

BAINBRIDGE ISLAND, WA



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Planning and Community Development

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August 2018

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#### 1. INTRODUCTION

The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the roadways serving the site, baseline conditions, and entering sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined if needed.

#### 2. PROJECT DESCRIPTION

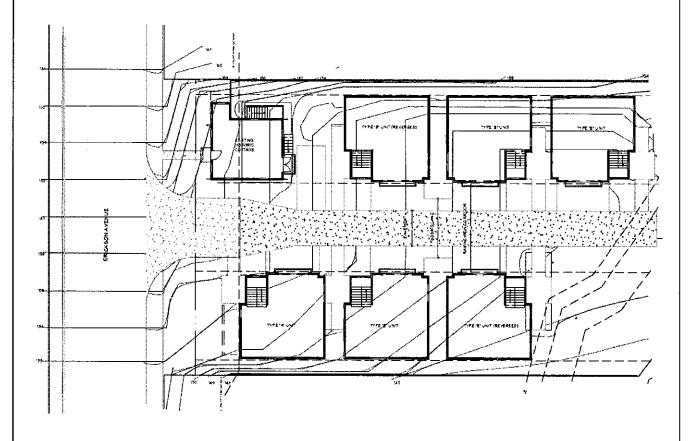
Erickson Townhomes proposes for the construction of 6 new residential units in the City of Bainbridge Island. The subject site is situated on the east side of Ericksen Avenue NE on a 0.44-acre parcel (262502-2-051-2009). The property is presently occupied with one existing cottage on the northwest corner and is proposed to remain for a total of 7 units accessing the site. The general vicinity of the site location and adjacent roadway network is illustrated in Figure 1 below.

Access to the property is proposed via one driveway extending east from Ericksen Avenue NE. A site plan illustrating the overall configuration of the project is presented in Figure 2. Horizon years of 2021 (buildout) and 2035 (long-range) were assessed to analyze future roadway conditions and potential project impacts, if any.

Figure 1: Site Vicinity - Aerial View







**HEATH & ASSOCIATES** 

TRAFFIC AND CIVIL ENGINEERING

**ERICKSEN TOWNHOMES** 

SITE PLAN FIGURE 2

#### 3. EXISTING CONDITIONS

#### 3.1 Surrounding Roadway System

Roadways serving the site consist of arterials and local residential roadways. The key streets in the vicinity and described below.

Ericksen Avenue NE: is a two-lane, north-south collector that borders the west side of the project frontage. The roadway has a posted speed limit of 25 mph with 10-foot wide travel lanes. Bicycle facilities are offered along either side of the roadway and sidewalks are present on the west side.

Wyatt Way NE: is a two-lane, east-west collector that is located to the south of the site. The roadway has a posted speed limit of 25 mph with 10-foot wide travel lanes. Sidewalks are generally present on at least one side of the roadway. On-street parking is offered in some areas.

Knechtel Way NE: is a two lane, east-west local access that is located to the north of the site. Travel lanes are approximately 10 feet in width with curb, gutter, and sidewalk available. The local roadway has a speed limit of 25 mph and on-street parking is offered in some areas.

#### 3.2 Existing Peak Hour Volumes and Patterns

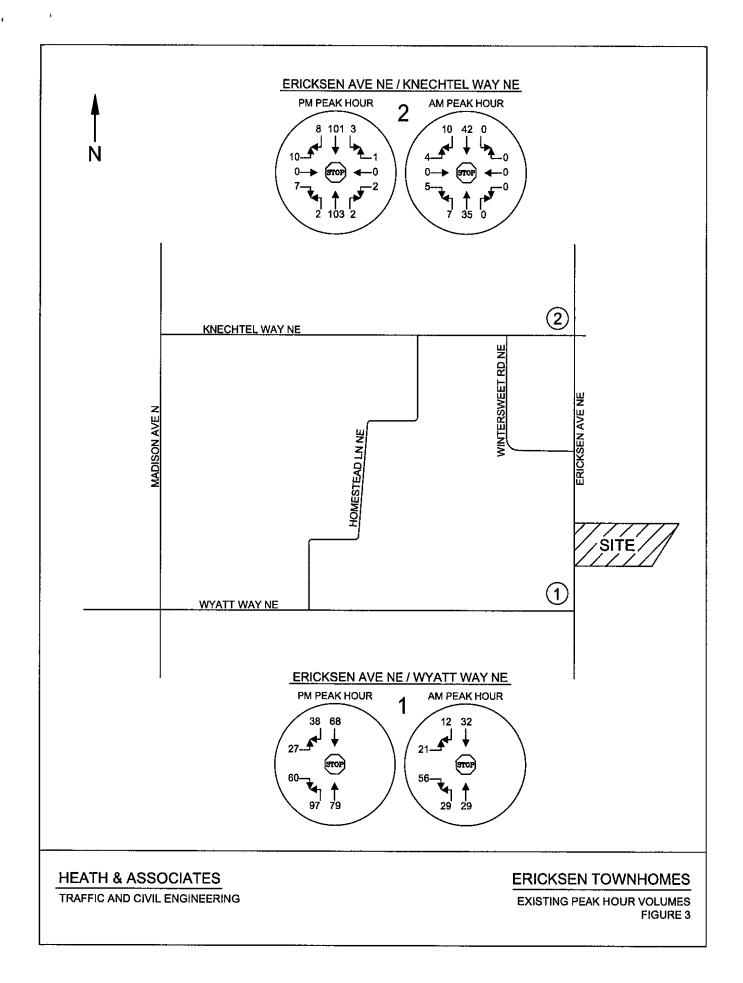
Field data for this study was obtained and collected in August of 2018. Traffic counts were taken at the primary intersections of interest – Ericksen Avenue NE / Wyatt Way NE and Ericksen Avenue NE / Knechtel Way NE – which would receive the bulk of vehicular impacts. Field data was collected from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. to capture roadway volumes at peak conditions. The one-hour (peak hour) reflecting highest overall volumes for each a.m. and p.m. scenario is then used for capacity and delay analysis to depict worst case conditions. Figure 3 on the following page shows the existing weekday peak hour volumes at the intersections of study.

#### 3.3 Roadway Improvements

A review of the 2017 to 2022 City of Bainbridge Island Capital Improvement Program indicates an improvement project is planned in the vicinity.

#### Wyatt Way Reconstruction Phase 1

The scope of this project intends to reconstruct and improve the existing Wyatt Way segment from Madison Avenue to Lovell Avenue. Included are sidewalk and bicycle facilities on both sides of the street and capacity improvements to the intersection of Wyatt Way/Madison Avenue. Intersection improvements are planned with either signalization or a roundabout.



#### 3.4 Existing Level of Service

Peak hour delays were determined through the use of the Highway Capacity Manual 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the Synchro 10 analysis program. Table 1 below summarizes LOS calculated for the key intersections serving the site.

Table 1 Existing Level of Service Delays given in seconds per vehicle

AM Peak Hour PM Peak Hour

| Ericksen Avenue NE at | Control | LOS | Delay | LOS | Delay |
|-----------------------|---------|-----|-------|-----|-------|
| Wyatt Way NE          | AWSC    | Α   | 7.3   | Α   | 8.5   |
| Knechtel Way NE       | Stop    | Α   | 9.1   | Α   | 9.8   |

(AWSC: All-Way Stop Control)

As shown in the table, existing peak hour delays operate at LOS A for all scenarios indicating intersections operating satisfactorily. Drivers would experience minimal wait times before proceeding through the intersection control. The subject property is situated within the City's Winslow area which has an adopted LOS standard of LOS D for arterials and collectors and LOS C for local roadways<sup>2</sup>. Based on the analysis above intersections currently meet the City standards.

| <sup>1</sup> Signalized Inte | rsections - Level of Service | Stop Controlled Intersections – Level of Ser |                   |  |  |  |  |  |  |
|------------------------------|------------------------------|--|-------------------|--|--|--|--|--|--|
|                              | Control Delay per            |  | Control Delay per |  |  |  |  |  |  |
| Level of Service             | Vehicle (sec)                | Level of Service                             | Vehicle (sec)     |  |  |  |  |  |  |
| Α                            | <b>≤</b> 10                  | Α  | <b>≤</b> 10       |  |  |  |  |  |  |
| В                            | $>$ 10 and $\leq$ 20         | В  | > 10 and ≤15      |  |  |  |  |  |  |
| С                            | > 20 and ≤35                 | C  | > 15 and ≤25      |  |  |  |  |  |  |
| D                            | > 35 and ≤55                 | D  | > 25 and ≤35      |  |  |  |  |  |  |
| Ε                            | > 55 and ≤80                 | Ε  | > 35 and ≤ 50     |  |  |  |  |  |  |
| F                            | > 80                         | F  | > 50              |  |  |  |  |  |  |

Highway Capacity Manual, 6th Edition

 $<sup>^{2}</sup>$  Island Wide Transportation Study, Chapter 3: Operations and Mobility. Bainbridge Island, 2016

#### 3.5 Pedestrian and Bicycle Activity

A significant amount of non-motorist activity was observed during field data acquisition. Notably, Ericksen Avenue NE was shown to support high volumes of bicycle activity; however, the roadway offers 4-5-foot wide shoulders along either side to minimize conflicts between motorists. In addition, the surrounding area offers a robust network of pedestrian infrastructure. The vehicular volumes captured in the field data suggests no adverse impacts are anticipated to pedestrian and bicycle safety and/or level of service.

#### 3.6 Public Transit

A review of the Kitsap Transit regional bus schedule indicates transit is provided to the area. The nearest stop is located at the intersection of Madison Avenue N / Knechtel Way NE via Routes 90, 98 and 99 approximately 1,200 feet to the west of the subject site. Route 90 provides service from the Bainbridge Island Ferry Terminal to the North Viking Transit Center in Poulsbo from 6:15 AM to 7:50 PM. Route 98 provides service from the Fort Ward & State Park Entrance intersection to the Bainbridge Island Ferry from 5:42 AM to 8:10 PM. Route 99 provides service from the Eagle Harbor Drive NE & New Sweden Road NE intersection to the Bainbridge Island Ferry from 4:29 AM to 7:27 PM. Refer to the Kitsap Transit schedule for detailed route information. In addition, the Bainbridge Island Ferry Terminal is located approximately half a mile from the site.

#### 3.7 Sight Distance at Access Driveways

As shown in the site plan (see Figure 2), one entrance on Ericksen Avenue NE is proposed for all 7 units. Assessments of the approximate driveway location were made to determine whether adequate entering sight (ESD) can be met for project traffic to safely enter the roadway. Sight distance requirements were obtained from the *American Association of State Highway and Transportation Officials* (AASHTO) standards for left-and right-turn movements. Based on the 25 mph speed limit on Ericksen Avenue NE, 280 and 240 feet of unobstructed view would be needed for left- and right turn movements, respectively. Preliminary examinations indicate that sight distance would be met at the proposed access location with distances exceeding 300 feet in either direction. Slight vertical grades existing along Ericksen Avenue NE become the limiting factor when looking north. No safety issues are detected with the proposed entrance layout.

#### 3.8 Accident History

A list of the recorded accident history from 2015 through July of 2018 for the intersections of study was provided by WSDOT. A summary of the accident totals per year is given below in Table 2.

**Table 2**Accident History
2015-2018 (WSDOT)

| Ericksen Avenue NE at | 2015 | 2016 | 2017 | 2018<br>Thru July | Avg/yr |
|-----------------------|------|------|------|-------------------|--------|
| Wyatt Way NE          | 2    | 0    | 0    | 1                 | 0.84   |
| Knechtel Way NE       | 1    | 1    | 0    | 0                 | 0.56   |

Reviewing descriptions from the report summaries indicate the types of crashes were in the form of: left turn maneuvers (2), parking related (2), and pedestrian related (1). No fatalities were recorded. The collision with the pedestrian was attributed to driver inattention and failure to grant right-of-way to the pedestrian as opposed to inefficient visibility or other roadway design aspect. The number of recorded accidents does not suggest any safety-related inefficiencies with respect to the surrounding roadway network.

#### 4. FUTURE TRAFFIC DEMAND

#### 4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation*, 10th Edition. The designated land use for the site is defined as Single-Family Detached Housing (LUC 210). Dwelling units was used at the independent variable and average rates were used for trip determination. Data for the peak hours are shown below in Table 3. It should be noted that the existing unit on-site was include in calculations. Given are average weekday daily traffic (AWDT), AM peak hour, and PM peak hour volumes.

**Table 3**Project Trip Generation

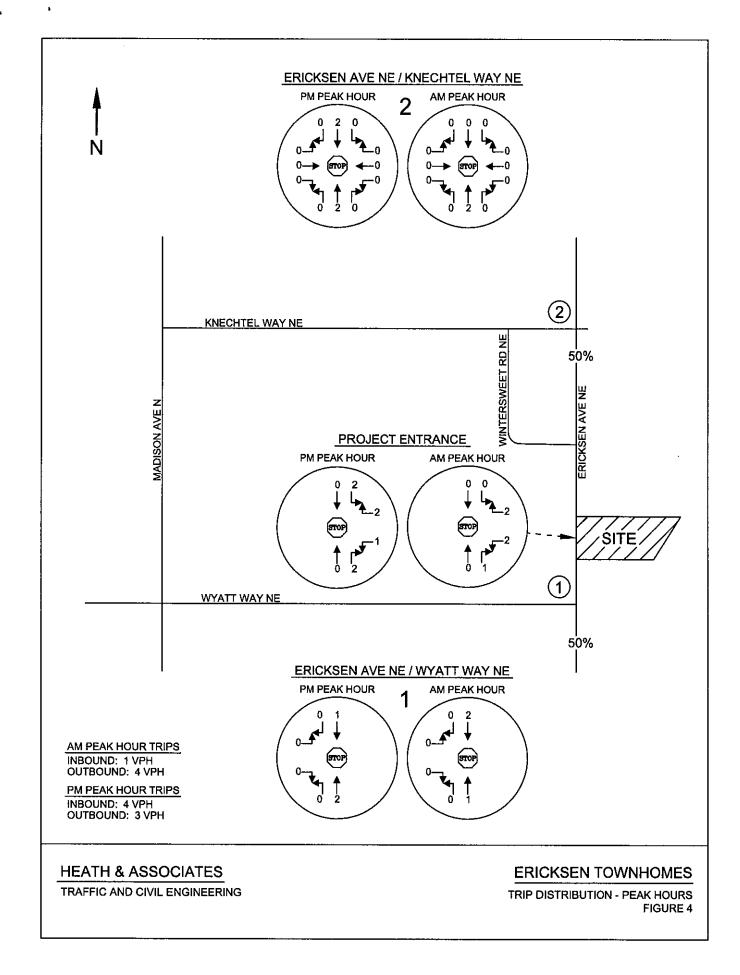
| Land Use    | l Inite | AWDT | AM Peak-Hour Trips PM Peak-Hour Trips |     |       |    |     |       |  |  |  |  |  |
|-------------|---------|------|---------------------------------------|-----|-------|----|-----|-------|--|--|--|--|--|
| Lanu 030    | Office  | ATTO | ln                                    | Out | Total | ln | Out | Total |  |  |  |  |  |
| Residential | 7       | 66   | 1                                     | 4   | 5     | 4  | 3   | 7     |  |  |  |  |  |

