þ					
Sign Control	Stop			Free	Free					
Grade	0%		and order to the North State of the Control of the	0%	0%	tin aleksenykerizeen i Pra KK al (1974-1975) 1918			NAME AND A TRAINING PROPERTY.	
Volume (veh/h)	7	13	2	80	64	3				914 8 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	8	14	2	87	70	3				
Pedestrians Lane Width (ft)	HERRIS STREET		11111111111111111							
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)	0.004.000000000000000000000000000000000	1								
Median type	None									
Median storage veh)								au para any saranna mandra ao ao ao 2001.		no o i i Panano en antalidado de la
Upstream signal (ft)										
pX, platoon unblocked	entrottomo <u>kalis</u> tolo	is a sea seige seige of the latter			0.0000000000000000000000000000000000000	saran na tinda da arang ar				SEESENESES
vC, conflicting volume	162	71	73							
vC1, stage 1 conf vol										
vC2, stage 2 conf vol vCu, unblocked vol	162	71	73							
tC, single (s)	6,4	6.2	4.1							
tC, 2 stage (s)	٠	<b></b>					(3) (3) (4) (4) (4) (4) (4) (4)			
tF (s)	3.5	3.3	2.2							
p0 queue free %	99	99	100	200 0.000 0.000 0.000	COLUMN CONTRACTOR	A 16-10-10-10-10-10-10-10-10-10-10-10-10-10-				
cM capacity (veh/h)	827	991	1527							
Direction, Lane #	- EB.1	NB 1	5B 1							
Volume Total	22	89	73							
Volume Left	8	2	0		emende obsektoreneelist					
Volume Right	14	0	3							
cSH	1525	1527	1700							
Volume to Capacity Queue Length 95th (ft)	0.01	0,00 0	0.04 0							
Control Delay (s)	1 8.9	0.2	0.0							
Lane LOS	0.5 A	о. <b>z</b> А	0.0							
Approach Delay (s)	8.9	0.2	0.0			37.				
Approach LOS	Α	SALES TO THE		4,000,000,000			7.774.67.679.690.980.980.980	44 55 C 24 C 3 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C 2		ES STATES SENTENCES SERVICES
Intersection Summary										
Average Delay			1.1							
Intersection Capacity Ut	lization		15.8%	10	SU Leve	el of Service		Α		
Analysis Period (min)			15	\$444 PART PART PART PART PART PART PART PART				en anne gegen generalistisch	1 to 10 TO 10 Sept. 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
(1) 新聞記載者を告訴者はないないないないないというないないまままするかがらなるのないないないない。		4 min 6 to 200 4 364 2 469	a a mesamente de metro	er and of engineering	A STATE OF THE PARTY OF THE PARTY.	The state of the s				

	٨	``	4	<b>†</b>	Ţ	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations	ሻ	7		4	ĥ						
Sign Control	Stop			Free	Free						
Grade	0%	NAME AND ASSOCIATION OF THE PARTY OF THE PAR	Contracting a recent	0%	0%						
Volume (veh/h)	11	15	11	149	137	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Hourly flow rate (vph)	12	16	12	162	149	13					
Pedestrians				. Designation of the same makes as	and makes the second of the second	enter - salar nerestra esseriares			AND THE RESIDENCE AND PROPERTY.	e ne e ere ere namenn erenne	
Lane Width (ft)											
Walking Speed (ft/s)	erica i salaman da salami ini di mata a a a ili a hata		recensaria tanà amin'ny dia dia dia	duan cultural respectively and a street at	na na caracte, he shinan nan Sanda			Ressertance excelute	ant 0000000 Military (0000		68/260/04/2015/04/20
Percent Blockage											
Right turn flare (veh)	Kwapananananaka	1					AN A	ndivision (	N-1815-1915-1916-1916	YSTATZ-148 186 (1871)	200000000000000000000000000000000000000
Median type	None										
Median storage veh)	V 6.752 ( A 100 L 4 1 100 L		en en verkalen en elek	SAGET IN A STEEL	vanare en traktear			•			
Upstream signal (ft)											
pX, platoon unblocked	044	466	400	5900000000000							9/90/04/5/15
vC, conflicting volume	341	155	162								
vC1, stage 1 conf vol											443.55 E
vC2, stage 2 conf vol vCu, unblocked vol	341	155	162								
tC, single (s)	6.4	6.2	4.1								
tC, Single (s)	0.4	U.Z	7.1								
tF (s)	3.5	3.3	2.2								
p0 queue free %	98	98	99								
cM capacity (veh/h)	649	890	1417								
Sensibility and a figure a segretary and an expensive result to the second segretary and segretary and		and reserve to the	RA SONO DE CONTRA DE			•					
Direction, Lane #	153 1	NB 1	581								
Volume Total	28	174	162								
Volume Left	12	12	0					Service Control of the Control of th			
Volume Right	16	0	13								
cSH	1535	1417	1700	TO NOTE TO SERVE				HANE INCOME			
Volume to Capacity	0.02	0.01	0.10								
Queue Length 95th (ft)	9.8	1 	0.0								
Control Delay (s) Lane LOS	9.0 A	0.6 A	0.0								
Approach Delay (s)	9.8	0.6	0.0	01-03-03-03-03-03-03-03-03-03-03-03-03-03-							
Approach LOS	9.6 A	0.0	U.U								
Intersection Summary											
Average Delay	10-60-71 LANGE TEATHER ST. 9 - 1 - 1	es managares e como de como	1.0	100 AC 4 14 No. 201 PM 100 PM 1 AC 201 PM 10 AC				onegler sober president finds	±ajit ajithicka soo ma	g desperator de la terra partico.	
Intersection Capacity Ut	tilization		26.9%	10	CU Leve	el of Servic	:e	•	Д		
Analysis Period (min)	· · · · · · · · · · · · · · · · · · ·		15		and a segment account of	s de la participa de la composition de		**********	(2000) (100) (2000)	Seralescoperation	RESERVE NAMES

•	<b></b> }-	<b>*</b>	*	4	•	4	1	~	1	<b></b>	4
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL.	SBT	SBR
Lane Configurations	स	7		4		ħ	ß		ሻ	1₃	
Sign Control	Stop			Stop			Free			Free	
Grade	0%			0%			0%	e o minimización de destructivo de mor	3 40 C 2014 - C 400 C 51 51 5 4 5	0%	n was salar Autouston
Volume (veh/h) 52	0	80	10	3	5	50	367	. 0	1	921	41
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) 57	0	87	11	3	5	54	399	0	1	1001	45
Pedestrians	EVERTOR ASE		and the extension	0.000 p. 0.000 (0.000 p. 0.000 p. 0.00	x45540465335533	0.000.000.000	+ C24400-745-757-7	ica esservatore	750 500 500	316304:553233	Water ter beta
Lane Width (ft)											
Walking Speed (ft/s)	51505515051	eneralistica		100000000000000000000000000000000000000	500,000,000	178324875	77602455035	nerenese:			
Percent Blockage		4									
Right turn flare (veh) Median type	None	<b>.</b> 1355 - 1456		None							
Median storage veh)	IAOHE			INCHE							
Upstream signal (ft)											
pX, platoon unblocked	1588817774					************		, 40% 1.100 884 201	1989-1982-1983		
	1533	1023	1554	1555	399	1046			399		
vC1, stage 1 conf vol	2000 P.		44.1254P.42GN 1.544	ONLERGY PROPERTY	\$541 \$541 \$44 \$44 \$45 \$15 \$15 \$15 \$15 \$15 \$15 \$15 \$15 \$15 \$1	51-15-24-44-4-2-2-2-2-2-2		errords and selection of building	C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1	1204 THE STATE OF	
vC2, stage 2 conf vol											
	1533	1023	1554	1555	399	1046			399		
tC, single (s) 7.1	6.5	6.2	7.1	6.5	6.2	4.1		1372	4.1		
tC, 2 stage (s)	NAMES AND ASSESSMENT OF THE SECOND SE		e manous unes de moleci en de cita		- Maria (1911) (1912) (1911)		KIPO KA BINGI SIKONIK		orthag sagaine e comment	eneralista.	era erana erana erana ar
tF(s) 3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free % 34	100	70	82	97	99	92			100		eranetinasen)
cM capacity (veh/h) 85	107	286	60	104	651	665			1160		
	MB i	NB 1	NB 2	SB 1	682						
Volume Total 143	20	54	399	1	1046						
Volume Left 57	11	54	0	1	0	ryeseren ere					
Volume Right 87	5	0	1700	1160	45 1700						
cSH 171 Volume to Capacity 0.84	89 0.22	665 0.08	1700 0.23	1160 0.00	0.62		243500000000				
Volume to Capacity 0.84  Queue Length 95th (ft) 145	20	0.06 7	0.23	0.00	0.62						
Control Delay (s) 85.8	56.9	10.9	0.0	8.1	0.0						
Lane LOS F	55.5 F	В	<b>V.</b> V.	О.1	0.0			596 <u>52</u> 1,754 67			
Approach Delay (s) 85.8	56.9	1.3		0.0							
Approach LOS F	F	2004 table (1974)	49 THE REPORT OF THE RESERVE OF THE								
Intersection Summary											
Average Delay	545-21-53547-S	8.4	í.	OHE -	.1 .f C			^	545,05440441		
Intersection Capacity Utilization Analysis Period (min)		69.2%		UU Levi	el of Ser	VICE		С			
AUAIVSIS ECHOU ((IIII))	TO A CAR AREA MEDICAL STREET, MA	15				14400 J. J. G. J. S.	12   BED 121   ADM 12   ADM	to many that doubt man to see you spill or	TORNO COLOR OF PROPER SEASON	\$505 projesta 2009.	Entre voessivere

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		स	7		4		ሻ	ĵ»		Ť	<b>\$</b>	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	83	2	73	16	1	8	55	478	7	18	616	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	2	79	17	1	9	60	520	8	20	670	54
Pedestrians	evaluation with executed to	riotan omenidanan	er de san er marrin de se de melle er		NA OLA OLA OLA OLA OLA OLA OLA OLA OLA OL			on the pagents of the set of the	2011/06/2012/1920/2020/2020/2020	Augustus and and a		e-e-constantante
Lane Width (ft)												
Walking Speed (ft/s)					ent virus Abelia (12.1			anti ogravata ette	NATIONAL PROPERTY OF A STATE OF THE STATE OF		CORES DE CENTRALES	COURS PARTIES
Percent Blockage												
Right turn flare (veh)		de <b>2</b> 020de freis och b	1			managa banda kanas	es veresatele a del c	- Contrate Cal			402000000000000000000000000000000000000	
Median type		None	123.475		None							
Median storage veh)					Budder-Spatis of extract	S SSCOVENING AND COME		(9))))		KESTE EN ENESENS		Katawa Tebar
Upstream signal (ft)												
pX, platoon unblocked		1000	~~~	4000	4466	=00		escueda estado	anacenta (1941)	ena	78.6 93.23.6 9.7 2.6 7.0	ACTES AND
vC, conflicting volume	1384	1383	697	1392	1406	523	724			527		
vC1, stage 1 conf vol	envennations		3,005,005,000,000		NESCHE VALUE						45(33)45(2)50	SAME SANGER
vC2, stage 2 conf vol	4004	4000	607	4000	4406	FOO	704			E07		
vCu, unblocked vol	1384 7.1	1383	697	1392	1406	523	724			527 4.1		609-500-510-4
tC, single (s) tC, 2 stage (s)	1.1	6.5	6.2	7.1	6.5	6.2	4.1			4,1		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	United States	
p0 queue free %	18	98	82	81	99	98	93			98		
cM capacity (veh/h)	110	131	441	90	127	554	879			1040		
and the second contraction and the second se			167-12-3-1-20-3-4-30-30-30-30	ALPURE ROLL OF THE STATE OF	aprecasion net	ABSERTADO POSTEROS						
Direction, Lane #	EB 1	WB t	NB 1	NB 2	3B 1	-5B2						
Volume Total	172	27	60	527	20	724						
Volume Left	90	17	60	0	20	0						
Volume Right cSH	79 470	9 125	970	1700	0 1040	54 1700						
	179 0.96	125 0.22	879 0.07	1700 0.31	0.02	0.43	Maria Storia					
Volume to Capacity Queue Length 95th (ft)	190	20	2017/09/12/09 15:00:00	000000000000000000000000000000000000000	voleti enterta protesta en esta el	0.43						
Control Delay (s)	110.2	41.5	5 9.4	0.0	1 8.5	0.0						
Lane LOS	110.2 F	+1.5 E	э.ч А	0.0	0.5 A	0.0						
Approach Delay (s)	110.2	41.5	1.0		0.2							
Approach LOS	170.2 F	тт.о Е	1.0		U.L.							
Intersection Summary				•								
Average Delay			13.6									
Intersection Capacity Ut	ilization		56.9%	li li	CULEV	el of Sen	vice		R			
Analysis Period (min)			15		H H H H	7. Y. YY.	T. T.		necessia <del>e</del> filo		1572/91/35/35/37	
a.yolo i ollou (iliili)			, 5									