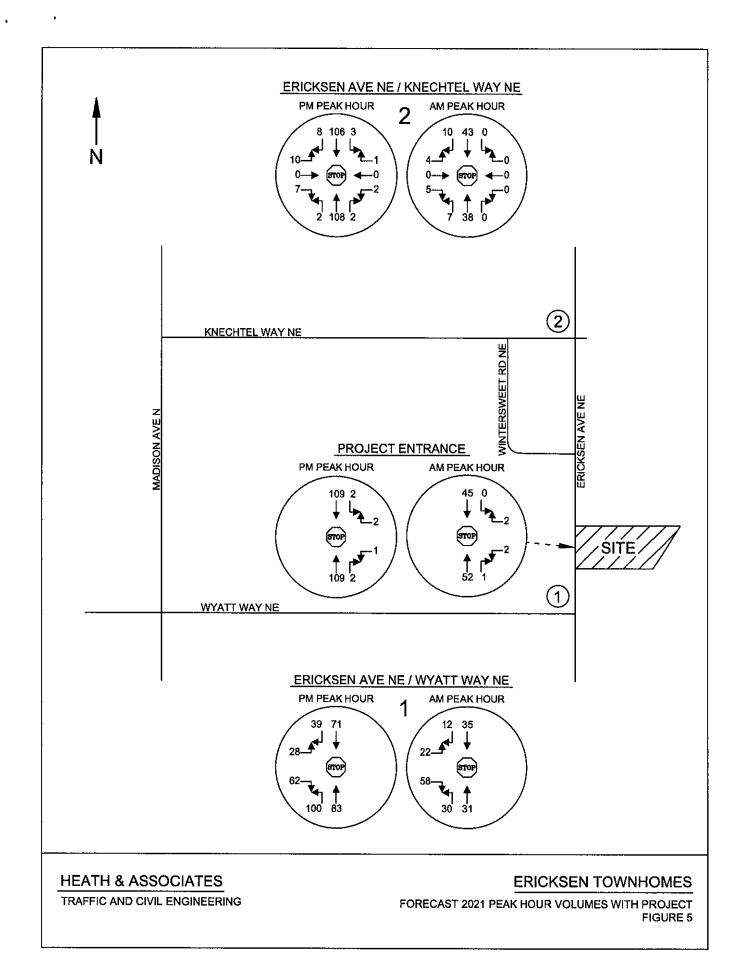
#### 4.2 Trip Distribution

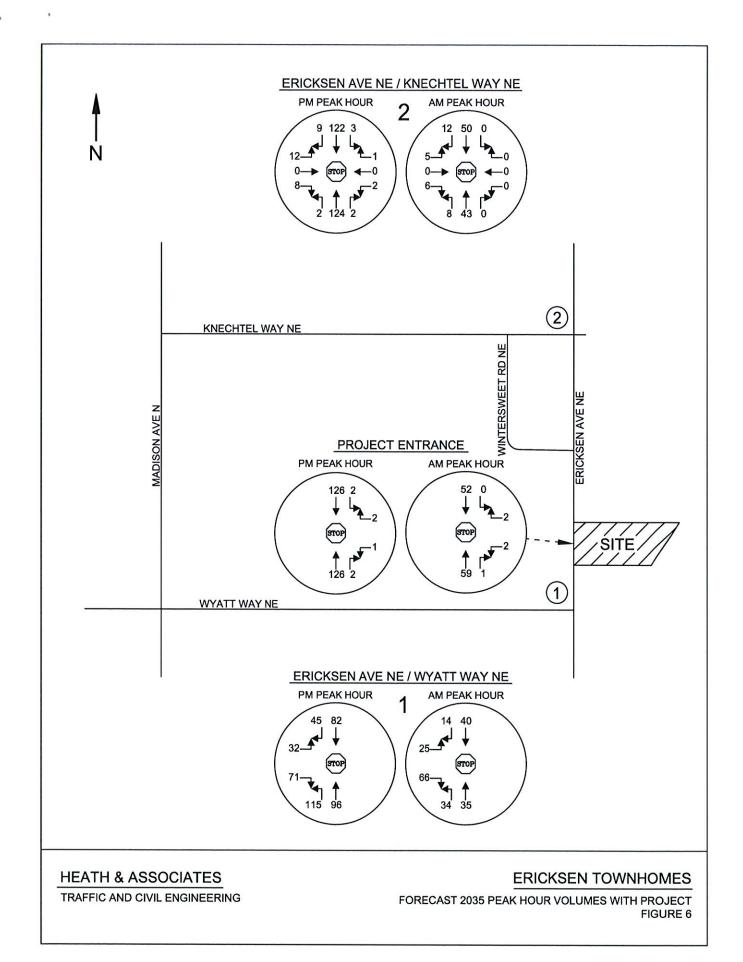
Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. The specific destinations and origins of the generated traffic primarily influences the key intersections, which will effectively receive the bulk of project impacts. The trips generated by the project are expected to follow the general trip pattern as shown in Figure 4. Percentages are primarily based on existing travel patterns identified from the field counts and location of nearby major arterials. Roughly half of the trips are anticipated to travel to/from the north and half to/from the south.

#### 4.3 Future Traffic Volumes With and Without the Project

A horizon year of 2021 was used for future traffic delay analysis to reflect conditions at the time of project buildout. A long-term horizon year of 2035 was used to assess, if any, potential adverse impacts to the intersections of study. Forecast background volumes were derived by applying a one percent compound annual growth rate to the existing volumes shown in Figure 3. This growth rate has been determined appropriate for the area and has been used in similar projects in the past. Forecast 2021 peak hour volumes with the addition of project traffic are illustrated in Figure 5. Forecast 2035 peak hour volumes with project traffic are illustrated in Figure 6.







#### 4.4 Future Level of Service

Level of service analyses were made of the future AM and PM peak hour volumes with project-generated trips for the 2021 and 2035 horizon years. This analysis once again involved the use of the Synchro 10 analysis program. Delays for the key intersections under future conditions are shown below in Table 4 for the 2021 build-out scenario the long-term 2035 horizon year.

Table 4
Forecast Level of Service with Project
Delays given in seconds per vehicle

|                       |              |         | AM Pea | ak Hour | PM Pea | ik Hour |
|-----------------------|--------------|---------|--------|---------|--------|---------|
| Ericksen Avenue NE at | Horizon Year | Control | LOS    | Delay   | LOS    | Delay   |
| Wyatt Way NE          | 2021         | AWSC    | Α      | 7.4     | Α      | 8.7     |
| vvyali vvay NE        | 2035         | AVVSC   | Α      | 7.4     | Α      | 9.1     |
| Knechtel Way NE       | 2021         | Ston    | Α      | 9.2     | Α      | 9.9     |
| Kilecillei Way NE     | 2035         | Stop    | Α      | 9.3     | В      | 10.1    |
| Project Access        | 2021         | Stop    | Α      | 8.9     | Α      | 9.5     |
| 1 Toject Access       | 2035         | Stop    | Α      | 9.0     | Α      | 9.7     |

(AWSC: All-Way Stop Control)

As shown in Table 4, forecast delays are anticipated to remain mild for all scenarios and intersections of study. The intersections are shown to have adequate capacity to support the incoming project's vehicular demands with little to no adverse impacts. Forecast LOS will continue meeting City standards.

#### 4.5 Turn Lane Warrants

Left turn warrants were analyzed at the project's entrance on Ericksen Avenue NE to determined if storage capacity is needed for left turning vehicles. Procedures described in WSDOT's Design Manual (Figure 1310-7a) were used to ascertain left turn requirements under forecast 2035 PM peak hour conditions. Based on the assessment criteria, a left turn lane *would not be warranted*. The applicable warrant sheet has been included in the appendix.

#### 5. CONCLUSIONS AND MITIGATION

Ericksen Townhomes proposes for the construction of 6 new residential units in the City of Bainbridge Island. The subject property is located on the east side of Ericksen Avenue NE on parcel 262502-2-051-2009. An existing dwelling unit will remain for a total of 7 units on-site. Access is proposed via one entrance on Ericksen Avenue NE as shown in the site plan (Figure 2). The project is anticipated to generate approximately 66 average weekday daily trips, 5 AM peak hour and 7 PM peak hour trips.

Existing and Forecast 2021 & 2035 delay analyses indicate that all intersections of study will remain meeting the City's LOS standards. The adjacent roadways are shown to have sufficient capacity to support the project's demands. Similarly, the proposed access is anticipated to operate at LOS A or better for all scenarios. A left turn lane on Ericksen Avenue NE at the project's entrance is not warranted based on 2035 PM peak hour volumes.

Based on the findings of the report the recommended mitigation for the site is as follows:

 Pay traffic impacts fees per net new dwelling unit to the City of Bainbridge Island per Ordinance No. 2015-07. Exact fees and calculations will be determined by the City.

No other mitigation is identified at this time.

APPENDIX

#### LEVEL OF SERVICE

The following are excerpts from the 2010 Highway Capacity Manual - Transportation Research Board Special Report 209.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions.

#### Level-of-Service definitions

The following definitions generally define the various levels of service for arterials.

Level of service A represents primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at signalized intersections is minimal.

Level of service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver in the traffic stream is only slightly restricted and delays are not bothersome.

Level of service C represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification.

Level of service D borders on a range in which small increases in flow may cause substantial increases in approach delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free-flow speed.

Level of service E is characterized by significant delays and average travel speeds of onethird the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level of service F characterizes arterial flow at extremely low speeds, from less than one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, with long delays and extensive queuing.

These definitions are general and conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user's perception of service quality and the operational variables used to describe them.

For each type of facility, levels of service are defined based on one or more operational parameters that best describe operating quality for the subject facility type. While the concept of level of service attempts to address a wide range of operating conditions, limitations on data collection and availability make it impractical to treat the full range of operational parameters for every type of facility. The parameters selected to define levels of service for each facility type are called "measures of effectiveness" or "MOE's", and represent available measures that best describe the quality of operation on the subject facility type.

Each level of service represents a range of conditions, as defined by a range in the parameters given. Thus, a level of service is not a discrete condition, but rather a range of conditions for which boundaries are established.

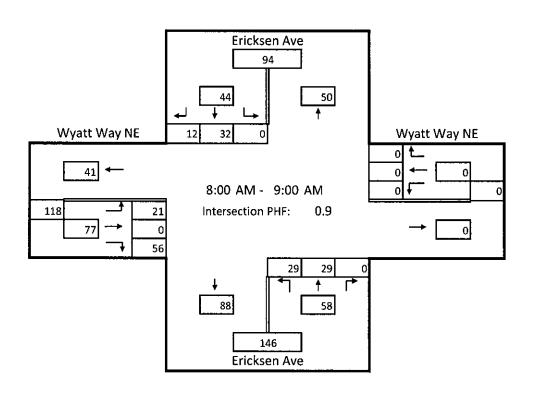
**Project Name: Ericksen Townhomes** 

Intersection: Wyatt Way NE & Ericksen Ave

Jurisdiction: City of Bainbridge

Date of Count: 8/8/2018 Project Number: 4161

| Time       |      | South  | oound  |          |      | West       | bound |      |    | North  | bound  | Ī  |      | Eastb   | ound  |    | ]     |
|------------|------|--------|--------|----------|------|------------|-------|------|----|--------|--------|----|------|---------|-------|----|-------|
| Period     |      | Ericks | en Ave | <u>.</u> | ١ ١  | Wyatt '    | Way N | E    |    | Ericks | en Ave |    | ١    | Wyatt \ | Way N | E  |       |
| Period     | HV   | R      | T      | L        | HV   | R          | T     | L    | HV | R      | T      | L  | HV   | R       | Т     | L. | Total |
| 7:00 AM    | 0    | 1      | 3      | 0        | 0    | 0          | 0     | 0    | 0  | : O    | 3      | 5  | 0    | 7       | 0     | 2  | 21    |
| 7:15 AM    | 0    | 1      | 8      | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 2      | 1  | 0    | 12      | 0     | 1  | 25    |
| 7:30 AM    | 0    | 2      | 7      | 0        | 0    | 0          | 0     | 0    | 0  | 0      | - 3    | 5  | 0    | 27      | 0     | 2  | 46    |
| 7:45 AM    | 0    | 2      | 5      | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 2      | 4  | 1    | 18      | 0     | 5  | 36    |
| 8:00 AM    | 0    | 2      | 9      | 0        | 0    | . 0        | 0     | 0    | 0  | 0      | 6      | 5  | 0    | 7       | 0     | 6  | 35    |
| 8:15 AM    | 1    | 3      | 6      | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 10     | 6  | 0    | 22      | 0     | 2  | 49    |
| 8:30 AM    | 0    | 5      | 4      | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 5      | 12 | 0    | 21      | 0     | 3  | . 50  |
| 8:45 AM    | 0    | 2      | 13     | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 8      | 6  | 0    | 6       | 0     | 10 | 45    |
| Total      | 1    | 18     | 55     | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 39     | 44 | 1    | 120     | 0     | 31 | 307   |
| Peak Hour  | 8:00 | AM     | to     | 9:00     | AM   | . Pat., fe | o je  |      |    | ht.    |        |    | Mar. |         |       |    | Total |
| Peak Total | 1    | 12     | 32     | 0        | 0    | 0          | 0     | 0    | 0  | 0      | 29     | 29 | 0    | 56      | 0     | 21 | 179   |
| Heavy Veh. |      | 1.4    | 4%     |          | 0.0% |            |       | 0.0% |    |        |        |    |      |         |       |    |       |
| PHF        | 0.73 |        |        | 0.00     |      |            | 0.85  |      |    |        | 0.80   |    |      |         |       |    |       |



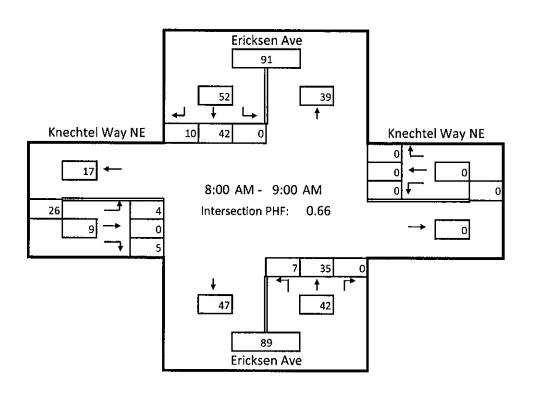
**Project Name: Ericksen Townhomes** 

Intersection: Knechtel Way NE & Ericksen Ave

Jurisdiction: City of Bainbridge

Date of Count: 8/8/2018 Project Number: 4161

| Time       | Soutbound |        |        |      | West | bound  |         | Northbound |    |        |        |          |          | ]      |         |    |       |
|------------|-----------|--------|--------|------|------|--------|---------|------------|----|--------|--------|----------|----------|--------|---------|----|-------|
| Period     |           | Ericks | en Ave |      | К    | nechte | l Way I | ΝE         |    | Ericks | en Ave | <b>:</b> | Ki       | nechte | l Way i | NE |       |
| renou      | HV        | R      | Τ      | L    | HV   | R      | T       | L          | HV | R      | T      | L        | HV       | R      | Т       | L  | Total |
| 7:00 AM    | 0         | 1      | 4      | 0    | 0    | 0      | 0       | 0          | 0  | 0      | 5      | 0        | 0        | 1 :    | 0       | 2  | 13    |
| 7:15 AM    | 0         | 0      | 7      | 0    | 0    | 0      | 0       | 0          | 0  | 0      | 2      | 1        | 0        | 2      | 0       | 1  | 13    |
| 7:30 AM    | · 1       | 0      | 10     | 0    | 0    | 0      | 0.5     | 0          | 0  | 0      | 6      | 0        | 0        | 0      | 0       | 0  | 17    |
| 7:45 AM    | 0         | 2      | 8      | 0    | 0    | 0      | 0       | 0          | 0  | 1      | 6      | 0        | 0        | 1      | 0       | 0  | 18    |
| 8:00:AM    | 0         | 0      | 9      | 0    | 0    | 0      | 0       | 0          | 0  | 0      | 7      | 1        | 0        | 3      | 0       | 1  | 21    |
| 8:15 AM    | 1         | 4      | 11     | 0    | 0    | 0      | 0       | 0          | 0  | 0      | 6      | 3        | 0        | 0      | 0       | 0  | 25    |
| 8:30 AM    | 0         | 2      | 6      | 0    | 0    | 0      | 0       | 0          | 1  | 0      | 7      | 2        | 0        | 1      | 0       | 0  | 19    |
| 8:45 AM    | 0         | 4      | 16     | 0    | 0    | 0      | 0       | 0          | 0  | 0      | 15     | 1        | 0        | 1      | 0       | 3  | 40    |
| Total      | 2         | 13     | 71     | 0    | 0    | 0      | 0       | 0          | 1  | 1      | 54     | 8        | 0        | 9      | 0       | 7  | 166   |
| Peak Hour  | 8:00      | AM     | to     | 9:00 | AM   |        | 14,00   |            |    |        |        | 5 B.     | n, Aring | ja je  |         |    | Total |
| Peak Total | 1         | 10     | 42     | 0    | 0    | 0      | 0       | 0          | 1  | 0      | 35     | 7        | 0        | 5      | 0       | 4  | 103   |
| Heavy Veh. |           | 2.4    | 4%     |      |      | 0.     | 0%      |            |    | 1.0    | 6%     |          |          | 0.     | 0%      | •  |       |
| PHF        |           | 0.     | 65     | 0.00 |      |        | 0.66    |            |    |        |        | 1        |          |        |         |    |       |