1	-	7	•	4	4	<b>/</b>				
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	Þ			4	₩			waren a dan 10 harawayayay 100,50 dalah 1		
Sign Control	Free			Free	Stop					
Grade	0%	004	00	0%	0%	56				
Volume (veh/h) Peak Hour Factor	101 0.92	204 0.92	66 0.92	90 0.92	51 0.92	29 0.92				
Hourly flow rate (vph)	110	222	72	98	55	32				
Pedestrians						ARCHIO PARTON				700/4540/71440004444 00/404
Lane Width (ft)										
Walking Speed (ft/s)	544 73400 AHEDRA			000000000000000000000000000000000000000	Toka Kanada arasa					
Percent Blockage										
Right turn flare (veh) Median type					None					
Median storage veh)					110110					
Upstream signal (ft)								11		
pX, platoon unblocked										
vC, conflicting volume			332		462	221				
vC1, stage 1 conf vol vC2, stage 2 conf vol					to Page Society in					
vCz, stage z com vor vCu, unblocked vol			332		462	221				
tC, single (s)			4.1		6.4	6.2				
tC, 2 stage (s)	11.36.76 % \$ C.	131404040450	医乳腺性 化二烷医二烷二烷						2 CAR 644 (AND COLUMN STATEMENT)	A STATE OF THE STA
tF (s)			2.2		3.5	3.3				
p0 queue free %			94		89 505	96				
cM capacity (veh/h)			1228		525	819				
Direction, Lane #	EB 1	V/8 1	NB 1							
Volume Total Volume Left	332 0	170 72	<b>87</b> 55							
Volume Right	222	0	32							
cSH	1700	1228	604		5000 1846 1945 1843 18					
Volume to Capacity	0.20	0.06	0.14							
Queue Length 95th (ft)	0	5	13							
Control Delay (s)	0.0	3.7	12.0							
Lane LOS	0.0	A 3.7	B 12.0							
Approach Delay (s) Approach LOS	0.0	J.,	12.0 B							
Intersection Summary			_			•		•		
Average Delay			2.8							
Intersection Capacity Uti	lization		40.8%	ŀ	CU Leve	el of Serv	⁄ice	Α		
Analysis Period (min)	NOS PARTO PARTO	o constitue de la constitue de	15		9690 B 2 5 1 5 2 5 2 2 5 5 5 2					

	-	•	1	←	4	<b>/</b>				
Movement	EBT	EBR	WBL	WBT ·	NBL.	NBR				
Lane Configurations	þ	carra cara rasmo	SON PROPERTY CASE	4	M					******
Sign Control Grade	Free 0%			Free 0%	Stop 0%					
Volume (veh/h)	146	39	43	145	20	40				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	242441254441414			
Hourly flow rate (vph)	159	42	47	158	22	43				
Pedestrians Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh) Median type					None					
Median storage veh)					HOHO					
Upstream signal (ft)										
pX, platoon unblocked vC, conflicting volume			201		431	180				
vC1, stage 1 conf vol			201		401	100				
vC2, stage 2 conf vol										
vCu, unblocked vol			201 4.1		431	180 6.2				
tC, single (s) tC, 2 stage (s)			4,1		6.4	0.2		ka 174 A 12-AA		
tF (s)			2.2		3.5	3.3				
p0 queue free %	HERETYYES FALSE		97		96	95				
cM capacity (veh/h)			1371		562	863				
Direction, Lane #	EB 1 201	WB 1	NB 1 65						5 VENEY 1. T	
Volume Total Volume Left	∠⊍1 0	204 47	- 65 22							
Volume Right	42	0	43							
cSH	1700	1371	732						3 - 01506 (250 4 250 5)	
Volume to Capacity Queue Length 95th (ft)	0.12 0	0.03	0.09 7							
Control Delay (s)	0.0	2.0	10.4							
Lane LOS		Α	В							LEADER STORES
Approach Delay (s) Approach LOS	0.0	2.0	10.4 B							12.00
• •			٠							
Intersection Summary Average Delay			2.3							
Intersection Capacity Ut	ilization		33.6%	IC	U Leve	l of Servi	ce	Α		
Analysis Period (min)			15							

	<b>≯</b>	*	4	†	Ţ	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Ŋ	7		4	1>		
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	8	16	3	42	35	3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	9	17	3	46	38	3	
Pedestrians		MSERS SERVICES					
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage			ECEVATER (S		haranaan sa		2345
Right turn flare (veh)		1					
Median type	None				STEEL STATE		
Median storage veh)	arambina.			105 (45 to 4 to 41 to 1		The difference is to supplied to the set in frequence where the proportion of the strength of the set in the set of the	
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	92	40	41				
vC1, stage 1 conf vol	A COLUMN TO A						127 Y T T T T T T T T T T T T T T T T T T
vC2, stage 2 conf vol							
vCu, unblocked vol	92	40	41				
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s) tF (s)	3.5	3.3	2.2	a Madala Shi Ga			938
p0 queue free %	99	98	100				
cM capacity (veh/h)	906	1032	1568				
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	26	49	41				11
Volume Left	20 9	3	0		SACTORIA.		
Volume Right	17	Ő	3				
cSH	1548	1568	1700			的现在分词,我们就是我的对象的是我的人,我们就是我们就是我们的人,我们就是我们的人的一种,这个人的人,这个人的人,不是不是不是不是不是不是不是不是不是不是不是 我们就是我们的我们就是我的人的,我们就是我的人的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,	54,545
Volume to Capacity	0.02	0.00	0.02				
Queue Length 95th (ft)	1	0	0				
Control Delay (s)	8.7	0.5	0.0				
Lane LOS	Α	Α			and the state of t	en andere en	
Approach Delay (s)	8.7	0.5	0.0				
Approach LOS	Α						
Intersection Summary							
Average Delay	and the state of t		2.2			ewa pao mpilendana ny angahan na pagamatan na mpilangangangan sa kataban 1942 tilanan, kataban na atao mpilanan	
Intersection Capacity Ut	ilization		14.7%	þ	CU Leve	rel of Service A	
Analysis Period (min)		er hallmagning a transport of	15	555 (5 5), 5 E1975 F			

	•	*	4	†	ļ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	100	ŕ		વ	ĵ∍	
Sign Control	Stop			Free	Free	
Grade	0%		en avarra e Senten e e	0%	0%	
Volume (veh/h)	19	27	19	105	95	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	29	21	114	103	23
Pedestrians		a a sabatawa	STOSTONES R	MACHER ASSE	rakutis iduksi	
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage					72.8254D	
Right turn flare (veh)		(00.1550)(4) 1				
Median type	None	eniksek				
Median storage veh)	1.01.0					en in de la service de la s La service de la service d
Upstream signal (ft)						
pX, platoon unblocked				(8.18.18.18.18.18.18.18.18.18.18.18.18.18		CHRES STATE AFRICATE STATES AND ASSESSMENT OF STATES AND ASSESSMENT OF A STATES AND ASSESSMENT OF A STATES AND ASSESSMENT OF THE STATES ASSESSMENT OF THE STATES
vC, conflicting volume	270	115	126			
vC1, stage 1 conf vol		Part Service Mary 874 B.		has infrastrum;	Anna marka	
vC2, stage 2 conf vol						
vCu, unblocked vol	270	115	126			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	2012 CALL TO DE STORY	0014 Settle 11 AM LA	on a Salaman de Salama	- mai comment et ana ta c	our ment is the standard	
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	99	o San September 1911		
cM capacity (veh/h)	709	938	1460			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	50	135	126			
Volume Left	21	21	0	Salay ta Karabi Salay		
Volume Right	29	4400	23			
cSH	1598	1460	1700 0.07		les secretares	
Volume to Capacity Queue Length 95th (ft)	0.03 2	0.01 1	0.07			
Control Delay (s)	9.5	1.2	0.0	61 E SKER SE		
Lane LOS	9.3 A	1.2 A	ν.υ			dentale de desta de la company de la com
Approach Delay (s)	9.5	1.2	0.0			
Approach LOS	Α		Y.4			istrops standillines for the member of hospitalistic control is a conserver on the conservation of limits are in our con-
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Ut	ilization		23.2%	j.	CU Lev	el of Service A
Analysis Period (min)			15			and a second control of the property of the control of the property of the first the second of the control of t

	٦	-	*	<b>F</b>	4	•	4	†	<i>/</i> *	<b>&gt;</b>	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્લ	7		क्षे		ሻ	<b>%</b>		ኻ	ħ	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%	and the second second second second second		0%	
Volume (veh/h)	35	0	56	10	3	- 5	42	356	0	1	893	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	0	61	11	3	5	46	387	0	1	971	38
Pedestrians	to Marcha I and America Restricts	wa.540 a 1600 a 2 2 2 2 4 4 1	And State Fred Asso	Purkhasa sakakatan sa		er o programo a maracil	California de Calabra de Cal				AGMAGA KETENDA	
Lane Width (ft)												
Walking Speed (ft/s)		ataba tangganina ya t		Medica Nicolo Sciolos	teatras que de vento	europe ateneral es					ont may destroy	
Percent Blockage												
Right turn flare (veh)		44272477848568	1 • Marko (1900)		0.020005374.4633			Deraid Alturation	er den parker (kerê) en	16.908 (18.005 H 10.05	461.1988.838.937.038	6565W3W5\$C00
Median type		None			None							
Median storage veh)	SAROREIGINACIA	HERATOR STEEL VENERALIS	en antigrafica e da c		ners Albierry Florents Sel		20162(SSSSSSSSS)		SANGESSIESENCOS.	1111414141414141		
Upstream signal (ft)												
pX, platoon unblocked				ersusaani			4000	9455,004,005,005,005		007	STANSFORMATION	rencesearia
vC, conflicting volume	1477	1470	990	1482	1489	387	1009			387		
vC1, stage 1 conf vol	049-743-645-02-75-F		STORANG SENGASE	54555554794	eo arta e para	11945244E1148E0						nere enere
vC2, stage 2 conf vol	4 4 7 7	4.470	000	4 400	4 400	207	1000			387		
vCu, unblocked vol	1477	1470	990	1482	1489	387 6.2	1009			30 <i>1</i> 4.1	256 154 B 250 C	
tC, single (s)	7.1	6.5	6.2	7.1	- 6.5	0.2	4.1			4,1		
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	3400 (4 de ja ja		2.2		
p0 queue free %	5.5 60	100	3.3 80	3.5 86	97	99	93			100		
cM capacity (veh/h)	96	119	299	78	116	661	687			1172		
THE RESIDENCE OF THE PROPERTY	e San Georgia de la Propieta de la P	Control of the Control of the Control	40,000 10 10,000 0 100,000				001			1112		
Direction, Lane # Volume Total	EB 1	WB 1 20	NB 1 46	NB 2 387	SB 1	SB 2 1009						
Volume Left	38	11	46	0	1	0						
Volume Right	61	5	0	0	0	38						
cSH	207	111	687	1700	1172	1700						
Volume to Capacity	0.48	0.18	0.07	0.23	0.00	0.59						
Queue Length 95th (ft)	58	15	5	0.23	0.00	0.55				25.04.510		
Control Delay (s)	37.3	44.1	10.6	0.0	8.1	0.0				N. 18. 18.	Summer	
Lane LOS	57.5 E	ээ.) Е	10.0		Α.	<b>Y.</b> Y				01.1579.E95905	ymetrykitkii <sup>y</sup> t	
Approach Delay (s)	37.3	44.1	1.1		0.0							
Approach LOS	E	Ë		76.004 to 196.00								5 March 1997 (1998)
Intersection Summary					·							
Average Delay		Street Spiles Spiles Street Spiles	3.2	the state of the second	parting of a page of the com-	CALLS CONTRACTOR SAN TO SAN		on Maria and Company of the	salahan salah salah salah	N 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	estorologi, vikovi m	es el europe en
Intersection Capacity Ut	ilization		65.9%	ŀ	CU Lev	el of Ser	vice		С			
Analysis Period (min)	and the second	***********	15	Alter to were the entire	- Nation of Contract Contract		January Managarana		44.44.284.4 (C.4.20)		Lawrence State of the Control	

Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF, (s) p0 queue free % cM capacity (veh/h) 126  Direction, Lane # EB 1 Volume Total Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS E 1313 135 135 135 135 135 135 135 135 13	EBT  Stop 0% 2 0.92 2  None  1311 1311 6.5	57 0.92 62 1 669 669 6.2	16 0.92 17 1320 1320 7.1	WBT Stop 0% 1 0.92 1 None 1328 6.5	WBR  8 0.92 9	NBL 42 0.92 46 689	NBT Free 0% 464 0.92 504	NBR 7 0.92 8	SBL 18 0.92 20	\$BT Free 0% 597 0.92 649	3 0.92 40
Sign Control Grade Volume (veh/h) 65 Peak Hour Factor 0.92 Hourly flow rate (vph) 71 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1313 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 1313 tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 44 cM capacity (veh/h) 126  Direction Lane # EB 1 Volume Total 135 Volume Left 71 Volume Right 62 cSH 211 Volume to Capacity 0.64 Queue Length 95th (ft) 95 Control Delay (s) 47.9 Lane LOS E	Stop 0% 2 0.92 2 None	57 0.92 62 1 669	0.92 17 1320	Stop 0% 1 0.92 1 None	0.92 9 508	42 0.92 46	Free 0% 464 0.92	0.92	18 0.92 20	Free 0% 597 0.92	0.9
Volume (veh/h) 65 Peak Hour Factor 0.92 Hourly flow rate (vph) 71 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1313 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1313 tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 44 cM capacity (veh/h) 126  Direction Lane # E3 1 Volume Total 135 Volume Left 71 Volume Right 62 cSH 211 Volume to Capacity 0.64 Queue Length 95th (ft) 95 Control Delay (s) 47.9 Lane LOS E	0% 2 0.92 2 None	0.92 62 1 669	0.92 17 1320	0% 1 0.92 1 None	0.92 9 508	0.92 46	464 0.92	0.92	0.92 20 512	597 0.92	0.93
Peak Hour Factor 0.92 Hourly flow rate (vph) 71 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1313 vC1, stage 1 conf volvC2, stage 2 conf volvC4, unblocked vol 1313 tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 44 cM capacity (veh/h) 126  Direction Lane # EB 1 Volume Total 135 Volume Left 71 Volume Right 62 cSH 211 Volume to Capacity 0.64 Queue Length 95th (ft) 95 Control Delay (s) 47.9 Lane LOS E	0.92 2 None 1311	0.92 62 1 669	0.92 17 1320	0.92 1 None 1328	0.92 9 508	0.92 46	0.92	0.92	0.92 20 512	0.92	0.9
Hourly flow rate (vph) 71 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1313 vC1, stage 1 conf volvC2, stage 2 conf volvC2, stage 2 conf volvC4, unblocked vol 1313 tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 p0 queue free % 44 cM capacity (veh/h) 126  Direction Lane # EB 1 Volume Total 135 Volume Left 71 Volume Right 62 cSH 211 Volume to Capacity 0.64 Queue Length 95th (ft) 95 Control Delay (s) 47.9 Lane LOS E	None 1311	62 1 669 669	1320	None 1328	508 508	689			512		the state of the state of
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h)  Direction Lane # Volume Total Volume Right CSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS  E  Registrians  # ### EB 1 #### Control Delay (s) ####################################	None 1311 1311	669	1320	None 1328	<b>508</b>	689	504	8	512	649	
Lane Width (ft)  Walking Speed (ft/s)  Percent Blockage  Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h)  Direction Lane # EB 1  Volume Total Volume Right cSH  Volume to Capacity Queue Length 95th (ft) Control Delay (s)  Lane LOS  E	1311	669	1320	1328 1328	508						
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h) Direction Lane # EB 1 Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS E	1311	669	1320	1328 1328	508						
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % tCM capacity (veh/h)  Direction Lane # EB 1 Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS  E Median storage veh) Median type  1313  1313  1314  1315	1311	669	1320	1328 1328	508						
Right turn flare (veh)  Median type  Median storage veh)  Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h)  Direction Lane # EB 1 Volume Total Volume Right cSH COHOM CAPACITY Queue Length 95th (ft) COntrol Delay (s) Lane LOS  Median storage veh)  1313  1313  1314  1315  1315  1315  1316  1316  1317  1317  1317  1318  1	1311	669	1320	1328 1328	508						
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Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p0 queue free % cM capacity (veh/h) 126  Direction Lane # EB 1 Volume Total Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS E 1313 1313 1313 1313 1313 1313 1313 1	1311	669	1320	1328	508						
pX, platoon unblocked vC, conflicting volume 1313 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 1313 tC, single (s) 7.1 tC, 2 stage (s) tF (s) 3.5 pO queue free % 44 cM capacity (veh/h) 126  Direction Lane # EB 1 Volume Total 135  Volume Left 71  Volume Right 62 cSH 211  Volume to Capacity 0.64  Queue Length 95th (ft) 95  Control Delay (s) 47.9  Lane LOS E	1311	669	1320	1328	508						
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CM capacity (veh/h) 126  Direction, Lane # EB 1 1  Volume Total 135  Volume Left 71  Volume Right 62  CSH 211  Volume to Capacity 0.64  Queue Length 95th (ft) 95  Control Delay (s) 47.9  Lane LOS E	4.0 99	3.3	3.5 84	4.0	3.3	2.2 95			2.2		
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Lane LOS E	16	4	0	1	0	162011111111111111	stanioù (Verland	i (nga salah 4 nga kalan	Andrews State	tariatanan kasa	Garanayas
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	D 24.6	A	1604000000000	A		10.5083000.00000	Tarangyanasa	57455370035635	eregentation		25599e525
Approach Delay (s) 47.9	34.6	8.0		0.2							
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Intersection Capacity Utilization  Analysis Period (min)			en and Alexander Section		el of Ser	VIOO				化电流电流 化氯化物 化二氯甲基氯异烷甲基	

Movement		-	7	1	4	4	<i>&gt;</i>	
Lane Configurations	Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Sign Control         Free         Free         Stop           Grade         0%         0%         0%           Volume (veh/h)         82         184         40         51         32         11           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92         0.92           Hourly flow rate (vph)         89         200         43         55         35         12           Pedestrians         Lane Width (ft)         Walking Speed (ft/s)         Percent Blockage         Right turn flare (veh)           Median storage veh)         Upstream signal (ft)         None         Median storage veh)           Upstream signal (ft)         Dx, platoon unblocked vol         289         332         189           VC1, stage 1 conf vol         vC2, stage 2 conf vol         vC1, stage 1 conf vol         vC2, stage (s)         LF (s)         4.1         6.4         6.2         tC, 2 stage (s)           UF, (s)         2.2         3.5         3.3         pg         you stage (s)	Lane Configurations	<b>\$</b>			હીં	W		0000000
Grade 09% 0% 0% 0% Volume (veh/h) 82 184 40 51 32 11 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right furn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol VC2, stage 2 conf vol vC0, unblocked vol tC, single (s) tC, single (s) tF (s) p0 queue free % p0 queue free % p1 queue free % p1 queue free % p2 queue free % p3 queue free from 1273 684 Volume Right volume Right volume Right volume Loapacity						diameter and the second second		
Peak Hour Factor         0.92		0%	en					
Hourly flow rate (vph)   89   200   43   55   35   12     Pedestrians	Volume (veh/h)	82	184	40	51	32	11	
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Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) tC, 2 stage (s) tF (s) p3	Hourly flow rate (vph)	89	200	43	55	35	12	
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Median type         None           Median storage veh)         Upstream signal (ft)           pX, platoon unblocked         vC, conflicting volume           vC1, stage 1 conf vol         vC2, stage 2 conf vol           vCu, unblocked vol         289         332         189           tC, single (s)         4.1         6.4         6.2           tC, 2 stage (s)         tF (s)         2.2         3.5         3.3           p0 queue free %         97         95         99           cM capacity (veh/h)         1273         641         853           Direction, Lane #         EB 1         WB 1         NB 1           Volume Total         289         99         47           Volume Total         289         99         47           Volume Right         200         0         12           cSH         1700         1273         684           Volume to Capacity         0.17         0.03         0.07           Queue Length 95th (ft)         0         3         5           Control Delay (s)         0.0         3.6         10.6           Approach Delay (s)         0.0         3.6         10.6           Approach LOS         B </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
Median storage veh)         Upstream signal (ft)         pX, platoon unblocked         vC, conflicting volume       289       332       189         vC1, stage 1 conf vol         VC2, stage 2 conf vol         vC2, stage 2 conf vol         vC3, single (s)         tC, 2 stage (s)         tF (s)       2.2       3.5       3.3         p0 queue free %       97       95       99         cM capacity (veh/h)       1273       641       853         Direction, Lane # EB1 WB 1 NB 1         Volume Total       289       99       47         Volume Left       0       43       35         Volume Right       200       0       12         cSH       1700       1273       684         Volume to Capacity       0.17       0.03       0.07         Queue Length 95th (ft)       0       3       5         Control Delay (s)       0.0       3.6       10.6         Approach Delay (s)       0.0       3.6       10.6         Approac		r er sama versenen	inara a vergo		n Kara Whosokoutk	dragasa Biroka	an paragonan dari 1922 ang 2002 ang 2004 ang 20	
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume						None		
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol tC, single (s) tC, single (s) tC, 2 stage (s) tF (s)		STATE OF STATE OF	45444550640	9140194191949				
VC, conflicting volume VC1, stage 1 conf vol VC2, stage 2 conf vol VC2, unblocked vol VC3, stage (s) VC, configle (s) VC, stage (s) VC, 2 stage (s) VC, 3 stage (s) VC, 2 stage (s) VC, 3 stag	and the state of t				YER STANK			
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 289 332 189 tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 97 95 99 cM capacity (veh/h) 1273 641 853  Direction Lane # EB 1 WB 1 NB 1  Volume Total 289 99 47  Volume Left 0 43 35  Volume Right 200 0 12 cSH 1700 1273 684  Volume to Capacity 0.17 0.03 0.07 Queue Length 95th (ft) 0 3 5 Control Delay (s) 0.0 3.6 10.6 Lane LOS A B  Approach Delay (s) 0.0 3.6 10.6 Approach LOS B  Intersection Summary  Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A			STATES OF A SIME	ാറ		220	100	May
vC2, stage 2 conf vol       vCu, unblocked vol       289       332       189         tC, single (s)       4.1       6.4       6.2         tC, 2 stage (s)       tF (s)       2.2       3.5       3.3         p0 queue free %       97       95       99         cM capacity (veh/h)       1273       641       853         Direction Lane # EB 1 WB 1 NB 1         Volume Total       289       99       47         Volume Right       200       0       12         CSH       1700       1273       684         Volume to Capacity       0.17       0.03       0.07         Queue Length 95th (ft)       0       3       5         Control Delay (s)       0.0       3.6       10.6         Lane LOS       A       B         Approach Delay (s)       0.0       3.6       10.6         Approach Delay (s)       0.0       3.6       10.6         Approach Delay (s)       0.0       3.6       10.6         Approach Cos       B       Intersection Summary         Average Delay       2.0         Intersection Capacity Utilization       33.9%       ICU Level of				209		33Z	109	48 A.
vCu, unblocked vol     289     332     189       tC, single (s)     4.1     6.4     6.2       tC, 2 stage (s)     5     3.5     3.3       p0 queue free %     97     95     99       cM capacity (veh/h)     1273     641     853       Direction, Lane # EB 1 WB 1 NB 1       Volume Total     289     99     47       Volume Right     200     0     12       cSH     1700     1273     684       Volume to Capacity     0.17     0.03     0.07       Queue Length 95th (tt)     0     3     5       Control Delay (s)     0.0     3.6     10.6       Lane LOS     A     B       Approach Delay (s)     0.0     3.6     10.6       Approach LOS     B       Intersection Summary       Average Delay     2.0       Intersection Capacity Utilization     33.9%     ICU Level of Service     A			Valvada Neg					
tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s) tF (s) 2.2 3.5 3.3 p0 queue free % 97 95 99 cM capacity (veh/h) 1273 641 853   Direction, Lane # EB1 WB1 NB1  Volume Total 289 99 47  Volume Left 0 43 35  Volume Right 200 0 12 cSH 1700 1273 684  Volume to Capacity 0.17 0.03 0.07 Queue Length 95th (ft) 0 3 5 Control Delay (s) 0.0 3.6 10.6 Lane LOS A B Approach Delay (s) 0.0 3.6 10.6 Approach LOS B  Intersection Summary  Average Delay Intersection Capacity Utilization 33.9% ICU Level of Service A				280		332	180	
tC, 2 stage (s) tF (s)								
tF (s) 2.2 3.5 3.3 p0 queue free % 97 95 99 cM capacity (veh/h) 1273 641 853  Direction, Lane # EB ! WB   NB   Volume Total 289 99 47 Volume Left 0 43 35 Volume Right 200 0 12 cSH 1700 1273 684 Volume to Capacity 0.17 0.03 0.07 Queue Length 95th (ft) 0 3 5 Control Delay (s) 0.0 3.6 10.6 Lane LOS A B Approach Delay (s) 0.0 3.6 10.6 Approach LOS B  Intersection Summary Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A					8 E450-634 (PE540-4)		数据文字 45.000 <u>4.000</u> 4.000 5.50 5.000 5.00 5.00 5.00 5.00 5.	2520
p0 queue free % 97 95 99 cM capacity (veh/h) 1273 641 853  Direction, Lane # EB 1 WB 1 NB 1  Volume Total 289 99 47  Volume Left 0 43 35  Volume Right 200 0 12 cSH 1700 1273 684  Volume to Capacity 0.17 0.03 0.07 Queue Length 95th (ft) 0 3 5 Control Delay (s) 0.0 3.6 10.6 Lane LOS A B Approach Delay (s) 0.0 3.6 10.6 Approach LOS B  Intersection Summary  Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A				2.2		3.5	3.3	
CM capacity (veh/h)         1273         641         853           Direction. Lane #         EB I         WB I         NB I           Volume Total         289         99         47           Volume Left         0         43         35           Volume Right         200         0         12           cSH         1700         1273         684           Volume to Capacity         0.17         0.03         0.07           Queue Length 95th (ft)         0         3         5           Control Delay (s)         0.0         3.6         10.6           Lane LOS         A         B           Approach Delay (s)         0.0         3.6         10.6           Approach LOS         B           Intersection Summary           Average Delay         2.0           Intersection Capacity Utilization         33.9%         ICU Level of Service         A		POTENTIAL SERVICES	at Cartelland, and London			"这种大学,我们的特征的现在分词	보고 있는 것도 할 때 보고 있다. 그는 사람들은 살 보고 있는 것이 되었다면 하는 모든 것이 없는 것도 되었다. 그는 사람들은 사람들이 되었다는 사람들이 되었다는 것이 없는 사람들이 없는 것이 없는 것이었다면 없는 것이 없는 것이 없는 것이 없는 것이었다면 없는 것이 없는 것이었다면 없어요. 없는 것이었다면 없어요. 없는 것이었다면 없는 것이었다면 없는 것이었다면 없는 것이었다면 없는 없었다면 없었다면 없는 것이었다면 없었다면 없다면 없었다면 없다면 없었다면 없었다면 없었다면 없었다	
Volume Total         289         99         47           Volume Left         0         43         35           Volume Right         200         0         12           cSH         1700         1273         684           Volume to Capacity         0.17         0.03         0.07           Queue Length 95th (ft)         0         3         5           Control Delay (s)         0.0         3.6         10.6           Lane LOS         A         B           Approach Delay (s)         0.0         3.6         10.6           Approach LOS         B           Intersection Summary           Average Delay         2.0           Intersection Capacity Utilization         33.9%         ICU Level of Service         A	Property of the contract of th			1273		641	853 —	1867A 1855
Volume Left         0         43         35           Volume Right         200         0         12           cSH         1700         1273         684           Volume to Capacity         0.17         0.03         0.07           Queue Length 95th (ft)         0         3         5           Control Delay (s)         0.0         3.6         10.6           Lane LOS         A         B           Approach Delay (s)         0.0         3.6         10.6           Approach LOS         B           Intersection Summary         2.0           Intersection Capacity Utilization         33.9%         ICU Level of Service         A	Direction, Lane #		WB 1	W.				
Volume Right         200         0         12           cSH         1700         1273         684           Volume to Capacity         0.17         0.03         0.07           Queue Length 95th (ft)         0         3         5           Control Delay (s)         0.0         3.6         10.6           Lane LOS         A         B           Approach Delay (s)         0.0         3.6         10.6           Approach LOS         B           Intersection Summary         2.0           Intersection Capacity Utilization         33.9%         ICU Level of Service         A	Volume Total	289	99	47				
CSH 1700 1273 684  Volume to Capacity 0.17 0.03 0.07  Queue Length 95th (ft) 0 3 5  Control Delay (s) 0.0 3.6 10.6  Lane LOS A B  Approach Delay (s) 0.0 3.6 10.6  Approach LOS B  Intersection Summary  Average Delay 2.0  Intersection Capacity Utilization 33.9% ICU Level of Service A	Volume Left	0	43	35				
Volume to Capacity         0.17         0.03         0.07           Queue Length 95th (ft)         0         3         5           Control Delay (s)         0.0         3.6         10.6           Lane LOS         A         B           Approach Delay (s)         0.0         3.6         10.6           Approach LOS         B           Intersection Summary           Average Delay         2.0           Intersection Capacity Utilization         33.9%         ICU Level of Service         A	Volume Right	200	0	12				
Queue Length 95th (ft)       0       3       5         Control Delay (s)       0.0       3.6       10.6         Lane LOS       A       B         Approach Delay (s)       0.0       3.6       10.6         Approach LOS       B         Intersection Summary         Average Delay       2.0         Intersection Capacity Utilization       33.9%       ICU Level of Service       A			1273					
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Lane LOS A B Approach Delay (s) 0.0 3.6 10.6 Approach LOS B  Intersection Summary Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A					na ang managan na mang mang mang mang ma		and participated by an experience of the second control of the con	
Approach Delay (s) 0.0 3.6 10.6 Approach LOS B  Intersection Summary Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A		0.0	A CHARL DEF LITTERS OF					
Approach LOS B  Intersection Summary  Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A		s verstegeres om				Charles and Charles and Charles	grigge grant en angly grant grant grant grang by a grant that and a second state of the a common or work or we	pagewor.
Intersection Summary  Average Delay  Intersection Capacity Utilization  2.0  Intersection Capacity Utilization  33.9%  ICU Level of Service  A		0.0	3.6					
Average Delay 2.0 Intersection Capacity Utilization 33.9% ICU Level of Service A	Approach LOS			В				
Intersection Capacity Utilization 33.9% ICU Level of Service A								
		22,250,350,000 to the text of the			en angelen nemanan	uz szegy nyelete eletere	BETT STEETER BETTE BETTE STEETER BETTE STEETER BETTE BET	11352
Analysis Period (min) 15		ilization			l (	CU Leve	el of Service A	
	Analysis Period (min)		gadaroper (sec.	15	83.7837.8329.6389.84			

	-	•	•	4	1	<b>/</b>	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	f <sub>a</sub>			4	¥		
Sign Control	Free			Free	Stop		
Grade	0%	5000, 000, <u>2</u> 00 <u>2</u> 00	nterescones <u>especie</u> s con	0%	0%		1889 - Miller Brits Frieder van 1784 af 1788 af 1788 af 1784 fran 1788 frieder de Abronne de Greek (1787 af 17
Volume (veh/h) Peak Hour Factor	95	35	18	97	18	13	
Hourly flow rate (vph)	0.92 103	0.92 38	0.92 20	0.92 105	0.92 20	0.92 14	
Pedestrians	103	- 30	20	105	20	14	
Lane Width (ft)							
Walking Speed (ft/s)					434478666	ger in erlicht einer erauer ("m.). Were	e i pajetoje i fatoria de la partipopa pare 1953 de propiatori i filosofia prilazione fatori de dispetatori.
Percent Blockage							
Right turn flare (veh)	Statute Automorphisms						
Median type					None		
Median storage veh) Upstream signal (ft)	Perenda e (Tenes)	eroson anama		STRUNGER STATES	NEW CONTRACTOR	On ASSESSMENT AS NOT THE PARTY OF THE	
pX, platoon unblocked							
vC, conflicting volume			141		267	122	
vC1, stage 1 conf vol			1.1.1			' <i></i>	
vC2, stage 2 conf vol							
vCu, unblocked vol			141		267	122	er palenda kan kun kun kun ken unu ang mang kun kan ken kun ken kan kan di bahan bahasa di bara bahara kan kan Kenada kan kan kun kun kun ken kan kan di bahara kan ken ken kan ken bahan bahara bahara bahara bahara bahara b
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)		Y SECTION SECTION	- A A		sie saigte autori		eritterrik i tilege kratogik der period deritter er eritter som et godden er eritter er.
tF (s) p0 queue free %			2.2 99		3.5 97	3.3 98	
cM capacity (veh/h)			1442		713	929	
		ESTA A	Andread Service and American			0 <b>2</b> 0	
Direction, Lane # Volume Total	_EB1 141	WB 1 125	NB 1 34				
Volume Left	0	20	ગ્ર <del>4</del> 20				
Volume Right	38	0	14				
cSH	1700	1442	790	17/15/17/5/54 14/			
Volume to Capacity	0.08	0.01 ,	0.04				
Queue Length 95th (ft)	0	1	3				entre en la companya de la companya
Control Delay (s)	0.0	1.3	9.8				
Lane LOS		A	Α	0010908987687469		r deligan Mediade va a como deservo de so	
Approach Delay (s) Approach LOS	0.0	1.3	9.8				
			Α	600 64 44 CECULO Dieturo			
Intersection Summary			4 -				
Average Delay	r:		1.6		Society (See See See See See See See See See Se		
Intersection Capacity Uti Analysis Period (min)	ilization		26.6%	10	U Leve	l of Service	Α
Anaiysis Fellou (IIIII)			15				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7		र्स	Þ	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	8	16	3	80	64	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	17	3	87	70	3
Pedestrians		arceside anote:		506 SARTING TV (5.55) (54)	Dalenter verser in	
Lane Width (ft)						
Walking Speed (ft/s)		4555771195557		(140/0904/03489	Patra Maraka	
Percent Blockage		4				
Right turn flare (veh)	A NULL	1	rosarentskiere		445465565	
Median type Median storage veh)	None					
Upstream signal (ft)	3.00	5000000000000				
pX, platoon unblocked						
vC, conflicting volume	165	71	73			
vC1, stage 1 conf vol	,,,,,,		, ,	2014)203740		
vC2, stage 2 conf vol						
vCu, unblocked vol	165	71	73	541213 F V 54134 F		
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)			98.96.931 (25.8-97H)			的是是全种的 化光线 化光线 化二甲基甲基二甲基甲基二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100		contract of work at up	等的现在分词 化二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基
cM capacity (veh/h)	824	991	1527			
Direction, Lane #	EBI	NB 1	56.1			
Volume Total	26	90	73			
Volume Left	9	3	0			Мания упис до для видопиндуют, надализания инменения истранения история составляют в надания история история д
Volume Right	17	0	3			
cSH	1487	1527	1700			化基子基基金 化分离子 化多元二十二十二二十二二十二二十二二十二二十二二十二二十二二十二二十二二十二二十二二
Volume to Capacity	0.02	0.00	0.04			
Queue Length 95th (ft)	1	0	0	Prij 18 (20) 70 (0 - mr) 2 ( - c ) - ( - c		
Control Delay (s)	8.9	0.3	0.0			
Lane LOS	Α	Α				
Approach Delay (s)	8.9	0.3	0.0			
Approach LOS	Α					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Ut	tilization		16.6%	10	CU Leve	el of Service A
Analysis Period (min)			15			NUMBER OF PROPERTY OF THE PROP