Project Name:

**Ericksen Townhomes** 

Intersection:

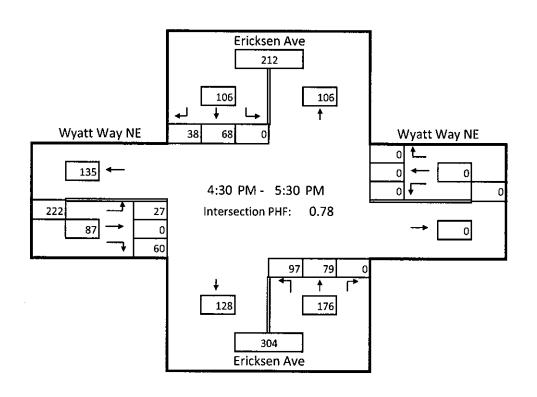
Wyatt Way NE & Ericksen Ave

Jurisdiction:

City of Bainbridge

Date of Count: 8/7/2018 Project Number: 4161

| Time<br>Period |      |     | ound<br>en Ave |      | ,    |      | bound<br>Way N |        | Northbound<br>Ericksen Ave |    |     |     | ,    |    |    |    |       |
|----------------|------|-----|----------------|------|------|------|----------------|--------|----------------------------|----|-----|-----|------|----|----|----|-------|
| renou          | HV   | R   | Т              | L    | HV   | R    | T              | L      | ΗV                         | R  | T   | L   | ΗV   | R  | Т  | L  | Total |
| 4:00 PM        | 0    | 4   | 13             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 15  | 9   | 0    | 7  | 0  | 8  | 56    |
| 4:15 PM        | 0    | 10  | 20             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 10  | 18  | 0    | 14 | 0  | 6  | 78    |
| 4:30 PM        | 0    | 13  | 13             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 29  | 42  | 0    | 15 | 0  | 7  | 119   |
| 4:45 PM        | 0    | 6   | 23             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 22  | 21  | 0    | 13 | 0  | 6  | 91    |
| 5:00 PM        | 0    | 10  | 18             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 15  | 14  | 1    | 11 | 0  | 9  | 78    |
| 5:15 PM        | 0    | 9   | 14             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 13  | 20  | 0    | 21 | 0  | 5  | 82    |
| 5:30 PM        | 0    | 8   | 12             | 0    | 0    | · 0  | 0              | 0      | 1                          | 0  | 21  | 40  | 0    | 7  | 0  | 1  | 90    |
| 5:45 PM        | 0    | 1   | 10             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 6   | 15  | 0    | 8  | 0  | 6  | 46    |
| Total          | 0    | 61  | 123            | 0    | 0    | 0    | 0              | 0      | 1                          | 0  | 131 | 179 | 1    | 96 | 0  | 48 | 638   |
| Peak Hour      | 4:30 | PM  | to             | 5:30 | PM   | Sea. | treger         | in Org |                            |    |     |     | ja e |    |    |    | Total |
| Peak Total     | 0    | 38  | 68             | 0    | 0    | 0    | 0              | 0      | 0                          | 0  | 79  | 97  | 1    | 60 | 0  | 27 | 369   |
| Heavy Veh.     |      | 0.0 | 0%             |      |      | 0.   | 0%             |        |                            | 0. | 3%  |     |      | 0. | 7% |    |       |
| PHF            |      | 0.  | 91             |      | 0.00 |      |                | 0.62   |                            |    |     |     | 1    |    |    |    |       |



**Project Name:** 

**Ericksen Townhomes** 

Intersection:

Knechtel Way NE & Ericksen Ave

Jurisdiction:

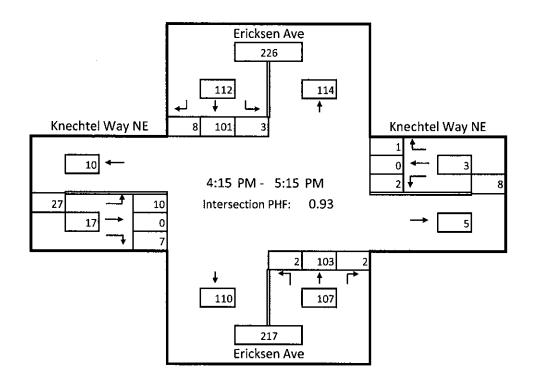
City og Bainbridge

Date of Count: 8/7/2018

Project Number: 4161

| Time       |      |     | oound<br>en Ave |               | Westbound<br>Knechtel Way NE |         |          |          |    | North  | bound<br>en Ave |          | ν.  | ME.          |   |      |       |
|------------|------|-----|-----------------|---------------|------------------------------|---------|----------|----------|----|--------|-----------------|----------|-----|--------------|---|------|-------|
| Period     | HV   | R   | T               | T 1           | HV                           | R       | T        | <u> </u> | HV | R      | T               | <u> </u> | HV  | nechtel<br>R | T | NE I | Total |
| 4:00 PM    | 0    | 3   | 11              | 0             | 0                            | 0       | 0        | 0        | 0  | 2      | 21              | 2        | 0   | 5            | 0 | 3    | 47    |
| 4:15 PM    | 0    | 5   | 27              | 2             | 0                            | 0       | 0        | 0        | 0  | 0      | 15              | 0        | 0   | 1            | 0 | 3    | 53    |
| 4:30 PM    | 0    | . 1 | 23              | 34 <b>0</b> 4 | 0                            | 1       | 0        | 1 1 ·    | 1  | 1      | 33              | 0        | 0   | 2            | 0 | 2    | 64    |
| 4:45 PM    | 0    | 2   | 25              | 1             | 0                            | 0       | 0        | 0        | 0  | 1      | 27              | 1        | 0   | 1            | 0 | 2    | 60    |
| 5:00 PM    | 0    | 0   | 26              | 0             | 0                            | 0       | - ; O    | 1        | 0  | 0      | 28              | 1        | 0   | 3:           | 0 | 3    | 62    |
| 5:15 PM    | 0    | 2   | 23              | 0             | 0                            | 1       | 0        | 1        | 0  | 0      | 18              | 4        | 0   | 0            | 0 | 0    | 49    |
| 5:30 PM    | 0    | 4   | 15              | 1             | 0                            | 0       | 0        | 0        | 1  | 0      | 26              | 1        | 0   | 3            | 0 | 2    | 52    |
| 5:45 PM    | 0    | 2   | 10              | 1             | 0                            | 0       | 0        | 0        | 0  | 0      | 10              | 1        | 0   | 1            | 0 | 0    | 25    |
| Total      | 0    | 19  | 160             | 5             | 0                            | 2       | 0        | 3        | 2  | 4      | 178             | 10       | 0   | 16           | 0 | 15   | 412   |
| Peak Hour  | 4:15 | PM  | to              | 5:15          | PM                           | i delji | Jefel in |          |    | ş eliş | 43.             | ija.     | 1 A |              |   |      | Total |
| Peak Total | 0    | 8   | 101             | 3             | 0                            | 1       | 0        | 2        | 1  | 2      | 103             | 2        | 0   | 7            | 0 | 10   | 239   |

| Peak Hour  | 4:15 | PM . | to  | 5:15 | PM | i - kotja | Settle 15 |   |   |     | 40.0 |   | <u> 11 (4)</u> |    |    |    | Total |
|------------|------|------|-----|------|----|-----------|-----------|---|---|-----|------|---|----------------|----|----|----|-------|
| Peak Total | 0    | 8    | 101 | 3    | 0  | 1         | 0         | 2 | 1 | 2   | 103  | 2 | 0              | 7  | 0  | 10 | 239   |
| Heavy Veh. |      | 0.0  | 0%  |      |    | 0.0       | 0%        |   |   | 1.0 | 0%   |   |                |    | ,  |    |       |
| PHF        | 0.82 |      |     |      |    | 0.        | 38        |   |   | 0.  | 79   |   |                | 0. | 71 |    |       |



# Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

Setting/Location:

General Urban/Suburban

**Number of Studies:** 

Avg. Num. of Dwelling Units: 264

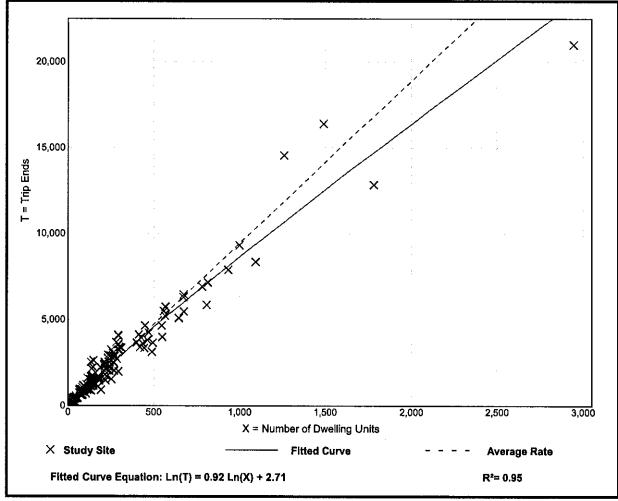
Directional Distribution:

50% entering, 50% exiting

#### **Vehicle Trip Generation per Dwelling Unit**

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 9.44         | 4.81 - 19.39   | 2.10               |

#### **Data Plot and Equation**



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## **Single-Family Detached Housing**

(210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies:

173

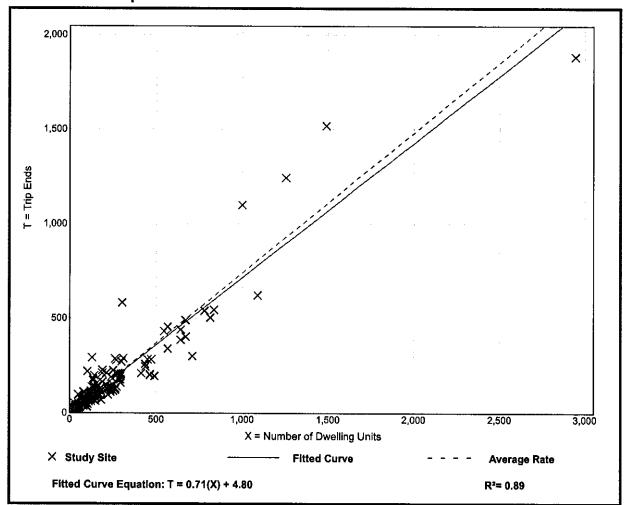
Avg. Num. of Dwelling Units:

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.74         | 0.33 - 2.27    | 0.27               |

#### **Data Plot and Equation**



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# Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 190

242

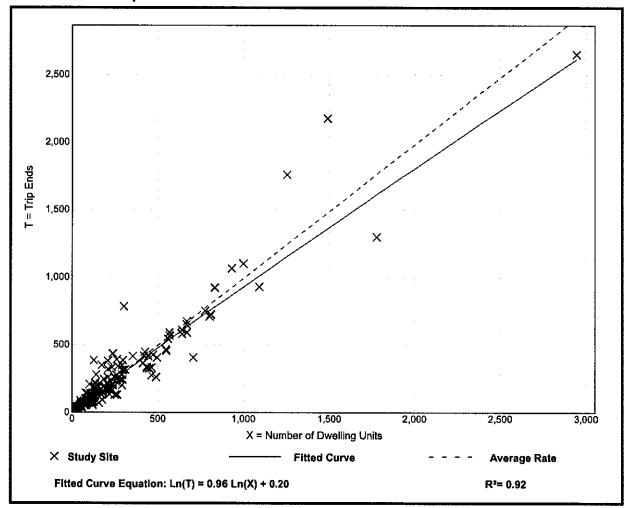
Avg. Num. of Dwelling Units:

Directional Distribution: 63% entering, 37% exiting

#### **Vehicle Trip Generation per Dwelling Unit**

| Average Rate | Range of Rates           | Standard Deviation |
|--------------|--------------------------|--------------------|
| 0.99         | 0.44 - 2. <del>9</del> 8 | 0.31               |

### **Data Plot and Equation**



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

| Intersection                    |   |                                   |                   |                |                         | an and the same                 |  |                                       |                  |                     |
|---------------------------------|---|-----------------------------------|-------------------|----------------|-------------------------|---------------------------------|--|---------------------------------------|------------------|---------------------|
| Intersection Delay, s/veh       | 7.3   |                                   | -kurukuu          |                |                         |                                 | e jatur pakentileh   | o eta de la                           |                  |                     |
| Intersection LOS                | 7.3<br>HARANETE                                 | in term passagning                | dige was as to be | N = 1887/186   | garagagan ay            | - 4460gg, 4400 H                | and the same   | ro, energe                            | an ar ar nassann | i na kata alageria. |
| intersection LOS                | u dibaya <b>d</b> ang Kipagal                   |                                   |                   | delin          | le kuladi karbi         |                                 | utratii, s   | · Ade gala                            |                  |                     |
|                                 |   |                                   |                   |                |                         |                                 |  |                                       |                  |                     |
| Movement                        | EBL EBR   | i i NBL                           | NBT               | SBT            | SBR                     |                                 |  | 4.00                                  | that the         |                     |
| Lane Configurations             | N/4   |                                   | 4                 | 7.             |                         |                                 |  |                                       |                  |                     |
| Traffic Vol, veh/h              | 21 56   | The street of the services of the | 29                | 32             | 12                      |                                 | National Control of the Control of t |                                       |                  |                     |
| Future Vol, veh/h               | 21 56   |                                   | 29                | 32             | 12                      |                                 |  |                                       |                  | •                   |
| Peak Hour Factor                | 0.90 0.90                                       | 0.90                              | 0.90              | 0.90           | 0.90                    |                                 |  | leggi ver projika<br>Historiali e bes |                  |                     |
| Heavy Vehicles, %               | 1 1   | •                                 | 1                 | 1              | 1                       | er til men lætt hat.            |  |                                       |                  |                     |
| Mymt Flow                       | 23 62   | The second of the second          | 32                | 36             | 13                      |                                 |  |                                       |                  |                     |
| Number of Lanes                 | 1 0   | 0                                 | 1                 | 1              | 0                       |                                 |  |                                       |                  |                     |
| Approach                        | LIFEB LOS                                       | NB                                | distribution is   | i SB           | e de la compa           | e stabilitat                    | e ili di W   |                                       | in the last      |                     |
| Opposing Approach               |   | SB                                |                   | NB             |                         |                                 |  |                                       |                  |                     |
| Opposing Lanes                  | 0   | 1                                 |                   |                |                         |                                 |  |                                       |                  |                     |
| Conflicting Approach Left       | SB  | EB                                |                   |                |                         |                                 |  |                                       |                  |                     |
| Conflicting Lanes Left          | 传统 100年的  | 1                                 |                   | 0              |                         |                                 |  |                                       |                  |                     |
| Conflicting Approach Right      | NB  |                                   |                   | EB             |                         |                                 |  |                                       |                  |                     |
| Conflicting Lanes Right         | 54 <b>1</b> 15747                               | 0                                 |                   | 1              |                         |                                 |  |                                       |                  |                     |
| HCM Control Delay               | 7.2   | 7.6                               |                   | 7.2            |                         |                                 |  |                                       |                  |                     |
| HCM LOS                         | A   | Α                                 |                   | Α              |                         |                                 |  |                                       | Tabili.          |                     |
|                                 |   |                                   |                   |                |                         |                                 |  |                                       |                  |                     |
| Lane :                          | NBLn1   | EBLn1                             | SBLn1             |                |                         |                                 |  |                                       |                  |                     |
| Vol Left, %                     | 50%   |                                   | 0%                |                |                         |                                 |  |                                       |                  |                     |
| Vol Thru, %                     | 50%   |                                   | 73%               |                |                         |                                 |  |                                       | Frein            | A BUNDE             |
| Vol Right, %                    | 0%  |                                   | 27%               |                |                         |                                 |  |                                       |                  |                     |
| Sign Control                    | Stop  |                                   | Stop              |                |                         |                                 |  |                                       |                  |                     |
| Traffic Vol by Lane             | 58  |                                   | 44                |                |                         | en entrete M                    |  |                                       |                  |                     |
| LT Vol                          | 29  |                                   | 0                 |                |                         |                                 |  |                                       |                  |                     |
| Through Vol                     | 29  |                                   | 32                | Brok ton       |                         | n a retraine e no               | Capped, Laborator  | 21 1 221                              |                  |                     |
| RT Vol                          | 0   | and the standard and the          | 12                |                | r Suc Ri                |                                 | kliji 1  |                                       |                  |                     |
| Lane Flow Rate                  | 64  |                                   | 49                | and the second | est e tifteen et in tie | ang again sa North              | the second   | n na huga                             | 4 - 4 - 5 Te.    | 1 100 11 11 1       |
| Geometry Grp Degree of Util (X) | Published DP DE DE Production of the Additional | 0.089                             | 0.054             |                | e e e grafia e          |                                 |  |                                       |                  |                     |
| Departure Headway (Hd)          | 0.075<br>4.204                                  |                                   | 0.054<br>3.952    | ere sy da      |                         | 11 m 1885 - 11 - 11             | ngmaaya.   | e je ga indag                         |                  | e legethe ce        |
| Convergence, Y/N                | 4.204<br>Yes                                    |                                   | 3.952<br>Yes      | and the        | matau XIII.             |                                 | e de Parke   | 35 203                                |                  |                     |
| Cap Cap                         | r es<br>850                                     |                                   |                   | . 5. wij       |                         | n ili <b>en</b> l'han i         | tana ka ina  | rusus rigardi.                        | manus e vi       | gesen valagijanen e |
| Service Time                    | 2.24  | The state of the state of         | 1.994             | in Tiple       |                         |                                 |  | n ded <sub>e</sub> t                  |                  |                     |
| HCM Lane V/C Ratio              | 2.24<br>0.075                                   |                                   |                   | e - jangir     | nakon War               |                                 | ender die  | 101 (6346)                            | radijaşı.        | N. E. Berbish       |
| HCM Control Delay               | 7.6   |                                   | 7.2               |                | er una fiel i AUSSE.    | -Usahijandh.                    | unetilli   |                                       | - ANI JIW        | 1,8751,1.4          |
| HCM Lane LOS                    | <br>A   |                                   | 7.2<br>A          | 91 B 94.       | uweg ewi                |                                 | 1. 1   |                                       | Sanga,           |                     |
|                                 | 0.2   |                                   |                   | e sie Elad     | at was little           | <ul> <li>Serial data</li> </ul> | April 1980   | m syllige                             | 3 (A. 1948)      | 4.000               |
| HCM 95th-tile Q                 | 11.7  | 11.5                              | 0.2               |                |                         |                                 |  |                                       |                  |                     |