	٨	<b>~</b>	*\	†	4	4					_
Movement	EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations	*	7		र्स	<b>}</b>						_
Sign Control	Stop			Free	Free						
Grade	0%		TORNE DE RESERVANT DE	0%	0%						
Volume (veh/h)	19	27	19	149	137	21					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					1.000
Hourly flow rate (vph)	21	29	21	162	149	23			latini (1254)		
Pedestrians				representation of the Salaria		AND AND RESTORED TO A THE PARTY OF THE PARTY	era duran a side MCCANDS el com	enca seu no endo mara del sel a com			0.790
Lane Width (ft)											
Walking Speed (ft/s)			s v sva snore a crassofrálky		sorte o de Garario Ricerral		03.1463.9463.94765.6707.1747	en e	7.0111.00T019V-0.04.019		san.
Percent Blockage											M
Right turn flare (veh)	enegasinen mannen	1		S 615755 5.777.075	terreranities				14 m 10 m		ANN
Median type	None										
Median storage veh)	recessors and a second	ra State Booker (1988)	CANADA SERBERON	500000000000000000000000000000000000000	rakina (Slava sala		TOTAL STREET		Neige Salet Belgi		APN .
Upstream signal (ft)											
pX, platoon unblocked	004	400	470			recent control					
vC, conflicting volume	364	160	172								額
vC1, stage 1 conf vol					50700000000						M
vC2, stage 2 conf vol vCu, unblocked vol	3 <b>6</b> 4	160	172								493
tC, single (s)	6.4	6.2	4.1					1247 (27)			
tC, 2 stage (s)	υ.π	0.2	77.1								3782
tF (s)	3.5	3.3	2.2								
p0 queue free %	97	97	99								2535
cM capacity (veh/h)	626	885	1405								
Direction, Lane #	EB 1	NB 1	SB 1								
Volume Total	 50	183	172								
Volume Left	21	21	0								44
Volume Right	29	0	23								
cSH	1507	1405	1700					64926364646646	294 541 5410 5541 542		288
Volume to Capacity	0.03	0.01	0.10								
Queue Length 95th (ft)	3	1	0	CEANES ( N. A. SER SUCC				5145 f.m. 12,652 a.m. 145	STATE OF ST	te edit architect of a sussition of a	34004
Control Delay (s)	9.9	1.0	0.0								
Lane LOS	Α	Α	rgatsyvisvisvis	* 4-12-4-10-10-10-10-10-10-10-10-10-10-10-10-10-	~ 2 0 <u>12</u> 0 0 10 11 3 12 0 10 10 10 10 10 10 10 10 10 10 10 10 1	an elementario de la comparación	De la Martinia Savienda e Cam	1 01 00 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Mark Committee of the Control of the	- 0- 1, 0 30 m of 100	
Approach Delay (s)	9.9	1.0	0.0								
Approach LOS	Α	er o person, se o construir de la const	and higher and a grant of the second		C 47 C 47 C 7 C 7 C 7 C 7 C 7 C 7 C 7 C						
Intersection Summary											
Average Delay		-	1.7				and the second second second	AND THE RESIDENCE OF THE PARTY	VELIO 2014 A 414 A 444 A 4		e tari
Intersection Capacity Ut	tilization		30.7%	10	CU Leve	el of Servic	e :	А			
Analysis Period (min)			15			aggregation of the growing control of the control o	ing the second property of the second	cicle petucity and representation of the service			2250

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ৰ	7		43		*	<b>^}</b>		দী	1>	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%		processor with a feet of a	0%	
Volume (veh/h)	52	0	81	10	3	5	50	367	0	1	921	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	0	88	11	3	5	54	399	0	1	1001	45
Pedestrians	E76743557445		interantistic							eraySkozanie	945459510	145045500
Lane Width (ft)					A CONTRACTOR		Alexander (Fig. 1)					
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)			1									
Median type		None			None							
Median storage veh)	SEASTER BETTER					(#10)=1.00(1.05.20		karenaka palva				A 652 STATES
Upstream signal (ft)												
pX, platoon unblocked	2 4 5 4 7 8 7 1 6 7 9 7 9 7 7 1 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	an establish an an an ear	KOVERUZ SCOT CASPEL BY D	Arbana meller to dilettrice	e d'Asses de Antonio de La Constantina de Antonio de Antonio de Antonio de Antonio de Antonio de Antonio de An	- A Dec Dec pl 10 or Short a vice	office and and an article of	at an a companie of a strate of an	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Control of Annal Street Street	**************************************	VALUE AND
vC, conflicting volume	1540	1533	1023	1555	1555	399	1046			399		
vC1, stage 1 conf vol										. No final part of the first part of the p	and the graph of the control of the	n turnos and a state of the sta
vC2, stage 2 conf vol												
vCu, unblocked vol	1540	1533	1023	1555	1555	399	1046			399		EESSA EESSA SA
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	0.5	4.0			4.0	9.9	9.9			2.2		Salvii Ofesi
tF (s) p0 queue free %	3.5 34	4.0 100	3.3 69	3.5 82	4.0 97	<b>3</b> .3 99	2.2 92			2.2 100		
cM capacity (veh/h)	85	100	286	60	104	651	665			1160		
**************************************	A. C. A. S. C. C. S.	2012/03/2014 10 04/2018			24-013-2-2-2-2-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-					1100		
Direction, Lane #	EB 1	W51	NB 1	KE P	58 1	582						
Volume Total	145	20	54	399	1	1046						
Volume Left	57	11	54	0	1 0	0 45						
Volume Right cSH	88 172	5 88	0 665	0 1700	1160	45 1700						
Volume to Capacity	0.84	0.22	0.08	0.23	0.00	0.62						
Queue Length 95th (ft)	146	20	7	0.23	0.00	0.02						
Control Delay (s)	85.8	57.2	10.9	0.0	8.1	0.0						
Lane LOS	F	F	. в	antiniā (ata)	A				e e septembre de la grapia de seguir		pa 127 (14 H. 1916 1)	
Approach Delay (s)	85.8	57.2	1.3		0.0							
Approach LOS	F	F	garan ya masan garan da ka		2 5-10 12 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	· · · · · · · · · · · · · · · · · · ·		anna an t-maninga a P. Waterly (1984 and 19	, w er gegen i der Stimmte Sticke blev	Annual Control of Control		.c.s, acceptant
Intersection Summary												
Average Delay	TO STATE OF THE ST	\$\$\T+\T\$\K\$\T\\\	8.5			gagan pilatinangan			Calgorithm (VIII)			C45848128556723
Intersection Capacity Ut	ilization		69.3%	l l	CU Leve	el of Ser	vice		С			
Analysis Period (min)		SECRETARIO SESTIMAN	15	562625678.00200	C2554545400000							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ৰ	7		4		ሻ	ኁ		ሻ	ĵ»	
Sign Control		Stop			Stop			Free			Free	
Grade	41 AVE 114 BO TO 101 A BO	0%			0%			0%			0%	
Volume (veh/h)	86	2	78	16	1	8	60	478	7	18	616	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	2	85	17	1	9	65	520	8	20	670	59
Pedestrians		ago, o como della ella di		TOO STREET, OR ASS YOUR	er sen ar te terre de de de de de de	V Reverse and the Figure			y engandere state en a	e can por consultation	1881547480528840	aliana wa sa sa sa
Lane Width (ft)										79		
Walking Speed (ft/s)	6857EX 45 0E505EE		PATERSANDERS	erson torrest	400000000000000000000000000000000000000	anna a beann e e e e		erazae esta alas	0.0015000000000000		**************************************	JEGNELIO DESE
Percent Blockage			4					100 mg 100 m 100 mg 100 mg				
Right turn flare (veh)	MANAGE STATE	1 <b>1</b> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	riken verte	NIZ.Z	H0845424754441	verte erts			Karata and	46757978344361	webstani.
Median type Median storage veh)		None			None							
Upstream signal (ft)		17000000000000			STATE OF STATE							
pX, platoon unblocked												Malasi Sal
vC, conflicting volume	1397	1396	699	1406	1421	523	728			527		
vC1, stage 1 conf vol	1001	1000		1,700	1741	<b>Y</b> -Y 1	, 20			Y.T.		
vC2, stage 2 conf vol												
vCu, unblocked vol	1397	1396	699	1406	1421	523	728			527		45/54/44/65/54
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)			1000000 by P00000000	Test mesperative	2,741,022,022,020	of STRANS SECTION SECT	280 80 80 7 7 15 80 8 10 8 1	construction of the second	Con and a series of the answering of	930000000000000000000000000000000000000		1 F P 1 - 14 20 20 E 2 14 20 E
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	13	98	81	80	99	98	93			98		
cM capacity (veh/h)	108	128	440	86	124	554	875			1040		
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	180	27	65	527	20	728						
Volume Left	93	17	65	0	20	0			village valgeting i village i i i i i i i i i i i i i i i i i i i	CONTRACTOR S	ov transportation and a state of the	eto seno e oceanico decis.
Volume Right	85	9	0	8	0	59						
cSH	176	120	875	1700	1040	1700				teris de la Company	agrasia di Kasadipi	1912 PAC-PA-PA-PA-PA
Volume to Capacity	1.02	0.23	0.07	0.31	0.02	0.43						
Queue Length 95th (ft)	212	20	6	0	1	0		WZ 10 10 19 19 19 19 19 19 19 19 19 19 19 19 19		157551257445		TO CALLS TO SE
Control Delay (s)	127.6	43.4	9.4	0.0	8.5	0.0						
Lane LOS	F 127.6	E	A 1.0		A 0.2			(53) 1175 PER				
Approach Delay (s) Approach LOS	127.6 F	43.4 E	1.0		0.2							
Intersection Summary												
Average Delay		- Constitution of the Cons	16.1		See all Company of the Company of th	r generalische Geben von der Aufricht	Andronich and Proposition Commission	anistratismi alieni November	Sample of the State of the Control of the State of the St	Spanications are the	Carrier i gran Carriera (no no no	Name to destruction
Intersection Capacity Ut	ilization		57.1%	þ	CU Leve	el of Ser	vice		В			
Analysis Period (min)	BSANGERA O VIVO VIVO		15	seggeographic residence	. Switch strains were discovered in the con-		CONTRACTOR AND AREA OF THE	trakens transmini			98550253.8+45+4	er e

	-	*	*	4-	1	/					
Movement	EBT	EBR :	WBL	WBT	NBL 1	NBR					
Lane Configurations	^}			र्स	*\*						The STA with the extracted States we strike
Sign Control	Free			Free	Stop						
Grade	0%	004	63	0%	0%	90		Yang salah salah	was een aan		
Volume (veh/h) Peak Hour Factor	102 0.92	204 0.92	67 0.92	92 0.92	51 0.92	29 0.92					
Hourly flow rate (vph)	111	222	73	100	55	32					
Pedestrians								ve Claric Co. History			201912/00/00/00/00
Lane Width (ft)											
Walking Speed (ft/s)	ASSENTATION OF THE POST	schvitektiotek s			e deligeriji ede karaler		45066445555555				F050-1070-1150-12
Percent Blockage											
Right turn flare (veh) Median type					None						
Median storage veh)					1,01.0						A
Upstream signal (ft)											
pX, platoon unblocked					n, es beente de l'Alente de Message	rana no apareso a calla tuto			encestra ente à mais autr		NAMES AND ASSESSED TO A STATE OF THE STATE O
vC, conflicting volume			333		467	222					
vC1, stage 1 conf vol vC2, stage 2 conf vol							tera e transcriptor				
vCu, unblocked vol			333		467	222					
tC, single (s)			4.1		6.4	6.2					
tC, 2 stage (s)								o como especial de la como de la			
tF (s)			2.2		3.5	3.3					
p0 queue free % cM capacity (veh/h)			94 1227		89 521	96 818					
2000 Per Sin Andreas Barreron Control of American Superposite Control of Cont			Charles and second section		J <u>Z</u> 1	U10					
Direction, Lane #	EB 1 333	WBi	NB 1 87								
Volume Total Volume Left	0	173 73	55								
Volume Right	222	. 0	32								
cSH	1700	1227	600		Caretti Series Serie	2000-00-00-00-00-00-00-00-00-00-00-00-00		1999999			
Volume to Capacity	0.20	0.06	0.14								
Queue Length 95th (ft)	0	5	13		1231100000000						
Control Delay (s) Lane LOS	0.0	3.7 A	12.0 B								
Approach Delay (s)	0.0	3.7	12.0								
Approach LOS			В		V (0) 300 - E - C - C - C	*C-04-10-06 C-04-10-04	ACCURATE STREET AND STREET	ilia ka ang Pangkan dika di samun	e filigi punghapat filologia per es a ji	Careconne de la Serie e e e e e e	catheractities an
Intersection Summary									•		
Average Delay			2.8								
Intersection Capacity Ut	ilization		41.0%	10	CU Leve	el of Serv	/ice		Α	pai de la companya d	
Analysis Period (min)	anasimmanumuna	and a major part a miles	15		Dana Sara Sara Sara						

		*	1	<del>-</del>	1	<b>/</b>				
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	ß	eran ann an dead and Whater a	el 4 8 1 8 7 1 5 7 1 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1	4	W					ana seen een astr
Sign Control	Free			Free	Stop					
Grade Volume (veh/h)	0% 153	39	46	0% 154	0% 20	41				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	166	42	50	167	22	45	100			
Pedestrians			1200 NA 202 MAS 16 40 H	100000000000000000000000000000000000000	Autoropeope de maria					
Lane Width (ft)										
Walking Speed (ft/s)			SECTIONS							160 cm (170 cm)
Percent Blockage Right turn flare (veh)	14									
Median type					None					
Median storage veh)				- a state of the s						
Upstream signal (ft)				-51		1986				
pX, platoon unblocked			209		455	188				
vC, conflicting volume vC1, stage 1 conf vol		1947 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948 - 1948	209		433	100				
vC2, stage 2 conf vol										
vCu, unblocked vol			209		455	188				Tenning and the CV (CV (CV)
tC, single (s)			4.1		6.4	6.2				
tC, 2 stage (s) tF (s)			2,2		3.5	3.3				
p0 queue free %			96		96	95				VERESTEE TEAT
cM capacity (veh/h)			1362		543	855				
Direction, Lane#	EB =	W31	NB 1							
Vojuma Tolal	209	217	66							
Volume Left	0	50	22		minimining kiningku i					
Volume Right	42	0	45							
cSH	1700 0.12	1362 0.04	719 0.09							
Volume to Capacity  Queue Length 95th (ft)	0,12	3	0.09 8							
Control Delay (s)	0.0	2.0	10.5							
Lane LOS	HOLDER DE SERVICIONES	Α	В		- 100 CO B CO W 10 CO					trans to your season to the characters
Approach Delay (s)	0.0	2.0	10.5							
Approach LOS			В						STANSON CONTRACTOR OF THE STANSON OF	Bridding Co. 2000 Project of Control State of
Intersection Summary								•		
Average Delay	91.112.00		2.3		N 1 1 2	d af Canilar		۸		
Intersection Capacity Ut Analysis Period (min)	mzation	,	34.7% 15	, IC	JU Leve	el of Service		٨		
Analysis i shou (iiiii)			10							

	۶	*	4	<b>†</b>	<b>↓</b>	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR				•	
Lane Configurations Sign Control Grade	ሻ Stop 0%	7		<b>લે</b> Free 0%	Free 0%						
Volume (veh/h)	8	16	3	105	84	3					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				320000000000000000000000000000000000000	27/18/18/1
Hourly flow rate (vph) Pedestrians	9	17	3	114	91	3					
Lane Width (ft)											
Walking Speed (ft/s)							****************		47700		
Percent Blockage											
Right turn flare (veh)	<b>K</b> 1	1	15835547511670								
Median type Median storage veh)	None										
Upstream signal (ft)											
pX, platoon unblocked											DESERVED.
vC, conflicting volume	214	93	95								
vC1, stage 1 conf vol vC2, stage 2 conf vol											
vCu, unblocked vol	214	93	95								MANA
tC, single (s)	6.4	6.2	4.1								
tC, 2 stage (s)	A F	2.2	2.2		Table Table 7 (S						35000
tF (s) p0 queue free %	<b>3.</b> 5 99	3.3 98	2.2 100					Visite Selection			18581
cM capacity (veh/h)	773	964	1499								
Direction, Lane #	EB 1	NB 1	SB 1			3					
Volume Total	26	117	95								
Volume Left	9	3	0		arestratera						erenen er
Volume Right cSH	17 1446	0 1499	3 1700	5-93							
Volume to Capacity	0.02	0.00	0.06								
Queue Length 95th (ft)	1	0	0					10422044444			07626278
Control Delay (s)	9.1	0.2	0.0								
Lane LOS	A	A 0.2	0.0								
Approach Delay (s) Approach LOS	9.1 A	0.2	0.0								
Intersection Summary	, ,										
Average Delay			1.1					•		•	
Intersection Capacity Ut	ilization		17.9%	IC	U Leve	el of Service	Э	ļ	1		
Analysis Period (min)		e na mentral de la companya de la c La companya de la co	15	is ang area na sa tag sa t Sa tag sa ta							panesa

	<b>≯</b>	*	4	<b>†</b>	<b>↓</b>	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR					
Lane Configurations	**	7		_ 4	<b>^</b>		naro en Continua				
Sign Control	Stop			Free	Free						
Grade	0% 19	07	19	0% 210	0% 130	21					A116018741AAN
Volume (veh/h) Peak Hour Factor	0.92	27 0.92	0.92	210 0.92	0.92	0.92					
Hourly flow rate (vph)	21	29	21	228	141	23					
Pedestrians	۷.	23	<b>4</b> I	220	171	20					10301000000001
Lane Width (ft)											
Walking Speed (ft/s)					A27234457323						1467122224
Percent Blockage											
Right turn flare (veh)		1	A County & Co. Art. Co., e garden er will	g a g. terración to grant a		annan 1677 ann ann an 1676 14 Mainteil Eirig	- 00 PC - 12 10 C00 1 - 12 22 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				****
Median type	None										
Median storage veh)				. 3573 1159 159 159 15 153 159 150	tanan versa kasanara			eenaar vaataa aa se		resot un sesso sobilización de bisco	A DESCRIPTION OF THE STATE OF T
Upstream signal (ft)											
pX, platoon unblocked	400	450	404								
vC, conflicting volume	422	153	164								
vC1, stage 1 conf vol vC2, stage 2 conf vol							yerren en e				
vCu, unblocked vol	422	153	164	Ne ikasa etile							
tC, single (s)	6.4	6.2	4.1								
tC, 2 stage (s)		20 - 1		142.124.03.144.12							23252310029234
tF (s)	3.5	3.3	2.2								
p0 queue free %	96	97	99				Market for Design Control to Special Relations			especial and control of the control	garage and continues and conti
cM capacity (veh/h)	580	893	1414								
Direction, Lane #	EB 1	NB 1	SB 1								
Volume Total	50	249	164								
Volume Left	21	21	0		SPESSON SAICE VO						
Volume Right	29	0 1414	23								
cSH Volume to Capacity	1403 0.04	0.01	1700 0.10								
Queue Length 95th (ft)	3	0.01 1	0.10								
Control Delay (s)	10.1	0.7	0.0								
Lane LOS	В	A						1964/1914/1919/1919			
Approach Delay (s)	10.1	0.7	0.0								
Approach LOS	В	de suite entre de messe de la		of the state of the state of	AND	and the second s	Sanger with gradient to the contract of the co			Commission of the second secon	
Intersection Summary											
Average Delay	11.5	THE STREET SECTION SEC	1.5	Section 1979s to the section of	ang gappahanga ana a k	o postulni, sp. Wynauja seura i na na na na	w. engine responsible who who have		Swe Standard State (1997)	was a superior of the same of	Plantenation to the con-
Intersection Capacity Ut	ilization		33.6%	IC	U Leve	of Servi	ce		Α		
Analysis Period (min)			15		ESTREMENTE COM						

	<u> </u>		-		4	4	4	†	<i>)</i> *	\ <u></u>	Ţ	لد
Movement	EBL	EBT	<b>T</b> EBR	₩BL	WBT	WBR	NBL	NBT	/ NBR	SBL	<b>▼</b> SBT	SBF
Lane Configurations		ঝ	7		4		<u></u> ኝ	<b>1</b>	-	ኽ	<u></u>	
Sign Control		Stop	•		Stop			Free			Free	
Grade	TO SHIP TO SHEET STORY	0%	not disciplinate in the second	tarie et l'altablisée à restroite	0%	14.2.4.2.2.4.2.2.4.2.4.2.4.2.4.2.4.2.4.2	1.743164/64/94754/57	0%		510 STEAR STREET	0%	16.25.25.25.25.25.25.25.25.25.25.25.25.25.
Volume (veh/h)	49	0.	76	10	3	5	49	585	0	1	1467	4(
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	53	0	83	11	3	5	53	636	0	1	1595	43
Pedestrians	owners are seen	NAMES AND COMES	SESSION PER ARK THE	erretera Grandonia.	NESSETSEN VIJ PENIO	1018 CH. DR 4015 CH. 1015	epromenos en estados esta	entare en ancientare de la constanta de la cons			CETADONIA SEGRICA,	
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage Right turn flare (veh)			1									
Median type		None			None							
Median storage veh)		INOLIG			INOLIC							
Upstream signal (ft)												
pX, platoon unblocked		019519948286F						64286784838488	241482518,53(6)			
vC, conflicting volume	2368	2361	1616	2380	2383	636	1638			636		
vC1, stage 1 conf vol	P. VOLTOVETSKE ST.	Security Control of 1799	and another out of the first	and water Control States with each	of realist and construct the treation	27.6 11.00 (10.00) (10.00)	1825-1946-1955-1955-1955-1955-1955-1955-1955-195	46-6-9-290835-926-02	LA DE DELLA DE MANAGEMENT	- 4- 4- 4- 40- 41 a. 4- 427 km 4- 4- 4	Marina 2014 - 12 1 10 10 10 10 10 10 10 10 10 10 10 10 1	ED SERVE CANONICAL
vC2, stage 2 conf vol												
vCu, unblocked vol	2368	2361	1616	2380	2383	636	1638	program and Comprehensive with the		636		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)			800 No. 20 20 3	Tabalas Tabas da Albaba		2000 <u>2</u> 002	7) 76 8 <u>4</u> 8 <del>4</del> 8 5				Conference and Action	aintenning
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0 20	100 31	35 128	0	89	99	87 205			100		ASSESSES VIII
cM capacity (veh/h)	20	ા	120	8	30	478	395			948	- 3	
Direction, Langië		WBT	143:1	NB 2	501	582						
Volume Total	136	20	53	636	1	1638						
Volume Left	53	11	53	0	1	0		denoverski store	to Proc. C. C. C. Wash, A. S. Washing T.	Victorial del composito de la	obije. Potoba i Silva, krostka se sos	na waka wasa ka mawa
Volume Right	83	5	0	0	0	43						
cSH	41	13	395	1700	948	1700		\$269 F800 C60800	7070000500050	5005552935434		nakananan
Volume to Capacity	3,30	1.56	0.13	0.37	0.00	0.96						
Queue Length 95th (ft) Control Delay (s)	Err Err	80 885.9	12 15.5	0.0	0 8.8	0 0.0						
Lane LOS	⊏⊓ F	000.9 F	15.5 C	U.U	о,о А	υ.υ						
Approach Delay (s)		885.9	1.2		0.0							
Approach LOS	F	F	1.4		0.0							
Intersection Summary												
Average Delay			554.3									and the second s
Intersection Capacity Uti	lization		97.7%	- 10	CU Leve	el of Ser	vice		F			
Analysis Period (min)	totale common and		15									

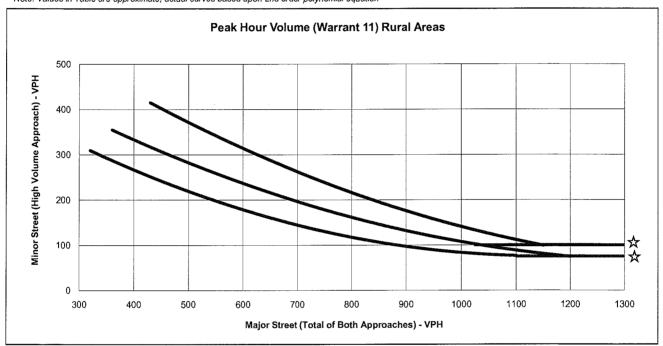
	٠	-	•	<b>*</b>	4	<b>&lt;</b>	4	1	<i>&gt;</i>	<b>\</b>	<b></b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		4		ኻ	1>		ሻ	þ	
Sign Control		Stop			Stop			Free			Free	
Grade	WARE THE STREET	0%	es di use dans en Militario (1901	NUMBER OF TRANSPORTED TO	0%			0%			0%	encono a nontre de centro de la constanta de l
Volume (veh/h)	78	2	69	16	1	8	54	763	7	18	981	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	2	75	17	1	9	59	829	8	20	1066	53
Pedestrians	STRUMP KYRSUL	ACCUSEDAGENS AND AND	estacontro e tro	rvarantada (1		K505 4 DW5-64 DE 9-55		ivetani ingganasi		\$45\$\$\$\$\$\$\$\$\$\$\$	900000000000000000000000000000000000000	ografica State of Trick
Lane Width (ft)												
Walking Speed (ft/s)		THE CASE OF THE COLOR		N (15 (15 (15 (15 (15 (15 (15 (15 (15 (15	GOVERNMENT FROM		- 10 CONTRACTOR TO		ary Harriston			
Percent Blockage			4									
Right turn flare (veh)		Nlana	1		None			PATRICE TRANSPORT				
Median type Median storage veh)		None			INUITE							
Upstream signal (ft)	170505555			119173220								
pX, platoon unblocked												
vC, conflicting volume	2088	2086	1093	2095	2109	833	1120			837		
vC1, stage 1 conf vol	2000	2000	1000	2000	-100	999	, ,					
vC2, stage 2 conf vol												
vCu, unblocked vol	2088	2086	1093	2095	2109	833	1120			837		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)		2242224925	100000000000000000000000000000000000000					326,842 1,578 pt. 4-51 tyle.	44.44.8.44.8.45.47.47.47.47	Self at Contract of the Authority	1 TO CONT. 1 SERVICE STATE OF THE SERVICE STATE STATE STATE STATE OF THE SERVICE STATE STA	2014/2016/2014 (Selfs 19-14)
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	95	71	27	98	98	91	antie de sette en entre en en	on in commonwell control is w.	98		NAME AND ADDRESS OF THE PARTY.
cM capacity (veh/h)	34	47	261	24	45	368	624			797		
Direction, Lane#		WBI	NB 1	NE 2	56 1	-812						
Volume Total	162	27	59	837	20	1120						
Volume Left	85	17	59	0	20	0				50284644400000		
Volume Right	75	9	0	8	0	53						
cSH	57	35	624	1700	797	1700				50747882755548		55.37502V6535.50
Volume to Capacity	2,84	0.77	0.09	0.49	0.02	0.66						
Queue Length 95th (ft)	418	68	8	0	2	0		(A.S.)				
Control Delay (s)	981.8	252.9	11,4	0.0	9.6	0.0						
Lane LOS	F 0010	752 A	B		0.2							
Approach Delay (s) Approach LOS	981.8 F	252.9 F	0.7		0.2							
	Г	Г							•			
Intersection Summary			75.0	•					•			
Average Delay	ilization		72.2%	ı,	CHLOW	el of Ser	vice		С			
Intersection Capacity Ut Analysis Period (min)	mzatiON		12.270	Į.	OO FEAR	51 UI UEI	VICE					, since the A
Analysis i GNOU (IIIIII)			10						516.74	100		
							rikselelisiök				merendakin	