| Intersection /                       |  | el amair i        |                                       | a Britis                                  |                             | (Alvien        | englose.           | esensila.              | final rijes        | 1841.44          | toko j               |                 |                |                      |
|--------------------------------------|--|-------------------|---------------------------------------|---|-----------------------------|----------------|--------------------|------------------------|--------------------|------------------|----------------------|-----------------|----------------|----------------------|
| Int Delay, s/veh                     | 1.3                                      |                   |                                       |   |                             |                |                    |                        |                    |                  |                      |                 |                |                      |
| Movement                             | EBL                                      | EBT               | EBR WBL                               | V - 0. ( 1 . v 0.) 1 . 11 ( 1 . v 0.) ( 1 | WBR                         | NBL            | :3×10×10×10×10×10  | NBR                    | SBL                | 200 GT- 71-110-1 | SBR                  |                 |                |                      |
| Lane Configurations                  | TV The fac                               | ₩.                |                                       | ₩.  | es a 25.                    | aranara.       | ₩.                 | . to Aska              | s, a a <b>z</b> ma | 4                |                      | 317, 3,3 21     | a. a. 1931-1   | ente e en la suesa.  |
| Traffic Vol, veh/h Future Vol, veh/h | 4  | <b>0</b><br>0     | 5 0<br>5 0                            | 0   | 0                           | 7<br>7         | 35<br>35           | 0                      | 0                  | 42<br>42         | 10<br>10             |                 |                |                      |
| Conflicting Peds, #/hr               | 5  | <b>0</b>          | 5 5                                   | Ö   | 5                           | 5              |                    | 0<br>5                 | 0<br>5             | 42<br>0          | 5                    |                 |                |                      |
| Sign Control                         | Stop                                     | Stop              | Stop Stop                             |   | Stop                        | Free           | Free               | Free                   |                    | 400 E 10         | Free                 | Li ravirto.     | #Krita         | [교통 Base 및           |
| RT Channelized                       |  |                   | None                                  |   | None                        |                |                    | None                   |                    |                  | lone                 |                 |                |                      |
| Storage Length                       | -  | -<br>. # %Y _ %.  |                                       | _<br>                                     | <b>-</b>                    | •              | austi stari        | -                      | -                  | e me unite       | · ·                  |                 |                |                      |
| Veh in Median Storage                | ∋,# -                                    | 0                 |                                       | 0   |                             | 1 •            | Õ                  |                        |                    | 0                |                      |                 |                |                      |
| Grade, % Peak Hour Factor            | 66                                       | 0<br>66           | 66 66                                 | 0<br>66                                   | 66                          | -<br>66        | 0<br>66            | 66                     | -<br>66            | 0<br>66          | 66                   | 194.            | ng 31, 505(20) | nastan a ga          |
| Heavy Vehicles, %                    | 1  | 1                 | 1 1                                   | 1   | 1                           | 1              | 1                  | 1                      | 1                  | ું 00<br>1       | 1                    | 1 1 1 1 1 1 1 1 | and ship       |                      |
| Mymt Flow                            | 6  | 0                 | 8 0                                   | 0   | 0                           | 11             | 53                 | Ō                      | 0                  | 64               | 15                   | · dedo          |                |                      |
|                                      |  |                   |                                       |   |                             |                |                    |                        |                    |                  |                      |                 |                |                      |
|                                      | Minor2                                   |                   | Minor1                                | 11-72-14                                  | 10010                       | Vajor1         | 185-45             | - N                    | lajor2             |                  |                      | ž Pa            | 151616         |                      |
| Conflicting Flow All                 | 157                                      | 157               | 82 161                                | 164                                       | 63                          | 84             | 0                  | 0                      | 58                 | 0                | 0                    |                 |                |                      |
| Stage 1                              | 77                                       | 77                | - 80                                  | 80  |                             |                |                    |                        |                    |                  | •                    |                 |                |                      |
| Stage 2<br>Critical Hdwy             | 80<br>7.11                               | 80<br><b>6.51</b> | - 81<br>6.21 <b>7</b> .11             | 84<br>6.51                                | 6.21                        | 4 11           | -<br>1988/2919/190 | ·<br>Programa          | 4.11               | -<br>2009 - 1440 | -<br>4545            | gue saus de     | r, in Ale      |                      |
| Critical Hdwy Stg 1                  | 6.11                                     | 5.51              | 0.21 7.11<br>6.11 -                   | 5.51                                      | 0.21                        | # (1)          | , ling hold        |                        | (#.U.S)            |                  | e se tekt            | . Ald lift li   |                |                      |
| Critical Hdwy Stg 2                  | 6.11                                     | 5.51              | - 6.11                                | 5.51                                      |                             |                |                    |                        |                    |                  |                      | Hivat           |                |                      |
| Follow-up Hdwy                       | 3.509                                    |                   | 3.309 3.509                           |   | 3.309                       |                | - 478,111 street1  | - :                    | 2.209              | -                | •                    | folium on mo    | rutu i de e di | r William Control    |
| Pot Cap-1 Maneuver                   | 811                                      | 737               | 980 807                               | 730                                       | 1004                        | 1519           |                    |                        | 1553               |                  |                      |                 |                |                      |
| Stage 1<br>Stage 2                   | 934<br>931                               | 833<br>830        | - 931<br>- 930                        | 830<br>827                                | enum ege                    | -<br>63% :     | -<br>975 % \$      | garantan               | •<br>Galania       | -<br>2014/34/34/ | -<br>1 (875.8        | 73 54.1         |                | . Dag valdus here    |
| Platoon blocked, %                   | 901                                      | 030               | - 930                                 | 021                                       |                             | din T          |                    |                        | Ala. Min           |                  | : : <del>-</del> : . |                 |                |                      |
| Mov Cap-1 Maneuver                   | 799                                      | 724               | 971 789                               | 718                                       | 994                         | 1512           |                    | gerega Per<br>Parada • | 1546               |                  | e dig                |                 | na ga          |                      |
| Mov Cap-2 Maneuver                   | 799                                      | 724               | - 789                                 | 718                                       | •                           | -              |                    | •                      | 29 T 1 T.A. G      | -                |                      | . 1 04 565      | r sulfitters   | to utility knot with |
| Stage 1                              | 923                                      | 829               | - 920                                 | 820                                       | •                           |                |                    | •                      |                    |                  |                      |                 |                |                      |
| Stage 2                              | 920                                      | 820               | - 918                                 | 823                                       | ianugu y                    | Va ji a fi     | -<br>              | -<br>15 ligues lia     |                    | -<br>43 .        | <del>.</del>         | s, augustr      |                | uga ya kaji          |
|                                      | e la |                   | etokok boldantaketika dari            |   |                             | PV-894: MAGANA | tuft die           |                        |                    |                  | 1011                 | 1,000           |                |                      |
| Approach                             | EB                                       |                   | WB                                    |   |                             | NB             |                    |                        | SB                 |                  |                      |                 |                |                      |
| HCM Control Delay, s<br>HCM LOS      | 9.1<br>A                                 | alauli            | 0                                     |   | . North Po<br>et divinities | 1.2            | NEW D              |                        | 0                  |                  |                      | TMA:            | Alberti        |                      |
| that are the property of             |  | e sae             |                                       |   |                             | Aug j          |                    |                        | to dell'           | [68] 4] 1        |                      | HA151.1         |                |                      |
| Minor Lane/Major Myn                 |  | NBL               |                                       | EDI MILA                                  | DI K4                       | en:            | ерт                | CDD                    |                    |                  |                      |                 |                | Torques mena         |
| Capacity (veh/h)                     | A 53 55                                  | 1512              | TEL TEL                               | 886                                       | יי יייייי                   | 1546           | וטט.               |                        |                    |                  |                      |                 |                |                      |
| HCM Lane V/C Ratio                   | erand de                                 | 0.007             | • • • • • • • • • • • • • • • • • • • | 0.015                                     | er a . 70<br>■              | -              | . , it. v67 i<br>- | i etnémeřicí<br>•      | er ver dere gij    |                  | 1.                   | * ## []]        |                |                      |
| HCM Control Delay (s)                |  | 7.4               | 0                                     | 9.1                                       | 0                           | 0              |                    |                        |                    |                  | 28 A.                |                 |                | a Biblia             |
| HCM Lane LOS                         | , nanga                                  | Α                 | Α -                                   | Α   | Α                           | Α              |                    | -                      |                    |                  |                      |                 |                |                      |
| HCM 95th %tile Q(veh                 | ).                                       | 0                 |                                       | 0   |                             | 0              |                    | - A. = -               |                    |                  | 11 - A1              |                 |                |                      |
|                                      |  |                   |                                       |   |                             |                |                    |                        |                    |                  |                      |                 |                |                      |

| Intersection as a second parameter   |   | de estado de  | oneloù bion  | i kalenda Arabiya                          |  |                        |
|--|---|---|--|--|--|------------------------|
| Intersection Delay, s/veh  | 8.5   |   |  |  |  | <u></u>                |
| Intersection LOS   | A   |   |  |  |  | <b>第</b> 注制 5克         |
| ASSESSED SECRETARISES OF THE SECRETARISES OF T |   |   |  |  |  |                        |
| Movement   | EBL EBR   | NBL   |  | SBR  | 计相信编码 机氯甲基甲基甲基   |                        |
| Lane Configurations Traffic Vol, veh/h   | <b>₩</b><br>27 60   | 707   | <b>€</b> }   |  | er egga merenir egin kekejin belegiliyeteng.   | reso i Maya Marinyi sa |
| Future Vol, veh/h  | 27 60<br>27 60  | 97<br>97  | 79 68<br>79 68   | 38<br>38                                   |  | a, Harri               |
| Peak Hour Factor   | 0.78 0.78   | 0.78  | 0.78 0.78  |  |  |                        |
| Heavy Vehicles, %  | 1 1   | 1   | 1 1  | 1  | mental Company of the April 1991 of the  | programme and a        |
| Mymt Flow  | 35 77   | 124   | 101 87   | 49   |  |                        |
| Number of Lanes  | 1 0   | 0   | 1 1  | 0  |  |                        |
| Approach   | EB  | NB  | a terreta de la SB   | <b>经验的</b> 的复数形式                           |  |                        |
| Opposing Approach Opposing Lanes   | 0.00  | SB  | NB   | 40 음쪽 약 구나는 병기를 .                          | 유럽: 11월 1일 일을 보고 있다. 기본 1 기본 1 일을 받는 것   | Egymál garralla        |
| Conflicting Approach Left  | SB  | EB  | u Providijes II segralu, Jim, Ki   | i i i i i i i i i i i i i i i i i i i      | e arabitation and indicat  | di vitrigi yan afili   |
| Conflicting Lanes Left   | 14-14-14  | 1   | 0  |  |  |                        |
| Conflicting Approach Right   | NB  | and denoted the   | EB   | and the second of the second of            | to the forest of the control of the  |                        |
| Conflicting Lanes Right HCM Control Delay  | 8.1   | 9.1   | 1<br>8   |  |  |                        |
| HCM LOS  | CARL OF BROKENESS   |   | -  | . The second of the second of the second   | and the first field of the second of the sec | more and a second      |
| I TOM LOG  |   | A   | <b>A</b>   | To the day of the rest of the first speeds | 가지 않았다. 하늘 하는 경기를 살을 하고 말했다.   | <b>感觉的原始而更多的</b> 。     |
| TOWIECO STEEL SEE STEEL SEE SEE  |   | elin d A  | A  |  |  |                        |
| Lane   | NBLn1   | A<br>EBLn1  | SBLn1  |  |  |                        |
| <u>Lane</u><br>Vol Left, %   | 55%   | EBLn1<br>31%  | tan at time travelse i tagai (2. fagir 1.                                |  |  |                        |
| <u>Lane</u> Vol Left, % Vol Thru, %  | 55%<br>4 <b>5</b> %   | 31%<br>0%   | SBLn1 0% 64%   |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, %  | 55%<br>45%<br>0%  | 31%<br>0%<br>69%  | SBLn1<br>0%<br>64%<br>36%  |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control   | 55%<br>45%<br>0%<br>Stop  | 31%<br>0%<br>69%<br>Stop  | 0%<br>64%<br>36%<br>Stop   |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, %  | 55%<br>45%<br>0%  | 31%<br>0%<br>69%  | SBLn1<br>0%<br>64%<br>36%  |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol  | 55%<br>45%<br>0%<br>Stop<br>176<br>97<br>79   | 31%<br>0%<br>69%<br>Stop<br>87<br>27  | SBLn1<br>0%<br>64%<br>36%<br>Stop<br>106<br>0<br>68                      |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol   | 55%<br>45%<br>0%<br>Stop<br>176<br>97<br>79   | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0   | 5BLn1<br>0%<br>64%<br>36%<br>Stop<br>106<br>0<br>68<br>38                |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate  | 55%<br>45%<br>0%<br>Stop<br>176<br>97<br>79<br>0                                      | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60   | SBLn1<br>0%<br>64%<br>36%<br>Stop<br>106<br>0<br>68                      |  |  |                        |
| Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp  | 55%<br>45%<br>0%<br>Stop<br>176<br>97<br>79<br>0                                      | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0   | 98Ln1<br>0%<br>64%<br>36%<br>Stop<br>106<br>0<br>68<br>38<br>136         |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)   | 55%<br>45%<br>0%<br>Stop<br>176<br>97<br>79<br>0<br>226<br>1<br>0.278<br>4.435        | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60<br>112<br>1<br>0.135<br>4.365                                 | SBLn1  0% 64% 36% Stop 106 0 68 38 136 1 0.158 4,196                     |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N  | 55%<br>45%<br>0%<br>Stop<br>176<br>97<br>79<br>0<br>226<br>1<br>0.278<br>4.435<br>Yes | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60<br>112<br>1<br>0.135<br>4.365<br>Yes                          | 9% 64% 36% Stop 106 0 68 38 136 1 0.158 4.196 Yes                        |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap  | 55% 45% 0% Stop 176 97 79 0 226 0.278 4.435 Yes 815                                   | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60<br>112<br>1<br>0.135<br>4.365<br>Yes<br>823                   | SBLn1  0% 64% 36% Stop 106 0 68 38 136 1 0.158 4.196 Yes 856             |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time   | 55% 45% 0% Stop 176 97 79 0 226 0.278 4.435 Yes 815 2.435                             | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60<br>112<br>1<br>0.135<br>4.365<br>Yes<br>823<br>2.385          | SBLn1  0% 64% 36% Stop 106 0 68 38 136 1 0.158 4.196 Yes 856 2.215       |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap  | 55% 45% 0% Stop 176 97 79 0 226 0.278 4.435 Yes 815                                   | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60<br>112<br>1<br>0.135<br>4.365<br>Yes<br>823<br>2.385          | SBLn1  0% 64% 36% Stop 106 0 68 38 136 1 0.158 4.196 Yes 856 2.215       |  |  |                        |
| Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio  | 55% 45% 0% Stop 176 97 79 0 226 1 0.278 4.435 Yes 815 2.435 0.277                     | 31%<br>0%<br>69%<br>Stop<br>87<br>27<br>0<br>60<br>112<br>1<br>0.135<br>4.365<br>Yes<br>823<br>2.385<br>0.136 | SBLn1  0% 64% 36% Stop 106 0 68 38 136 1 0.158 4.196 Yes 856 2.215 0.159 |  |  |                        |

| Intersection   |  |  |   |  | andament at an object of  |   |
|--|--|--|---|--|---|---|
| Int Delay, s/veh 1   |  |  | <u>.</u>  |  |   | *                                       |
| Movement EBL   | EBT EBR W  | BL WBT WBR   | NBL NBT   | NBR SBL SBT  | SBR   |   |
| Lane Configurations  | 4  | 4  | 4   | 4  |   |   |
| Traffic Vol. veh/h 10  | 0 7  | 2 0 1  | 2 103   | 2 3 101  |   |   |
| Future Vol, veh/h 10 Conflicting Peds, #/hr 5  | 0 7<br>0 5   | 2 0 1<br>5 0 5   | 2 103<br>5 0  | 2 3 101<br>5 5 0   | 8<br>F055020 115014   | earnana maana                           |
| Sign Control Stop  | Stop Stop St   |  | the first of the first property of the  | 5 5 0<br>Free Free Free  | Carrier (1994) The case research to the first of the first of the first   |   |
| RT Channelized -   | - None   | None   |   | None   | None  |   |
| Storage Length -   |  |  | est d'un medica dicardina de la contra de la c<br>En la contra de la contra del la contra de la contra del la contra del la contra del la contra de la contra del la co | tabili Silanga da abdigada,<br>  | e de Marie de la 2020 del Balletti dell'<br>T   | da haarana ay                           |
| Veh in Median Storage, # -   | 0  | - 0 -  | - 0   | - 0  |   |   |
| Grade, %   | 0 -  | - 0 -  | - 0   | 0  |   |   |
| Peak Hour Factor 93  | in the other constitution and other contribution   | 93 93 93   | 93 93   | 93 93 93   | than table 18 and the real extendion exacts   |   |
| Heavy Vehicles, % 1 Mvmt Flow 11   | 1 1<br>0 8   | 1 1 1<br>2 0 1   | 1 1<br>2 111  | 1 1 1<br>2 3 109   | 1<br>  1   11   12   14   14   15   15   15   15   15   15  |   |
| MANUAL DOMANT TO AND THE PROPERTY OF THE PARTY OF THE PAR | O LL   | <b>2</b> ,   | ≥ - , <b>∠</b> ' _ U.U'   | 2 3 109  |   |   |
| Major/Minor Minor2   | Mino   | r1   | Vajor1  | Major2   |   |   |
| Conflicting Flow All 247   |  | 50 250 122   | 123 0   | 0 118 0  | 0   |   |
| Stage 1 125  |  | 21 121   |   |  |   |   |
| Stage 2 122  | The state of the s | 29 129 -   |   | e garage of Cabballian Community (Community Community Co | inali ali transa na mangan mangan ata.<br>-   | #r. m. n. Jhune di uti                  |
| Critical Hdwy 7.11   | 6.51 6.21 7.   | THE STATE OF THE S | 4.11 -  | - 4.11 -   |   | Cirlini                                 |
| Critical Hdwy Stg 1 6.11   | 5.51 - 6.  |  |   | en engana ang salah at a   | ·   | mo i no se a care da                    |
| Critical Hdwy Stg 2 6.11   | 5.51 - 6.  | AN ARTHUR TO THE RESTORAGE OF THE SECOND SECTION SECTI | •   |  |   | gelkkiri                                |
| Follow-up Hdwy 3.509 Pot Cap-1 Maneuver 709  | 4.009 3.309 3.5<br>657 929 7   |  | 2.209 -<br>1470 -   | - 2.209 -<br>- 1476 -  |   | granda da sana                          |
| Stage 1 881  | the later of the lateral of the property of the fil  | 36 798 -   | aliticae la lace  |  | ita de Taran 1900. A A  |   |
| Stage 2 885  | ,  | 77 791 -   |   |  |   | at at the                               |
| Platoon blocked, %   | es de la companya de   | -Fasteria de la companya de la comp   |   | e Belley e district e e e e e e  | En and Angeles and the control of the   | for Marinel Life of                     |
| Mov Cap-1 Maneuver 700   |  | 92 646 923   | 1463 -  | - 1469 -   |   |   |
| Mov Cap-2 Maneuver 700   |  | 92 646 -   | en e  | s, reens and depth deals in  | Europa espesar espesar a como espesar | porter in a reading of                  |
| Stage 1 876<br>Stage 2 879   | and the second of the second of the second   | 31 793 <b>-</b><br>34 785 -  |   |  |   |   |
| Stage 2 879  | /92 - 01   | 94 /60 -   |   |  |   | 당 하다 전하다.                               |
| Approach EB  |  | MSR Sarakerer  | No. VINCTURE  |  | en de la companya de  |   |
| Approach EB HCM Control Delay, s 9.8   |  | /B<br>.8   | NB<br>0.1   | SB   |   |   |
| HCM LOS A  | rivā si ma nebles 4. 🎙   | . <b>o</b><br>A  | 0.1   | 0.2  |   |   |
|  |  |  |   |  |   | g Pet Bac                               |
| Minor Lane/Major Mymt  |  | R EBLn1WBLn1   | SBL SBT   | SBR  | rivisi a <b>pak</b> anda apada apada  |   |
| Capacity (veh/h)   | 1463 -   |  | 1469 -  |  |   | HOUNT PERSONNEL                         |
|  | 0.001 -  | - 0.024 0.004  |   | •  |   | 1                                       |
| HCM Control Delay (s)  | 7.5 0  | 9.8 9.8  | 7.5 0   |  |   |   |
| HCM Lane LOS   | A A  | - A A  | A A   | •  |   | ya ay a saya sa say                     |
| HCM 95th %tile Q(veh)  | 0  | - 0.1 0  | 0 -   |  |   | 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |

|  | a rrjatt                        | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |  | ····                      |   |   |                           |                      |   |   |
|--|---------------------------------|---|--|---------------------------|---|---|---------------------------|----------------------|---|---|
|  |                                 |   |  |                           |   |   |                           |                      |   |   |
| Intersection and the state of t |                                 |   | ullangi esar                             |                           |   |   | e Robert Co               | da da agua           |   |   |
| Intersection Delay, s/veh  | 7.4                             |   |  |                           |   |   |                           |                      |   |   |
| Intersection LOS   | Α                               |   |  |                           |   |   |                           |                      |   | 1.044.1   |
|  |                                 |   |  |                           |   |   |                           |                      |   | 3 8 7 7 3 3 7 7 7   |
| Movement   | EBL E                           | BR NBL                                  | / NBT                                    | SBT                       | SBR   | la part                                 |                           |                      |   |   |
| Lane Configurations  | ¥                               |   | ર્ન                                      | <b>f</b> >                |   |   |                           |                      |   |   |
| Traffic Vol, veh/h   | 22                              | 58 30                                   | 31                                       | 35                        | 12  |   |                           |                      |   |   |
| Future Vol, veh/h<br>Peak Hour Factor  | 22<br>0.90 (                    | 58 30<br>0.90 0.90                      | 31<br>0.90                               | 35                        | 12  | eva salabalitan.                        | s gerale in a             | elikota i XII kalia. | 59  | or e krožila kar  |
| Heavy Vehicles, %  | 0.90 (<br>1                     | ).90 0.90<br>1 1                        | 0.90<br>1                                | 0.90<br>1                 | 0.90<br>1   |   |                           |                      | Kiris salah   |   |
| Mymt Flow  | 24                              | 64 33                                   | 34                                       | 39                        | 13  |   |                           |                      |   | t datalete  |
| Number of Lanes  | 1                               | 0 0                                     | 1  | 1                         | 0   | . Westing With                          | i Militare de la lei ille | dita inventato vil   | Alberta (Alberta)   | F - 8078888 N E   |
| Approach Approach Approach   | EB                              | NB                                      | 4.8.5                                    | SB                        |   | ine e u                                 |                           | esta a s             |   | i ili da da da da   |
| Opposing Approach  |                                 | SB                                      |  | NB                        |   | *************************************** |                           |                      |   | ***************************************   |
| Opposing Lanes   | 0                               |   |  |                           | f, příta – přepře<br>s Krátov Hadav   |   |                           |                      | Jan.  | e de la Maria de la Calabardo d<br>La Calabardo de la Calabardo d |
| Conflicting Approach Left  | SB                              | EB                                      | gun ava i i fav tav a                    | nni Newsen i <b>z</b> nie | retu Netween it   | on, volveon tenn espect                 | . guarri ran 1 - 975.     | 1198 mm              | vičesti sesti e etieti.   | a na mana tana  |
| Conflicting Lanes Left Conflicting Approach Right  | NB                              | and Hall                                |  | 0<br>EB                   |   | -战争性抗力                                  |                           |                      |   | San Shally Shirt<br>San Salay Sanas   |
| Conflicting Lanes Right  |                                 | 100 A 100 M                             |  | ⊏D<br>1                   |   |   |                           | e Katini             |   |   |
| HCM Control Delay  | 7.2                             | 7.6                                     | en e henrida.                            | 7.3                       | n engen elghydd   | 5 -6858 h                               | eriefieldege uit 1 (b)    | a Walan di Kana      | ta ek tala  | i sultyragitatina jä  |
| HCM LOS  | Α                               | A                                       | A Population (1997)<br>Population (1997) | A                         |   |   |                           |                      |   | si kain Nila<br>Na bisa 1000  |
|  |                                 |   |  |                           |   |   |                           |                      |   |   |
| Lane   | NB                              | Ln1 EBLn1                               | SBLn1                                    |                           | e ratio de la cesta de la c |   |                           |                      | e de la companya de |   |
| Vol Left, %  |                                 | 19% 28%                                 | 0%                                       |                           | 5,75 5. Jan. 19.  | an independent of the con-              |                           |                      |   |   |
| Vol Thru, %  | eren e ate en en te de la compa | 51% 0%                                  | 74%                                      |                           |   |   | May d                     |                      |   |   |
| Vol Right, %<br>Sign Control   |                                 | 0% 72%<br>Stop Stop                     | 26%<br>Stop                              |                           | egjagegaara.  | r<br>Vojaka seriod                      | egile is ee e             | auturiy.             |   | . In lenge door is  |
| Traffic Vol by Lane  | ku 15,58hu iriye¶               | 61 80                                   | 310p                                     | Midik Fulkir              |   | North Marin 19                          | ina na Tuncial            | Maria di d           | Affin, but  | na užani k  |

| Lane   | NBLn1 EBL   | 11 SBLn1 |  |
|--|---|----------|--|
| Vol Left, %  | 49% 28  | % 0%     | )  |
| Vol Thru, %  | 51% 0   | % 74%    |  |
| Vol Right, %   | 0% 72   | % 26%    |  |
| Sign Control   | Stop St   | op Stop  |  |
| Traffic Vol by Lane  |   | 30 47    |  |
| LT Vol   | 30  | 22 0     |  |
| Through Vol  | 31  | 0 35     |  |
| RT Vol   |   | 58 12    | To conserve 바람들에는 가는데 이번 도로도 된다면 이렇다고 나는 이번 그런 그리고 되는 그리고 있는데 본 기록하는 그 것도 모양하고 되는 그리고 있는데요. 그리고 없다.  |
| Lane Flow Rate   |   | 39 52    |  |
| Geometry Grp   |   | 1 1      | 사람들은 유명하게 되었다. 보고 하는 물문에 가능하는 사람들은 현실이 있는 것이다. 사고 모습이다.<br>그 사람들이 하는 사람들은 하는 사용물을 하는 때에 있는 사람들이 가능하는 것이다. 사고 기를 하는 것들  |
| Degree of Util (X)   | 0.079 0.09  |          |  |
| Departure Headway (Hd)   | ere removed a contract of the | 12 3.971 |  |
| Convergence, Y/N   |   | es Yes   |  |
| The state of the s |   | 18 898   |  |
| Service Time   | 2.248 1.8   |          |  |
| HCM Lane V/C Ratio   | 0.08 0.09   |          | of the first first first that the commence of the first state of the first state of the commence of the commen |
| HCM Control Delay  |   | .2 7.3   |  |
| HCM Lane LOS   | A   |          | and the strategic of the control of the first terms of the control |
| HCM 95th-tile Q  | 0.3   | .3 0.2   |  |