	-	•	•	<b>←</b>	1	<i>&gt;</i>		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	ቕ			4	¥			
Sign Control	Free			Free	Stop			
Grade Volume (veh/h)	0% 554	190	63	0% 364	0% 49	28		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	602	207	68	396	53	30		
Pedestrians	A209 CONTRACTOR	to reduce seed in a r	-5.0 Mg W 47675 100 S I			A ST STATE OF STATE O		
Lane Width (ft)								
Walking Speed (ft/s)				s (salas favorica)	an sententi			
Percent Blockage Right turn flare (veh)						Post services		
Median type					None			
Median storage veh)		emining generality		5×6+4+34590658	er va zako szárajágyagya	va ene pro 1996; 90 plane (1994) 1995 (1997) 1996 (1996)	eren er i den er de filmen her tip det en erken er i Englig den districken gebeste getigten.	
Upstream signal (ft)								
pX, platoon unblocked		40500000000000	000		4000	707		
vC, conflicting volume vC1, stage 1 conf vol			809		1238	705		
vC1, stage 1 conf vol								
vCu, unblocked vol			809		1238	705		314 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
tC, single (s)			4.1		6.4	6.2		
tC, 2 stage (s)					~ -	0.0		
tF (s) p0 queue free %			2.2 92		3.5 70	3.3 93		
cM capacity (veh/h)			817		178	436		
Direction, Lane #	EB 1	WB 1	NB 1					
Volume Total	609	464	84					
Volume Left	0	68	53					
Volume Right	207	0	30					
cSH	1700	817	227					4.6.75.4.4.75.72.4.78.4.75.75.7
Volume to Capacity	0.48	0.08	0.37					
Queue Length 95th (ft) Control Delay (s)	0.0	7 2.4	40 29.9					
Lane LOS	0.0	- <del></del> A	29.9 D					
Approach Delay (s)	0.0	2.4	29.9					
Approach LOS		and the second second second	D		e to de la companya d	ale del del de contract al mere en contract en en contract en partie de la contract de la contra	об бого ворого вого до бого до на бого в совербе до се сове, чене в се се се се об в совержения в совербе вобо	As adjust suppose as a suppose and
Intersection Summary								
Average Delay		5.000035.00000000	2.7	delegante de la compania de la comp	5 45 4 5 4 6 5 4 6 5 4 6 6 6 6 6 6 6 6 6	100 E A 1 100 P 10	\$\$\\$\#\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\	
Intersection Capacity Uti	lization	Ţ	77.8%	10	CU Leve	l of Service	D	
Analysis Period (min)			15					

	-	7	•	4	1	<i>&gt;</i>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	1>			र्स	<b>*</b> ***********************************				
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Volume (veh/h)	484	36	42	484	19	39	A Company of the Comp		
Peak Hour Factor Hourly flow rate (vph)	0.92 526	0.92 39	0.92 46	0.92 526	0.92 21	0.92 42			
Pedestrians	320	- 39	40	320	ـ ۱ ـ ـ	72			
Lane Width (ft)									
Walking Speed (ft/s)	44684515551440		12 de 1825 e 14 1941 e	(1994 - 1994) PART - 1994)	0.01275.01.01.01.01.01.01.01.01.01.01.01.01.01.	a populating i darif yr Copyra et alwei yr ar gif a'i Gyraa	her to see the result has been been a seen as the see	t toler (12 cili sitte - 61 tilo (12 cili 2020)	engellengt of the fig. of the desired the first of the first state of
Percent Blockage									
Right turn flare (veh)		TO SECURE THE TANK OF SEC.		va. 200 - Audio 2004 (Audio					
Median type					None				
Median storage veh)									
Upstream signal (ft) pX, platoon unblocked									
vC, conflicting volume			565		1163	546			
vC1, stage 1 conf vol			1991 <b>T. T. T.</b>			T 1.T			
vC2, stage 2 conf vol									
vCu, unblocked vol			565		1163	546	na ana anna ann ann ann an Aire ann ann ann ann an Aire		
tC, single (s)			4.1		6.4	6.2			
tC, 2 stage (s)	FORESTERNIES		9.0	(*5000-3102)	5 F	2.0			
tF (s) p0 queue free %			2.2 95		3.5 90	3.3 92			Augusta (1871)
cM capacity (veh/h)			1007		205	538			
made that dark was the section of the section alone of the section of the section of the section of discount and		NAVINI WIII	SACRED STREET, SECOND						
Direction, Lane # Volume Total	11 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	VVB 1 572	NB 1 63						
Volume Left	0	46	21						
Volume Right	39	-0	42						
cSH	1700	1007	352		25 C C C C C C C C C C C C C C C C C C C			2000 Sept 2	TABLES 25 TERRES STANS CAT 12 CONTROL TO
Volume to Capacity	0.33	0.05	0.18						
Queue Length 95th (ft)	0	4	16						
Control Delay (s)	0.0	1.2	17.5						
Lane LOS	0.0	A	C		(1120711514FF)				
Approach Delay (s) Approach LOS	0.0	1.2	17.5 C						
			U	7/8	****				
Intersection Summary			4 -						
Average Delay	111-041-0		1.5 69.0%	17	2111 202	el of Service		C	
Intersection Capacity Ut Analysis Period (min)	mzauon		68.9% 15	- 10	YO FAAE	ii ui seivice		Ÿ	
Analysis Follou (IIIIII)		*17 TO SEE THE	1 0						
			nastania (	*****					

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

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



### NOTE:

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

Intersection:

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

Scenario:

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

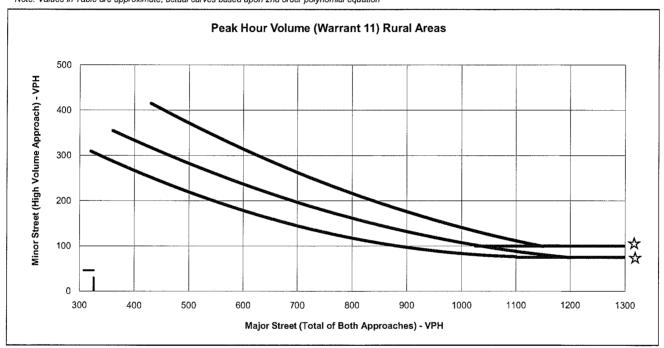
Minor St. Volume: Major St. Volume: 24

150 NO

Warrant Met?:

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

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



## NOTE:

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

Intersection:

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

Scenario:

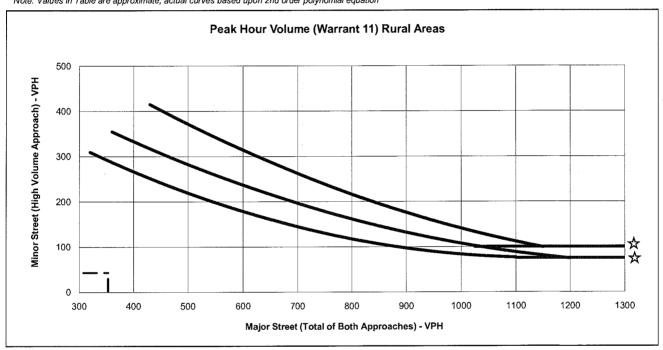
Saturday mid-day peak hour -- Near-Term plus Project Conditions (worst case)

Minor St. Volume: Major St. Volume: 46 326

Warrant Met?:

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

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



NOTE:

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

Intersection: Scenario:

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

Minor St. Volume:

43

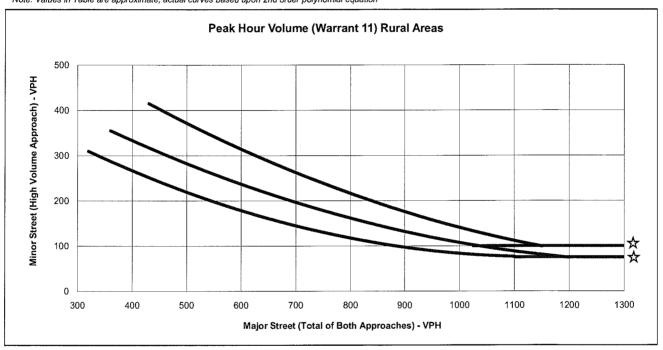
Major St. Volume:

353

Warrant Met?:

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

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#### NOTE:

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Intersection:

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

Scenario:

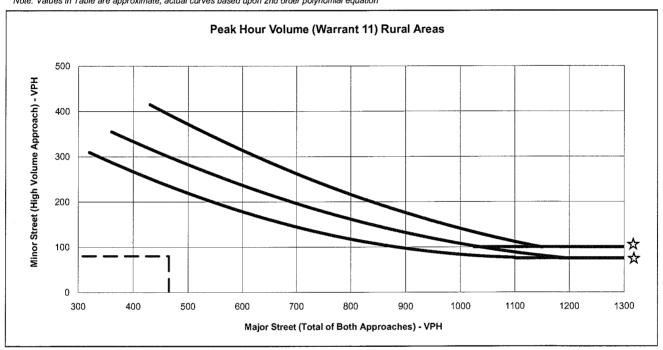
Saturday mid-day peak hour -- Existing Conditions

Minor St. Volume:

Major St. Volume: Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and O	ne Lane Approaches	Both 2 or more 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
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700	140	700	198	700	265
800	115	800	170	800	210
900	99	900	125	900	180
1000	85	1000	105	1000	140
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Intersection:

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

Scenario:

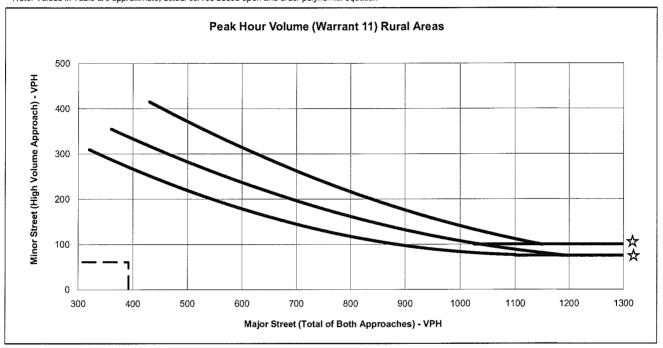
Weekday PM Peak Hour --- Near-Term plus Project Conditions (Worst Case)

Minor St. Volume: Major St. Volume: 80

Warrant Met?:

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

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

Scenario:

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

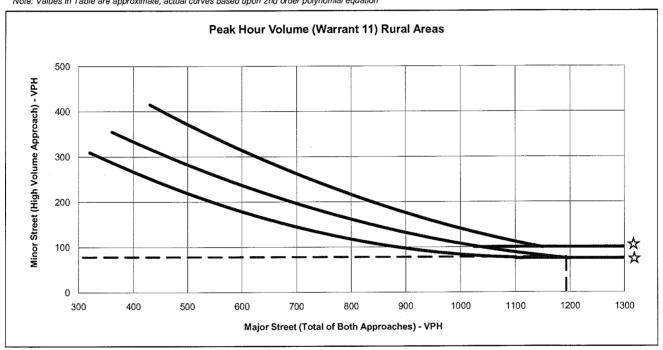
Minor St. Volume:

61

Major St. Volume: Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and C	ne Lane Approaches	Both 2 or more L	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
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1300	75	1300	75	1300	100

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### NOTE:

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

Intersection:

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

Scenario:

Weekday PM Peak Hour --- Existing Conditions

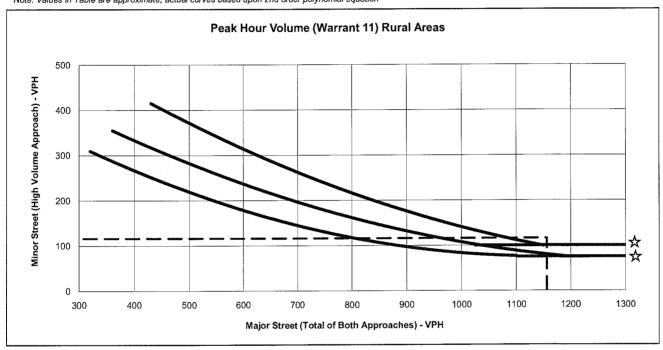
Minor St. Volume:

78 1193

Major St. Volume: Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and O	ne Lane Approaches	Both 2 or more L	
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

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Intersection:

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

Scenario:

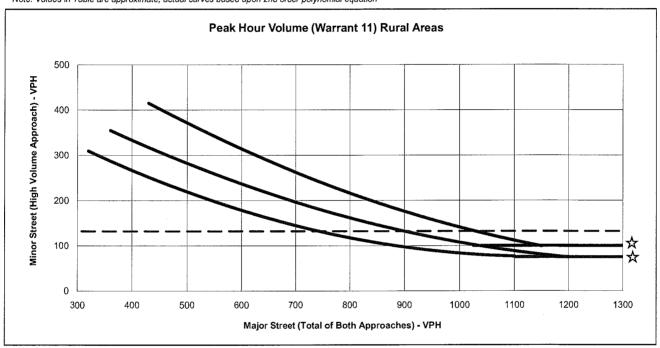
Weekdend Mid-Day PM Peak Hour --- Existing Conditions

Minor St. Volume: Major St. Volume: 116 1156

Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and Or	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

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## $\Rightarrow$

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Intersection:

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

Scenario:

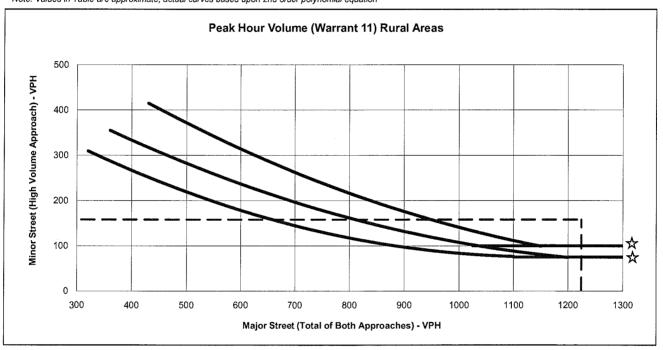
Weekday PM Peak Hour --- Near-Term plus Project Conditions

Minor St. Volume: Major St. Volume: 132

Warrant Met?:

Both 1 Lane	Approaches	2 or more Lane and C	ne Lane Approaches	Both 2 or more L	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

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Intersection:

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

Scenario:

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

Minor St. Volume: Major St. Volume: 158 1224

Warrant Met?:

## RADAR SPEED SURVEY

# OMNI-MEANS LTD.

# Conn Creek Rd. approaching Frogs Leap Winery Access

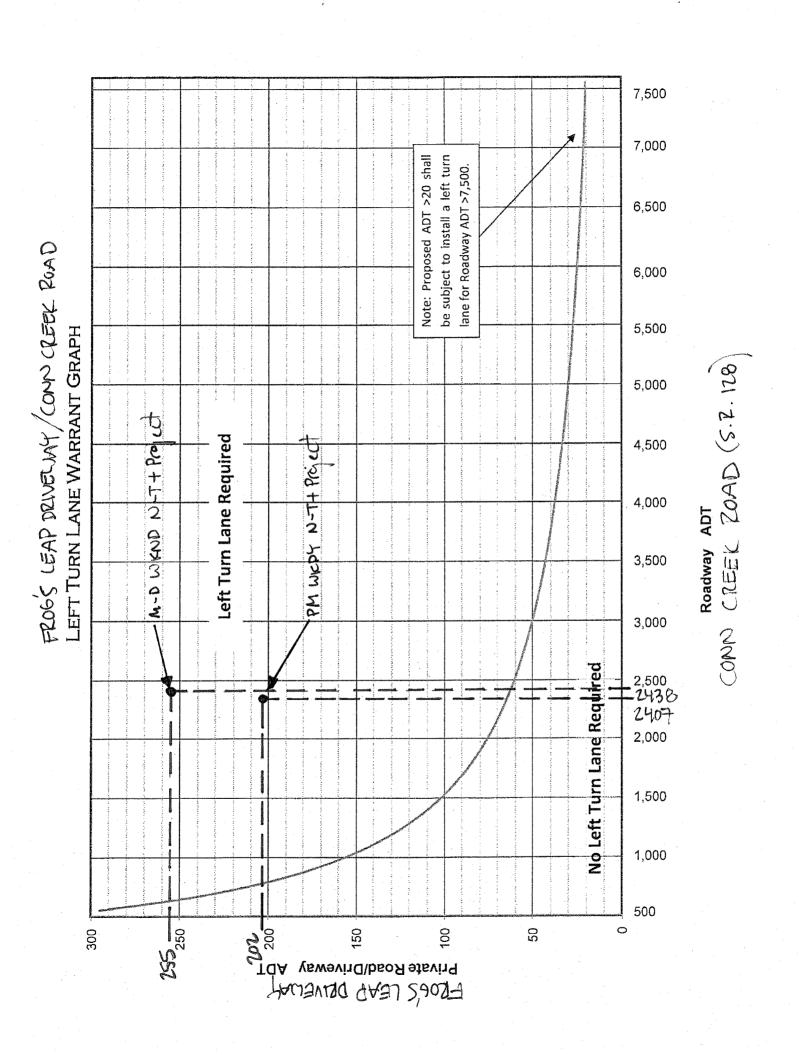
) IRECT I	ON: Both	SPEED	LIMIT: Not Posted	OBSERVER: o-m	CALIBR	CALIBRATION TEST: Yes			
SPEED	FREQUENCY	ACUM X	P	ERCENTAGE BREAKDOWN					
(in sa in the fil	200 MA 500 Gar 550 gas ben 300 MO 9	- No to the jar set jar a.	· · · · · · · · · · · · · · · · · · ·		6()	70		90	10
33	2	2.0							
34	1	3.0	문문문						
35	3	6.0							
36	5	11.0	### <b>%</b> 5#################################						
37	6	17.0	****555=*** ***55**						
38	6	23.0	488554886188858882888						
39	3	26.0	{ \$5\$45\$5\$6\$1\$6\$45\$4\$2\$\$\$\$5\$						
40	3	29.0	{#\$#\$55\$\$\$\$[#\$## <b>]</b> ###282\$###5##	- <del> </del>					
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44	5	51.0	{	**3****5***4***5***5*					
45	10	51.0	<u>{                                    </u>		#5###6#				
46	Ö	69.0	====5==5=============================	************************	:5***66***	]####			
47	10	79.0	[====55]====5==========================	<del>**]****]e***</del> je***j***j***	<u> </u>	]####7#### <u></u>	<del>]===</del>		
48	6	85.0	<u>  ====================================</u>	. 4 4 4 5 6 6 6 8 4 8 4 8 6 8 6 8 6 8 6 8 6 8 6 8	:5***6*6***;	]****7****	<del>]****8****</del> 5		
49	2	87.0	<u>                                     </u>	##\$\$##\$\$##\$\$##\$#\$\$#\$#\$#\$#\$#\$#\$#\$#\$#\$#\$	:5eee6eeee;	]####/### <b>!</b>	]**** <u>@</u> ****5	<u> </u>	
50	2	89.0	####55###1###5###Z####5##	?#?#\$#\${\$##\$£\$#\$#\$£\$#\$	;;;;;; <u>}</u> ;;;;;;	]&&&&/&&&&	j <del>****</del> 8****5	****	
51	3	92.0	####5################################	**3****5****4****5****5***	£5 <del>222</del> 6 <del>224</del> 5	}####7#### <u></u>	]====0===5	<del>ere</del> ger	
52	8	98.0	48848584818888588882888588	\$ <b>\$</b>	:5****6****	jeeee7eee5	<u>]****9****5</u>	<u>:::::9::::5::</u>	###
53	1	99.0	#####5###############################	ᆍ뿦믮쏲告푽믮듩롲늞롲롲똣똣 <sub></sub> 톲콯묲몿윉	:5***6****	je48476645 <u></u>	jess88sss5	****9***5	####
54	1		\$						
*** *** *** *** ***		* m m m m xx ve co co	and the section and the section and the field of the section and the section a	-30	50	70		90	100
	100								

50th PERCENTILE = 43.8 85th PERCENTILE = 40 90th PERCENTILE = 50.3 95th PERCENTILE = 51.5

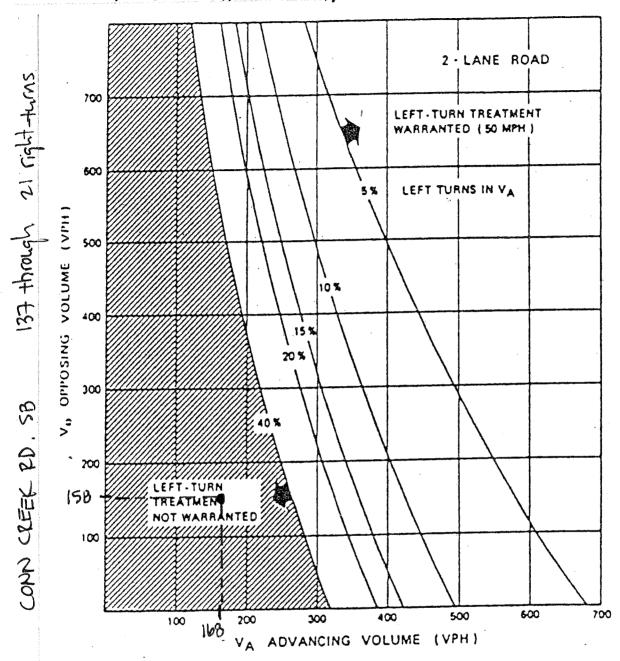
% IN PACE = 62 VEHICLES IN PACE = 62 STANDARD DEVIATION = 5.168515

RANGE 1#5 = 62 RANGE 2#5 = 97 RANGE 3#S = 100

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



CACTRAN'S LEFT-TURN WARRANT
FROB'S LEAP DRIVEWAY (CONN CREEK Rd. (S.R. 128)



CONN CREEK 2D. NB

149 through is left-turns



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

> Pete Parkinson Interim Director

# **MEMORANDUM**

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

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

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

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

Should you have any questions of me, please feel free to contact me at (707) 259-8757 or <a href="mailto:peter.corelis@countyofnapa.org">peter.corelis@countyofnapa.org</a>

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

Movement	EB	EB	NB	
Directions Served	L	R	LT	
Maximum Queue (ft)	55	55	53	
Average Queue (ft)	17	27	6	
95th Queue (ft)	49	58	30	
Link Distance (ft)	4660		3454	
Upstream Blk Time (%	)			
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	2	3		
Queuing Penalty (veh)	0	1		

Nework Summary

Network wide Queuing Penalty: 1

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

Movement	EB	ΕB	NB	
Directions Served	L	R	LT	
Maximum Queue (ft)	69	52	39	
Average Queue (ft)	18	25	3	
95th Queue (ft)	53	57	20	
Link Distance (ft)	4660		3454	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)	2	2		
Queuing Penalty (veh)	0	0		

# **Nework Summary**

Network wide Queuing Penalty: 1