## 1: Ericksen Ave NE & Knechtel Way NE/Driveway

| Intersection   |              |              | n Galloy e             |                                       |  |                   |  |                                 |                              | i i i i i i              |  | e de la      |   |                         |                         |                            |
|--|--------------|--------------|------------------------|---------------------------------------|--|-------------------|--|---------------------------------|------------------------------|--------------------------|--|--------------|---|-------------------------|-------------------------|----------------------------|
| int Delay, s/veh   | 1.3          |              |                        |                                       |  |                   |  |                                 |                              |                          |  |              |   |                         |                         |                            |
| Movement   | EBL          | EBT          | EBR                    | WBL                                   | WBT  | WBR               | NBL  | NBT                             | NBF                          | SBL                      | SBT  | SBF          | (                                       |                         |                         |                            |
| Lane Configurations  | 1 2-         | ₩            | 20040-002              | 38 805 J. D                           | 4  |                   | s. The   | 4                               | s. 1 +14 . +141              |                          | 4  | de Cons      |   |                         |                         |                            |
| Traffic Vol. veh/h   | 4            | Ŏ            | 5                      | 0                                     | 0  |                   | 7  | 38                              |                              |                          |  |              |   |                         |                         |                            |
| Future Vol, veh/h  | 4            | 0            | 5<br><b>-</b>          | 0<br>5                                | 0<br>0   | 0                 |  | 38                              | 0                            |                          | 43   | 1(           |   | n gan j                 | er response             | ong minges gap kep         |
| Conflicting Peds, #/hr<br>Sign Control   | 5<br>Stop    | 0<br>Stop    | 5<br>Stop              | Stop                                  | Stop   | 5<br>Stop         | 10000  | 198 4                           |                              | And the same of the same | 0  | - (          |   |                         | N Alle                  |                            |
| RT Channelized   | Olop<br>_    | SiOp         | None                   | Olop<br>-                             | Jiop   | None              | Free   | Free                            | Free<br>None                 |                          | Free                                       | Free<br>None |   | apaga ara               | a <sub>e</sub> i ngga s | veren et alleret et t      |
| Storage Length   | 036.1. s-    | 3 KAR<br>-   | . 140jilo.<br>-        | dayında<br>-                          | 0 - Repet<br>-   | -                 | -1i - 34-7<br>-  |                                 | , voi ic                     |                          | ikakarT<br>•                               | NOR          | 20 viji.<br>•                           | (m. 166, 24             | er mil, ili             |                            |
| Veh in Median Storage  | e,# -        | 0            |                        |                                       | 0  |                   |  | 0                               |                              |                          | 0  | anio.        | - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | B.S.B.                  | and the second          |                            |
| Grade, %   | -            | 0            | -                      | · · · · · · · · · · · · · · · · · · · | 0  |                   | - 1871 1844 -<br>-   | 0                               | rt.etr Vi                    | i sekir os ski<br>•      | 0  | Unite title  | •                                       | 4.20                    | A HELEVY                | er, filt distillar         |
| Peak Hour Factor   | 66           | 66           | 66                     | 66                                    | 66   | 66                | 66   | 66                              | 66                           | 66                       | 66   | 66           | 3                                       | 344                     |                         |                            |
| Heavy Vehicles, %  | 1            | 1            | 1                      | 1                                     | 1  | 1                 | 1  | 1                               | 1                            | 1                        | 1  | 1            | 1                                       |                         | ,                       |                            |
| Mvmt Flow  | 6            | . 0          | 8                      | 0                                     | 0  | 0                 | 11   | 58                              | - 0                          | ) 0                      | 65   | 18           | <b>)</b>                                | Tarin.                  |                         |                            |
|  |              |              |                        |                                       |  |                   |  |                                 |                              |                          |  |              |   |                         |                         |                            |
| Major/Minor  | Minor2       | 40.00        | 10.0                   | Minor1                                | eterik A   |                   | Major1   | h in A                          | ili sati sa                  | Major2                   | hey els                                    |              |   | 450.45                  |                         |                            |
| Conflicting Flow All   | 163          | 163          | 83                     | 167                                   | 170  | 68                | 85   | 0                               | 0                            | 63                       | 0  | (            | )                                       |                         |                         |                            |
| Stage 1  | 78           | 78           |                        | 85                                    | 85   |                   |  |                                 | der effek<br>Best Bet 2      |                          |  |              |   |                         |                         |                            |
| Stage 2  | 85           | 85           |                        | 82                                    | 85   |                   |  | · ,                             |                              | ·                        | -  |              | -                                       |                         |                         |                            |
| Critical Hdwy  | 7.11         | 6.51         | 6.21                   | 7.11                                  | 6.51   | 6.21              | 4.11   |                                 |                              | 4.11                     |  |              |   |                         |                         |                            |
| Critical Hdwy Stg 1 Critical Hdwy Stg 2  | 6.11<br>6.11 | 5.51<br>5.51 | e<br>Nama (Sama)       | 6.11<br>6.11                          | 5.51<br>5.51   | •<br>s sa W.      | -<br>118,00313   | Danggi kitak                    | Balhamer                     | ·                        | •<br>3, 5, 5 1, 1, 1,                      | Haraga       | •<br>                                   | arani.                  | e in englessyspin       | standarsti                 |
| Follow-up Hdwy   | 3.509        | 4.009        | 3.309                  | 3.509                                 | 4.009  | 3.309             | 2.209  |                                 |                              | 2.209                    | #Parg•                                     | Ph. ID       | i gwi                                   | egy:                    |                         |                            |
| Pot Cap-1 Maneuver   | 804          | 731          | 979                    | 799                                   | 725  |                   | 1518   |                                 |                              | 1546                     |  |              | in i                                    | hereger)                | 1.7565                  |                            |
| Stage 1  | 933          | 832          | 0-8 <b>7: 7:</b><br>•  | 925                                   | 826  |                   | . , <b>0 ,0</b><br>-   | anitta dan.<br>•                | visinisisi<br>•              | 48,1939;<br>• -          | West Store<br>•                            | siritar si   | e 11875<br>•                            | Burn                    | 4. 1 HAT.               |                            |
| Stage 2  | 925          | 826          |                        | 929                                   | 826  |                   |  |                                 |                              |                          |  |              |   | 4.25 i                  | t Kill                  |                            |
| Platoon blocked, %   |              |              |                        |                                       |  |                   | .,   |                                 | -                            | •                        | -  | * ******     | •                                       | 41.3%                   |                         | Sun a later settem to live |
| Mov Cap-1 Maneuver   | 791          | 718          | 970                    | 781                                   | 712  | 989               | 1511   |                                 |                              | 1539                     |  | Mille,       | • E.E.                                  |                         |                         |                            |
| Mov Cap-2 Maneuver   | 791          | 718          | * 3.440 (A) (A)        | 781                                   | 712  | u<br>paga yan say | -<br>- 2.25.1 =123   | ·                               |                              |                          |  |              |   | 9-1-5-1-1               | e - etc. 1904           | . sangara                  |
| Stage 1  | 921<br>913   | 828<br>815   |                        | 913                                   | 815  |                   |  |                                 |                              |                          |  |              | • 1- 11                                 |                         |                         |                            |
| Stage 2  | 91 <b>3</b>  | CIO          | 114715                 | 917                                   | 822  | -<br>             | tuda jes   |                                 |                              | ·<br>Najeljajajive       | •<br>• • • • • • • • • • • • • • • • • • • | uji, ka      | •<br>11.114.11                          | res <sub>e</sub>        |                         | 11. 1943.                  |
|  |              |              | ODDANIE SE SE SE SE SE | destablishes ranger                   | en de la composition |                   | en en la companyación de la comp | **********                      | CIA                          |                          |  | T            |   | dia.                    |                         |                            |
| Approach   | E8           |              |                        | WB                                    |  |                   | NB   |                                 |                              | SB                       |  |              |   |                         |                         |                            |
| HCM Control Delay, s<br>HCM LOS  | 9.2          | Parties.     |                        | 0                                     | Ab Full  | 40.30             | 1.2  |                                 |                              | 0                        |  | ilarya.      |   | 1.22                    |                         |                            |
| the state of the s | Α            | - Valletield | e Kadalaka             | А                                     | a vingulaya  | neg er kal        | an again   | ur gaza ti d                    | ang tagta                    | agrefyd aga              | egy static                                 | . 5/46       | 5                                       | ersetst.                | Sec. of the Con-        | . arkiteta (j. 18          |
| A CARACTER AND A CARA |              |              |                        |                                       |  | ASS               |  | of Albert (1) of<br>November 1) |                              | NEFE SE                  | fare.                                      | 144          | .4.7                                    |                         | il tim                  |                            |
| Minor Lane/Major Mvn   | nt           | NBL          | NBT                    | NBR                                   |  |                   |  | SBT                             | SBR                          |                          |  |              |   |                         | T SECTION               |                            |
| Capacity (veh/h)   |              | 1511         | liþ li∌                | oeg -                                 | 881  | 41 T.             | 1539   |                                 |                              |                          | Mary 1                                     | the D        |   |                         |                         | , They d                   |
| HCM Cantrol Dalay (a)  | e granne e   | 0.007        | -                      |                                       | 0.015  | <u>-</u><br>مدن   | _<br>  | a Noa - er                      | <b>.</b><br>20               |                          |  |              |   |                         |                         | 1                          |
| HCM Control Delay (s)<br>HCM Lane LOS  | 15Kg - 1     | 7.4          | 0                      |                                       | 9.2  | 0                 |  | 2000 mg                         | n nakali <u>.</u><br>Najarah |                          |  |              | trans.                                  | in the                  |                         |                            |
| HCM 95th %tile Q(veh   | Y 1          | A<br>0       | Α                      | -<br>                                 | A<br>0   | Α                 | A  | 11 1 1 -                        | •<br>Conder                  | ·<br>Kanjanati           |  | 4            |   | j. 1+                   |                         | n manasum                  |
| Lioni soni venio or(Acii   | <b>7</b> : - |              |                        |                                       | U  | er iri 🔭          | U  | 3 B 5                           |                              |                          | er i de in                                 | 4            |   | $\{p_{i,j}\}_{i=1}^{n}$ |                         |                            |

| Intersection                                |                  |   |
|---|------------------|---|
| Int Delay, s/veh                            | 0.3              |   |
| Movement                                    | WBL              |   |
| Lane Configurations Traffic Vol, veh/h      | <b>'Y</b>        | ACCUSATION OF THE PROPERTY OF THE CONTRACT OF |
| Future Vol, veh/h                           | 2                | 2 52 1 0 45   |
| Conflicting Peds, #/hr                      | 5                | 의 위에 대한 전화면원에 되어 하다고 작품하면 제품을 모양하는 사람이 가입니다면 사람들은 살아왔다. 학생님은 학생들은 학생들은 학생들은 그 사람이 지않는 경우를 먹는 것이 없었다. 그는 그 것은 사  |
| Sign Control RT Channelized                 | Stop             | Stop Free Free Free None - None   |
| Storage Length                              | 0                |   |
| Veh in Median Storage<br>Grade, %           | e,#0<br>0        |   |
| Peak Hour Factor                            | 90               |   |
| Heavy Vehicles, %                           | 1                |   |
| Mvmt Flow                                   | 2                | 2 58 1 0 50 50  |
| Major/Minor                                 | Minor1           | Major1 Major2   |
| Conflicting Flow All                        | 119              |   |
| Stage 1                                     | 64               |   |
| Stage 2<br>Critical Hdwy                    | 55<br>6.41       |   |
| Critical Hdwy Stg 1                         | 5.41             | AN MITTER BEAR OF SEAL MARKET AND THE WEST AND MAKE THE SEAL BRUGAR SELECTION AND A COLOR OF SEAL SEAL SEAL SEAL SEAL SEAL SEAL SEAL  |
| Critical Hdwy Stg 2 Follow-up Hdwy          | 5.41<br>3.509    | 3.309 2.209 -   |
| Pot Cap-1 Maneuver                          | 879              |   |
| Stage 1                                     | 961              | na demonstrativa en esta demonstrativa de la compositiva de la compositiva de la compositiva de la compositiva<br>Esta Represa de la compositiva de Espertuenta de la compositiva de la compositiva de la compositiva de la comp  |
| Stage 2 Platoon blocked, %                  | 970              | 물로 불통하면 현소의 그림도 교환을 되는데, 말로 이번 말로 한 경험을 하면 하는데 말통이 모든데 이번 이 기차는데 보고 등을 있다면 된다.<br>  |
| Mov Cap-1 Maneuver                          | 870              |   |
| Mov Cap-2 Maneuver<br>Stage 1               | 870<br>956       |   |
| Stage 2                                     | 965              | 马斯克马 医乳头外部 人名英格兰 人名英格兰 医抗性性神经病 医克拉氏 人名英格兰 医多氏性炎 化二氯甲基甲基二甲基甲基二甲基甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲   |
|   |                  |   |
| Approach                                    | WB               | NB SB   |
| HCM Control Delay, s<br>HCM LOS             | 8.9<br>A         | 第1770 (1970年) 1970 日本 60 日本 1970 日本 1970年 19  |
|   |                  |   |
| Minor Lane/Major Mvn                        |                  |   |
| Capacity (veh/h)                            |                  | - 925 1538  |
| HCM Lane V/C Ratio<br>HCM Control Delay (s) | gelednik.<br>P   | 0.005<br>   |
| HCM Lane LOS                                | 1 4 27 444 - 274 | A A -   |
| HCM 95th %tile Q(veh                        | <b>)</b>         | 발표를 맞는 한 생님, 10명이 10명한 없는 12.1. 소설이 한 발표하는 12명 전 1  |
|   |                  |   |

| Intersection and the second and the property of the property o |  |
|--|--|
| Intersection Delay, s/veh 8.7  |  |
| Intersection LOS A   |  |
|  |  |
| Movement NBI   | . TO NBT SERVICE SBR COMMON AND A COMMON AND |
| Lane Configurations 🏋  | 4 }  |
| Traffic Vol, veh/h 28 62 100   | 이 사람들이 되는 사람들은 이 문학에 있는 사람들이 가장 가장 하면 하는 사람들이 되었다. 사람들이 사람들이 가장 그렇지만 사람들이 가장 사람들이 가장 하는 것이 없다.   |
| Future Vol, veh/h 28 62 100  |  |
| Peak Hour Factor 0.78 0.78 0.78  | 0.78 0.78 0.78   |
| Heavy Vehicles, % 1 1 1 Mvmt Flow 36 79 128  | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |
| The state of the s |  |
| TYPE TYPESTY WELLOW PERMICE ALL AND SANDER AND   |  |
| Approach SE Opposing Approach SE   |  |
| Opposing Lanes 0   |  |
| Conflicting Approach Left SB EE  | 그는 사람들은 사람들에 가장하는 것은 교육으로 가입니다. 그들은 일반 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은   |
| Conflicting Lanes Left 1   |  |
| Conflicting Approach Right NB  | EB   |
| Conflicting Lanes Right 1  | 하게 점점한 점점에 하는 그는 그는 유민들은 점점 하는 것이 되었다. 전상 전쟁 전쟁이 있다면 하는 것은 그는 그는 그를 하게 하지 않는데 그런 하는 그를 당한 것은 것은 것은 것은 그는 그런  |
| HCM Control Delay 8.1 9.3<br>HCM LOS A   | The state of the s |
|  |  |
| Lane NBLn1 EBLn1   | SBLn1  |
| Vol Left, % 55% 31%  |  |
| Vol Thru, % 45% 0%   |  |
| Vol Right, % 0% 69%  | the first of the f |
| Sign Control Stop Stop   | o in Stop All the rest in the second of the  |
| Traffic Vol by Lane 183 90   |  |
| LT Vol. 100 28   | er browner brown brown in 1914, a strong market brown brown brown brown by a brown by a brown a sign of brown brown brown  |
| Through Vol 83 (RT Vol 0 62  | • • •  |
| Lane Flow Rate 235 118   |  |
| Geometry Grp   | the state of the s |
| Degree of Util (X) 0.29 0.14   | ロー・・・ウェイ・・・・・ たいたいさい 自然に対して たいりゅう しゅうじょう ロー・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・  |
| Departure Headway (Hd) 4.452 4.398   |  |
| Convergence, Y/N Yes Yes   | S Yes  |
| Cap         812         817           Service Time         2.452         2.419   |  |
| Service Time         2.452         2.419           HCM Lane V/C Ratio         0.289         0.14   |  |
| HCM Control Delay 9.3 8.1  | nd. <b>9. 199</b> , kan digitar jangan sebelah sasar habi dan sagara, kepandan ikin jangalas di kebulah salah di kebula<br>Ingga <mark>8.1</mark>  |
| HCM Lane LOS   |  |
| HCM 95th-tile Q 1.2 0.5  | 5 – $0.6$  |
|  |  |

| Intersection   | 652-612-5                | a day bar  | bie un                       |                 |                        |                  | a de la                                  |                   |                       |                   |   | i jeli selbi          |   | la de C  |
|--|--------------------------|--|------------------------------|-----------------|------------------------|------------------|--|-------------------|-----------------------|-------------------|---|-----------------------|---|--|
| Int Delay, s/veh   | 0.9                      |  |                              |                 |                        |                  |  |                   | ·····                 |                   |   |                       |   | ***************************************  |
|  | BL EB                    | 200000000000000000000000000000000000000  | WBT                          | WBR             | NBL                    |                  | NBR                                      | SBL               | SBT                   | SBR               |   |                       |   |  |
| Lane Configurations  | 4                        |  | 4                            |                 |                        | 4                |  | 2                 | 4                     |                   |   |                       |   |  |
| Traffic Vol. veh/h   |                          | 0 7 2  | 44 4 42                      | 1               | 2                      | 108              | 2  | 3                 | 106                   | 8                 |   |                       |   |  |
| Future Vol, veh/h  |                          | 0 7 2  |                              | 1               | 2                      | 108              | 2  | 3                 | 106                   | 8                 | ere ez .                                | . eg e e              | okh agarana                             | a itu ithmath  |
| Conflicting Peds, #/hr   | THE PARTY OF THE PARTY   | 0 5 5  | and the second of the second | 5               | 5                      | 0                | 5  | 5                 | 0                     | 5                 | V AN                                    | UF THE                | Suite U                                 | el Prissipa  |
| Sign Control S<br>RT Channelized   | top Sto                  | p Stop Stop<br>- None -  | Stop                         | Stop<br>None    | Free                   | Free             | Free                                     | Free              | Free                  | Free<br>None      | our.                                    | erape Linde           | 44 ASA                                  | Africa de la composición dela composición de la composición dela composición de la c |
| Storage Length   | sk Formal)<br>•          | - IAOHO HELLE  | diseved<br>_                 | INOHE           |                        |                  | None                                     |                   | i Jean i              | None              | fig. Ever.                              |                       |   | . Shulilled  |
| Veh in Median Storage, #   |                          | 0  | 0                            |                 |                        | 0                |  |                   | 0                     |                   | Salai -                                 |                       |   |  |
| Grade, %   | nersuminasa ruma ub      | 0  | 0                            | filedije i e    | Autoratistica (1)      | 0                | r Erdaber.<br>•                          | 369 (M. 14<br>•   | Ô                     | 400 - 414<br>-    | 49.11211.                               | 48 ( 1 1 1 1 1 1      | 0.8848.503                              |  |
| Peak Hour Factor   | 93 9                     | 3 93 93  | 93                           | 93              | 93                     | 93               | 93                                       | 93                | 93                    | 93                | ķ.                                      | Jack                  |   |  |
| Heavy Vehicles, %  | 1                        | 1 1 1  | 1                            | 1               | 1                      | 1                | 1  | 1                 | 1                     | 1                 |   |                       |   |  |
| Mvmt Flow  | 11                       | 0 8 2  | . 0                          | 1               | .2                     | 116              | 2  | 3                 | 114                   | 9                 |   |                       |   |  |
|  |                          |  |                              |                 |                        |                  |  |                   |                       |                   |   |                       |   |  |
| Major/Minor Min  | or2                      | Minor1   |                              | A AND           | Major1                 | 12.5             | EA L                                     | Major2            | 1                     | 10.00             |   |                       |   | B 42.64  |
| Conflicting Flow All 2   | 57 25                    | 7 129 260  | 260                          | 127             | 128                    | 0                | 0  | 123               | 0                     | 0                 |   |                       | 200000000000000000000000000000000000000 |  |
| 1 12 11 2 1 ♥ 1  | 30 13                    | 0 - 126  | 126                          |                 |                        |                  |  |                   |                       |                   |   | aliby.                |   | 77. KI   |
|  | 27 12                    | ·  | 134                          |                 | _                      | , <b>.</b>       | -  | -                 | -                     | -                 |   |                       |   |  |
| and the state of the control of the first terms of the control of  | 11 6.5                   | The state of the first term of the state of  | 6.51                         | 6.21            | 4.11                   |                  |  | 4.11              |                       |                   |   | i deserta.<br>Vanta a |   |  |
| · · · · · · · · · · · · · · · · · · ·  | 11 5.5                   |  | 5.51                         | -<br>a 80 + 1 a | e<br>Magnetalia        | -<br>1 .111.484  | =<br>augranagos a                        | ■<br>Matain Talmi |                       | •<br>1. 11. 2.111 | egya nya                                | :                     | aan nesa. v                             | Service of Service   |
|  | .11 5.5<br>.09 4.00      | A SECURE OF THE PARTY OF THE PA | 5.51<br>4.009                | 2 200           | 2 200                  |                  |  | 0.000             |                       |                   |   |                       | yana.                                   | Day (M   |
| The second of th | 98 64                    |  | 646                          | 3.309<br>926    | 2.209<br>1464          | _<br>Train (###) | -<br>20078949                            | 2.209<br>1470     | -<br>- (15) - (15)    | and the           | percentifi<br>Percentifi                |                       | eging sagger                            | on eganosa   |
|  | 76 79                    |  | 794                          | 920             | , <del>1</del> 104     |                  | North Tar                                | 1470              | មាន ដែលពី។            |                   | Maria.                                  | No Ber                | Militar H                               | un Druff   |
|  | 79 79                    |  | 787                          |                 |                        |                  |  |                   |                       |                   |   | ag ette               |   |  |
| Platoon blocked, %   | AND THE TAIL OF THE TAIL | Teer is the letter within  | (1861 - 187 T.)              |                 | rula i shumi ni la sam | -                | 14 14 14 14 14 14 14 14 14 14 14 14 14 1 | Charles Charles   | ©0.d d<br>•           | a intesta<br>■    | at de la lige                           | ****                  | 6 K. HP 3 243                           | 2011 (42), 11, 12  |
| Mov Cap-1 Maneuver 6   | 89 64                    | 1 915 681  | 638                          | 917             | 1457                   |                  |  | 1463              | CRI, VI<br>BAT I T    |                   |   |                       |   |  |
|  | 89 64                    |  | 638                          | ·               | -                      | _                | -  | -                 | -                     | -                 | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ****                  |   |  |
|  | 71 78                    | and the second s | 789                          |                 |                        |                  |  | •                 | :                     |                   |   |                       |   |  |
| Stage 2  | 73 78                    | 8 - 859  | 781                          |                 | <u>.</u>               |                  | . s state t                              |                   | -<br>                 |                   | e e e e                                 |                       |   |  |
| 人名英格兰姓氏 化基   |                          |  |                              |                 | May 10                 |                  |  |                   |                       |                   | fi th                                   |                       | an list                                 |  |
| Approach   | В                        | WB   |                              |                 | NB                     | reporting to     |  | SB                | 11.0                  |                   | 7.0                                     |                       |   |  |
|  | 9.8                      | 9.9  |                              |                 | 0.1                    |                  | u rhija.                                 | 0.2               |                       |                   |   |                       |   | 0.21.3   |
| HCM LOS  | Α                        | A  |                              |                 |                        |                  |  |                   |                       |                   |   |                       |   |  |
|  |                          |  |                              |                 |                        | 33.5             |  |                   | i Miller<br>Libertori |                   |   |                       |   |  |
| Minor Lane/Major Mymt  | NB                       | L NBT NBR  | EBLn1\                       | NBLn1           | SBL                    | SBT              | SBR                                      |                   | 2114                  |                   | erzpore<br>Latent                       |                       |   |  |
| Capacity (veh/h)   | 145                      | 7  | 767                          | 745             | 1463                   |                  | -  |                   |                       |                   |   |                       |   |  |
| HCM Lane V/C Ratio   | 0.00                     |  |                              |                 | 0.002                  | -                | •  |                   | - 4                   |                   |   |                       | 5 55 3                                  |  |
| HCM Control Delay (s)  | 7,                       | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  | 9.8                          |                 |                        | 0                |  |                   |                       |                   | 17 (18)<br>1 (18)                       | aranga<br>Penjara     | Mark Services                           | 선생   |
| HCM Lane LOS   |                          | A A -  | Α                            | A               | Α,                     | Α                | •<br>•                                   |                   |                       |                   |   |                       |   |  |
| HCM 95th %tile Q(veh)  |                          | 0  | 0.1                          | 0               | 0                      |                  | -  |                   |                       |                   |   |                       |   | 994  |

| Intersection                           |               |                                       |  |  | A CONTROL                                 |
|--|---------------|---------------------------------------|--|--|---|
| Int Delay, s/veh                       | 0.2           |                                       | •  |  |   |
| Movement                               | WBL           | WBR NBT                               | NBR SBL SB   |  |   |
| Lane Configurations                    | Y             | <b>\$</b>                             | 4  |  |   |
| Traffic Vol., veh/h                    | 1             | 2 109                                 | 2 2 109  |  |   |
| Future Vol, veh/h                      | 1<br>5        | 2 109<br>5 0                          | 2 2 109  | William Control of the Control of th | Libri er Lathagatura                      |
| Conflicting Peds, #/hr<br>Sign Control | Stop          | 5 0<br>Stop Free                      | 5 5 (<br>Free Free Free  | in tribut thinker in the english in the Gris serie teen each introduction at the tribut territory and a man and the engine of a  |   |
| RT Channelized                         | Jiop<br>-     | None -                                | None - None  |  |   |
| Storage Length                         | 0             |                                       | · inditional sets that is a set of the sets of the set | Maria, Maria e Arras de Arabia de Bara, Esta de Barando de Arres de La Transperior de Arres de Carles de La La<br>Esta de Carles de Arres de Carles de Barando de Arres de La Carles de Carles de Carles de Carles de Carles de C  |   |
| Veh in Median Storage,                 | # 0           | 0.                                    |  |  |   |
| Grade, %                               | 0             | - 0                                   | (  |  | * . * E                                   |
| Peak Hour Factor                       | 78            | the programmed and the programmed and | 78 78 78   |  |   |
| Heavy Vehicles, %                      | 1             | 1 1                                   | 1 1 1  | Na effekte og efter og til statt som kenne i æmt, hallt er skatte ekkelente elle til skale elle elle elle elle   | n a wasv.                                 |
| Mvmt Flow                              | 1             | 3 140                                 | 3 3 140  |  |   |
|  | ·22-6-33-6-24 |                                       |  |  | antina ay a tang an ang arangga arangga a |
|  | /linor1       |                                       | Major2   |  |   |
| Conflicting Flow All                   | 298           | <b>152</b> 0                          | 0 148 (  | )<br>- Personal Medical Management (1888) (1887) e Management (1888) e president met proposition e proposition e po  | er jaron, september                       |
| Stage 1<br>Stage 2                     | 147<br>151    |                                       |  |  |   |
| Critical Hdwy                          | 6.41          | 6.21                                  |  | ·<br>1.也不能是还是智慧的基础是是有意思的意思。 计通用数据 医发现的 不多是的思数  | . 1 99 1 990 N                            |
| Critical Hdwy Stg 1                    | 5.41          | Je <u>Mit</u> henrikus<br>-           | 1917 Pepitakalah dari Perkebba<br>P  | in – Index official olik islesija – <del>svaliti tellik repli elektrici</del> elektrina nitora elektri. – olik pi<br>•   | Milh deenin                               |
| Critical Hdwy Stg 2                    | 5.41          |                                       |  |  |   |
|  | 3.509         | 3.309 -                               | - 2.209  | and the second second to the s | A SA NATING GROWN                         |
| Pot Cap-1 Maneuver                     | 695           | 897 -                                 | - 1440   |  |   |
| Stage 1                                | 883           | e<br>gunganupsumsu                    | enisiarene erenar duarkon :  | T. T.C. 1870 km f. (D. S. A. Selfmanner) strommer d. Lat 1818 km f. Laten km f. S. T. Laten L. Laten L. Laten  | .w. to the early of                       |
| Stage 2 Platoon blocked, %             | 879           |                                       |  |  |   |
| Mov Cap-1 Maneuver                     | 687           | 888 -                                 | - 1433   | 전달 매우드는 악식되는 회사기들의 생생하면 다. 보고 가 안 경찰하는 소리를 통합  |   |
| Mov Cap-2 Maneuver                     | 687           | aladi. Taribelbedine wi               |  | ot i moveletto me welet un teu tiet tiet oetteel it journelle viewe viewe i feletorionie ei fitte ei<br>•  | CHUPETON TENENT                           |
| Stage 1                                | 877           |                                       |  |  |   |
| Stage 2                                | 875           |                                       | and the second second second   |  |   |
|  |               |                                       |  |  |   |
| Approach                               | WB            | NB                                    | SB   |  |   |
| HCM Control Delay, s                   | 9.5           | 0                                     | 0.1  |  | no supplies.                              |
| HCM LOS                                | Α             | ung kanaling langs di Samila S        | n an an deserting the control of   | The region will be a supplied to the control of the |   |
|  |               |                                       |  |  |   |
| Minor Lane/Major Mymt                  |               |                                       |  |  |   |
| Capacity (veh/h)                       |               | iki seryi                             |  |  | Terry William                             |
| HCM Lane V/C Ratio                     |               | <del>.</del> <del>.</del>             | 0.005 0.002  | •  | to state as                               |
| HCM Long LOS                           | rd) e         |                                       | 9.5 7.5 (  | D. 在最後的。第1965年2月22日,1975年2月2日,1975年2月  |   |
| HCM Lane LOS<br>HCM 95th %tile Q(veh)  | n an          |                                       | A A A A O  |  |   |
| LION COM JOING CHACH)                  | ti e Mila     | gruj, idēla ir iz Ēf                  | nguy Magaga Masa sa s  | To expensive dues as a tred reduction of the conflict of the c |   |
|  |               |                                       |  |  |   |

| Intersection               |  |  |
|----------------------------|--|--|
| Intersection Delay, s/veh  | 7.4  |  |
| Intersection LOS           | A Branch St.   |  |
|                            |  | titin membatan kerangan terbagai beranggan dan dan dan dan dan dan dan dan dan d   |
| Movement                   | EBL EBR NB   | BL NBT SBT SBR   |
| Lane Configurations        | N/   | 4 B  |
| Traffic Vol, veh/h         |  | 34 35 40 14  |
| Future Vol, veh/h          | 25 66 3  | 34 35 40 14  |
| Peak Hour Factor           | 0.90 0.90 0.9  | 90 = 0.90 = 0.90 = 0.90  |
| Heavy Vehicles, %          | · · · · · · · · · · · · · · · · · · ·  | 1 1 1 1  |
| Mvmt Flow                  | 28 73 3  | 38 39 44 16  |
| Number of Lanes            | 1 0  | 0 1 1 0  |
| Approach                   | Pigne EB listed singless N   | IB   |
| Opposing Approach          | ***************************************  | SB NB  |
| Opposing Lanes             | to the facility of the first particles are also seen as a contraction.   |  |
| Conflicting Approach Left  | The production of the second sections  | andra en en euseum var e kalende var en en eksember valen alle ar en   |
| Conflicting Lanes Left     |  |  |
| Conflicting Approach Right | NB   | EB   |
| Conflicting Lanes Right    |  |  |
| HCM Control Delay          | 7.3 7.   | 7.3  |
| HCM LOS                    | A  |  |
|                            |  |  |
| Lane                       | NBLn1 EBLn   | 11 SBLn1   |
| Vol Left, %                | 49% 27%  | % 0%   |
| Vol Thru, %                | 51% 09   | 74%  |
| Vol Right, %               | 0% 739   |  |
| Sign Control               | Stop Sto   |  |
| Traffic Vol by Lane        |  | 91 54  |
| LTVol                      |  |  |
| Through Vol                |  |  |
| RT Vol<br>Lane Flow Rate   |  | 66 (1) 14 (1)   12 (1) 14 (1)   10 (1) 15 (1 |
| Geometry Grp               | 77 10  |  |
| Degree of Util (X)         | 0.09 0.10  | e Maghilla I. M. Barilla Barilla de Barilla de Carla de Carla III de Carla de Carla de Carla de Carla de Carla   |
| Departure Headway (Hd)     | 4.239 3.7  |  |
| Convergence, Y/N           | Yes Ye   |  |
| Cap Cap                    | 842 93   |  |
| Service Time               | 2.284 1.83   | 38 2.049   |
| HCM Lane V/C Ratio         |  |  |
| HCM Control Delay          | A SECURE OF THE PROPERTY OF TH | .3 7.3   |
| HCM Lane LOS               | A  |  |
| HCM 95th-tile Q            | 0.3 0.   | .4 0.2   |
|                            |  |  |

| Intersection   |  | 11   |   | a proper  |                |                                       |  |  |                         |
|--|--|--|---|---|----------------|---------------------------------------|--|--|-------------------------|
| Int Delay, s/veh   | 1.3  |  |   |   |                |                                       |  |  |                         |
| Movement   | EBL E  | ,  | WBL WBT                                 | WBR NBL   | NBT            | NBR SE                                | BL SBT SBI   |  |                         |
| Lane Configurations  |  | <b>∯</b>   | 4                                       | no no como de la como d | 4              | * * . * * * * * * * * *               | ₩  |  |                         |
| Traffic Vol., veh/h  | 5  | 0 6  | 0 0                                     | to a wide of the property of  |                | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 0 50 1   | and the second of the second o |                         |
| Future Vol, veh/h Conflicting Peds, #/hr   | 5<br>5   | 0 6<br>0 5   | 0 0<br>5 0                              | 0 8<br>5 5  | 3 43<br>5 0    | 0<br>5                                | 0 50 12<br>5 0   |  | 428 41                  |
|  | Stop St  | the state of the state of the state of   | Stop Stop                               | Stop Free   | 2.0            | Free Fre                              | ALCOHOLOGY AND ALCOHO | to propagate of the management of the and an   | Milar A. W.             |
| RT Channelized   |  | - None   | Ciop Ciop                               | None  | . 1166         | None                                  | - None   |  | Apera, ara              |
| Storage Length   | *, *, *, *, *, *, *, *, *, *, *, *, *, *   |  | #####\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\  | iddalain karen<br>•   |                | A Mariya wa 19                        | erka similir aksalis kili 1777.<br>-   | To see to see to see the decide decided to<br>=  | PAR APPLICATIV          |
| Veh in Median Storage,   | # .  | 0 -  | - 0                                     |   | - 0            |                                       | - 0  | . Xars He jer  |                         |
| Grade, %   | -  | 0 -  | - 0                                     | <br>  | - 0            | -<br>                                 | - 0  | ·  |                         |
| Peak Hour Factor   |  | 66 66  | 66 66                                   | 66 66   |                | 66 (                                  | 66 66  | and the first familiar filter and health of  |                         |
| Heavy Vehicles, %<br>Mvmt Flow   | 1<br>8   | 1 1<br>0 9   | 0 0                                     | 1 1<br>0 12   | •              | 1<br>0 :                              | 0 76 1   | i<br>Valeda Volta eta eta eta eta eta  | ji jirdi. Ma            |
|  | ekt Yunini   | . <b>9</b> .32.300 1 <b>9</b> .5   | u Naj <b>Y</b> ago ka ka <b>Y</b> a     | Y 34 Y V 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |                | printed <b>V</b> oltage in            | V But (Vg <sub>1/1</sub> ) ii  | Pili baha limin bitan  |                         |
| Major/Minor Mi   | nor2   |  | Minor1                                  | Major1  |                | Majo                                  | Ю  |  |                         |
| Conflicting Flow All   |  | 84 95  | 189 193                                 | 75 99   |                |                                       | 70 0 (   | )  |                         |
| Stage 1  |  | 90 -   | 94 94                                   |   |                |                                       |  |  |                         |
| Stage 2  |  | 94 -   | 95 99                                   |   | •              | •                                     | -  | ·  | annia innakin ankishiga |
| and the second of the second o |  | 51 6.21  |   | 6.21 4.11   |                | - 4,1                                 | 11   |  |                         |
|  | 6.11 5.4<br>6.11 5.4   |  | 6.11 5.51                               | Nasar makemba   | •<br>• 25 457  | Parijeka urgaje si                    | ing.<br>Tanggang dan Pada dan S  | •<br>Nota - La companyonan   | ntun oorganise kee      |
| The second of th | 509 4.00   | The state of the s | 6.11 5.51<br>3.509 4.009                | 3.309 2.209   |                | - 2.20                                | ੱ ਹੈ।<br>10  |  |                         |
| Pot Cap-1 Maneuver   |  | 12 964   | 773 704                                 | 989 1500  |                | - 153                                 |  |  |                         |
| Stage 1  |  | 22 -   | 915 819                                 | : a: : : : : : : : : : : : : : : : :  | · . · · /ari## | ilot, teable:macrivit;                | TMM and the Arran See New York<br>-  | ile ekke liselise si aki asalemak la ekilisti na<br>•  | and Asset Min           |
| Stage 2  | 915 8  | 19 -   | 914 815                                 |   |                |                                       |  |  |                         |
| Platoon blocked, %   |  |  |   | u Kuwasining wa   |                | umana meeses.                         | -  | •<br>Turtti da e e e e e e e escendence  | anne a na lean          |
| Mov Cap-1 Maneuver Mov Cap-2 Maneuver  | 100 17 10 170 17   | 99 955<br>99 -   | 754 691<br>754 691                      | 980 1493  |                | - 153                                 | <b>10</b> - 20 - 20 - 20 - 20 - 20 - 20 - 20 -   |  |                         |
| Stage 1  |  | 18 -   | 903 808                                 |   |                |                                       |  | Jejuju a karasti   | Warte G                 |
| Stage 2  | The second secon | 08 -   | 901 811                                 | .184 144 (1.441)  |                | # 14.1 To 14.4 F                      | makunun biladi.<br>J   | la ferrar e filh a Bellinium ().<br>•  |                         |
|  |  |  |   |   |                |                                       | ord ar gasti.<br>Gastillog dan g   |  | 14515                   |
| Approach   | EB   |  | WB                                      | Ne.   | }              | S                                     | В*   |  |                         |
| HCM Control Delay, s   | 9.3  |  | 0                                       | 1.2   |                |                                       | 0  |  |                         |
| HCM LOS  | Α  | el en alvenir i i i i i i i i i i i i i i i i i i  | A                                       | States and the state of   | ere i e aredea | eran in maken ar kili ar              | on the state of the state of   | and the state of t |                         |
|  |  |  |   |   | 1 93           |                                       |  |  |                         |
| Minor Lane/Major Mymt  |  |  | NBR EBLn1V                              |   |                | SBR                                   |  |  |                         |
| Capacity (veh/h)   | 149  | the state of the s | - 859                                   | - 1530  |                |                                       |  |  |                         |
| HCM Lane V/C Ratio HCM Control Delay (s)   | 0.00   | u8 -<br>'.4 0  | - 0.019<br>- <b>9.3</b>                 | Otto mente a  | Primala        |                                       | volenski vanno i tr  | inga, paradasa ma  |                         |
| HCM Lane LOS   | 44 757 3755 4 5  | A A  | - A                                     | 0 0<br>A A  |                | Tabili Tradi                          | áti válká  |  |                         |
| HCM 95th %tile Q(veh)  |  | 0 -  | - 0.1                                   |   |                |                                       |  |  | Sept. 4                 |
|  |  |  | 9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | of a due e  |                | sacrifical                            | en aug ett i faut vat film var   | n de la compañía de Albarda de Albarda.<br>La compañía de la compañía de Albarda de Alba   |                         |

| Intersection   |  |
|--|--|
| Int Delay, s/veh 0.3                                 |  |
|  | WBR NBT NBR SBL SBT  |
| Lane Configurations **Traffic Vol, veh/h 2           | manufacture of the first of the |
| Traffic Vol, veh/h 2 Future Vol, veh/h 2             | ,这时间,我们还是一个大概的时候,这种的时候,我们就是一个大概的时候,这个大概的时候,这个大概是一个大概的时候,我们就是一个大概的时候,我们就是一个大概的时候,   |
| Conflicting Peds, #/hr 5                             | 5. 5. 5. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6. 6.  |
| Sign Control Stop<br>RT Channelized -                |  |
| Storage Length 0                                     | None - None None   |
| Veh in Median Storage, # 0                           |  |
| Grade, % 0   | · · · · · · · · · · · · · · · · · · ·  |
| Peak Hour Factor 90<br>Heavy Vehicles, % 1           | 90 90 90 90 90 1 1 1 1 1   |
| Mymt Flow 2  |  |
|  |  |
| Major/Minor Minor1                                   | Majori Major2  |
| Conflicting Flow All 135<br>Stage 1 72               |  |
| Stage 2 63   |  |
| Critical Hdwy 6.41                                   |  |
| Critical Howy Stg 1 5.41<br>Critical Howy Stg 2 5.41 |  |
| Follow-up Hdwy 3.509                                 | 我就说:"我们是一个女孩,就是我们就就是有好的。""这一就是我们的,这个女子,我们也没有这些,我们也没有一个女孩的。""我们是我们的,我们就是这个女子,我们也不   |
| Pot Cap-1 Maneuver 861                               | 987  |
| Stage 1 953<br>Stage 2 962                           |  |
| Platoon blocked, %                                   | 에 하다는 테니는 사진 사람들이 되는 것이 가장한 분석을 가려면 하는 것이 경험을 보았다. 그 것은 사람들이 가장한 사람은 그리고 있는 것이었다. 등 사람들은 그<br>   |
| Mov Cap-1 Maneuver 852                               |  |
| Mov Cap-2 Maneuver 852<br>Stage 1 948                |  |
| Stage 2 957  | inder California Markovino (1905 in Markovino Control Markovino) (1906 in Markovino Control California) (1906 i<br>Totalista (1907 in California)  |
|  |  |
| Approach WB  | NB SB  |
| HCM Control Delay, s 9<br>HCM LOS A                  |  |
|  |  |
| Minor Lane/Major Mvmt                                | NBT NBRWBLni SBL SBT   |
| Capacity (veh/h)                                     | 911 1527 -   |
| HCM Lane V/C Ratio                                   | 0.005  |
| HCM Control Delay (s)<br>HCM Lane LOS                |  |
| HCM 95th %tile Q(veh)                                |  |
|  | entre novembre trente la resolución de la visitada de la laboración de la trolativa de la como de la Marchillo<br>La   |

| intersection                             | ing buya da kura                    | great bases                  | 442459   |  | recented by  |  |
|--|-------------------------------------|------------------------------|--|--|--|--|
| Intersection Delay, s/veh                | 9.1                                 |                              |  | •  |  |  |
| Intersection LOS                         | Α                                   |                              |  |  | 가 보고 등 생각이 없다.<br>그는데 공기를 가르게 되었다.   |  |
|  |                                     |                              |  |  |  |  |
| Movement # # 15 # 16 # 18                | * EBL EBR                           | NBL NBT                      | SBT SBR  | 的影響管學區域  |  | Language C                               |
| Lane Configurations                      | 'Kyd'                               | स                            | ĥ  |  |  |  |
| Traffic Vol, veh/h                       | 32 71                               | 115 96                       | 82 45  |  |  |  |
| Future Vol. veh/h                        | 32 71                               | 115 96                       | 82 45  | and the second s |  |  |
| Peak Hour Factor                         | 0.78 0.78                           | 0.78 0.78                    | 0.78 0.78  | n Med Cinner die del de<br>Tede Venerales  |  |  |
| Heavy Vehicles, %                        | 1 1<br>Tühatladı Zalktütlek Adolesi | 1 1                          | 1 1  | i ang amerikan palamatang  | en Magangeren in die die die   | and of the second of the                 |
| Mvmt Flow<br>Number of Lanes             | 41 91                               | 147 123                      | 105 58   |  |  |  |
|  | 1 0                                 | 0 1                          | 1 0  |  |  |  |
| Approach                                 | EB B                                | NB                           | SB   | 机放射性 机电电   | 医型部的型的物质   |  |
| Opposing Approach                        |                                     | SB                           | NB   | nes i la diforesta menti mum   | ngran kanada ya Abilita .  | ga a yengga ayen her                     |
| Opposing Lanes Conflicting Approach Left | SB                                  | isans (k. 1913 de de)<br>EB  | lie dieta Derffectibe i  |  |  | la vistalitati (il                       |
| Conflicting Lanes Left                   |                                     |                              | 0  |  | -<br>- 1,08,08,4884445355,144311   | Jan duregont Augstr                      |
| Conflicting Approach Right               | NB                                  | striet, 🐧 Petrie (N. P. A.). | EB   |  |  |  |
| Conflicting Lanes Right                  |                                     | 0                            |  |  |  |  |
| HCM Control Delay                        | 8.5                                 | 9.8                          | 8.4  | e et 100 et 1996 de 1991 esset, include 15   | <ul> <li>Fig. 18 (ii) Mattheway (No. 4 and 1994).</li> </ul>   | ten di e elapatatatuluse ut e realut.    |
| HCM LOS                                  | A                                   | Α                            | A  | jatinis Jako uz vinje se<br>Provi Jakos se previse   |  |  |
|  |                                     |                              |  |  |  |  |
| Lane                                     | NBLn1 E                             | BLn1 SBLn1                   |  |  |  |  |
| Vol Left, %                              | 55%                                 | 31% 0%                       |  |  | V  |  |
| Vol Thru, %                              | 45%                                 | 0% 65%                       |  |  |  |  |
| Vol Right, %                             | 0%                                  | 69% 35%                      | and the second s |  |  |  |
| Sign Control                             | Stop                                | Stop Stop                    |  |  |  |  |
| Traffic Vol by Lane<br>LT Vol            | 211<br>115                          | 103 127<br>32 0              | 1.691.638.5.345.0.55   | i a kraju fazikini, kitinti i kuan   | s in a figgreen we sower   | Like Lates of the earlier                |
| Through Vol                              | 96                                  | 32 0<br>0 82                 |  |  | out so sentinie 1000   |  |
| RT Vol                                   |                                     | 71 45                        |  |  |  | Bestanie iskal                           |
| Lane Flow Rate                           | 271                                 | 132 163                      | fortstättige og skille   |  |  | a  |
| Geometry Grp                             | 45 (45 TH) <b>1</b> 50              | 11                           |  | 불통하다는 것 같  |  |  |
| Degree of Util (X)                       |                                     | 0.166 0.195                  |  |  |  |  |
| Departure Headway (Hd)                   | 4.505                               | 4.53 4.309                   | 电解系统   |  |  | Heim H                                   |
| Convergence, Y/N                         | Yes                                 | Yes Yes                      | anno de viville e due  | Full time option to be a considerable  | ing a state of the | and the same                             |
| Cap<br>Service Time                      | 798                                 | 791 832                      |  |  |  |  |
|  |                                     | 2.561 2.337<br>0.167 0.196   | Markon Jackson   | in determine   | e saffi figeral i e dise.  | an kepit, baya t                         |
| HCM Control Delay                        | 9.8                                 | 8.5 8.4                      |  |  |  |  |
| HCM Lane LOS                             |                                     | A A                          | Pagantungan dak  |  | and the first of the same of t | en e |
| HCM 95th-tile Q                          | 1.5                                 | 0.6 0.7                      | and the second second second   | Commenciation To Burns Assist  | en et land Danish (b.).  | 4.4 TAV 1. T                             |
|  |                                     |                              |  |  |  |  |

| Intersection   | e likul  |                        |                       | *****                |                    |                          | 26.0                           |                                  |                                    |   | Min Spi                       |                                       |               |                     |  | er grann  |
|--|--|------------------------|-----------------------|----------------------|--------------------|--------------------------|--------------------------------|----------------------------------|------------------------------------|---|-------------------------------|---------------------------------------|---------------|---------------------|--|---|
| Int Delay, s/veh   | 1  |                        |                       |                      |                    |                          |                                |                                  |                                    |   |                               |                                       |               |                     |  |   |
| Movement I   | EBL  | EBT                    | EBR                   | WBL                  | WBT                | WBR                      | NBL                            | NBT                              | NBR                                | SBL                                     | SBT                           | SBR                                   |               |                     |  |   |
| Lane Configurations                                      |  | €}>                    |                       |                      | 4                  |                          |                                | 44                               |                                    | .,                                      | 4                             |                                       |               |                     |  |   |
| Traffic Vol., veh/h                                      | 12   | 0                      | 8                     | 2                    | 0                  | 1                        | 2                              | 124                              | 2                                  | 3                                       | 122                           | 9                                     |               |                     |  |   |
| Future Vol, veh/h  | 12   | 0                      | 8                     | 2<br>                | 0                  | 1<br>40000               | 2                              | 124                              | 2                                  | 3                                       | 122                           | 9                                     | 1,4141        | ungan ji            | n ni patin .   | Jeurine suse  |
| Conflicting Peds, #/hr<br>Sign Control                   | 5<br>Stop  | 0<br>Stop              | 5<br>Stop             | 5<br>Stop            | 0<br>Stop          | 5<br>Stop                |                                | 0<br>Free                        | 5<br>Free                          | 5<br>Free                               | 0<br>Free                     | 5<br>Free                             | fallerf       |                     | i I det  | e i velusia   |
| RT Channelized   | JiOp<br>-  |                        | None                  | Siop                 | -<br>-             | None                     |                                | 1166                             | None                               | FIEC                                    | LIEE                          | None                                  | 11            | dens.               | 0.020  |   |
| Storage Length   | **************************************   | diliBilin (diri)<br>•  | -                     | Alaiji de a<br>•     | Pati marata<br>•   | -                        | irtur iti tibele<br>•          | 400 m. 25<br>•                   | -                                  | .00000000000000000000000000000000000000 | inin ini<br>•                 | -                                     | 12 4 1        | VIII 44 747         | 37 47% 57  | . 1,74 r P. Mayd0,273   |
| Veh in Median Storage, #                                 |  | 0                      |                       |                      | 0                  |                          |                                | 0                                | 4 64                               |   | 0                             |                                       |               |                     | i High   |   |
| Grade, %   | -  | 0                      | -                     | -                    | 0                  | •                        |                                | 0                                | -                                  |   | 0                             | -                                     |               |                     |  |   |
| Peak Hour Factor   | 93   | 93                     | 93                    | 93                   | 93                 | 93                       | 93                             | 93                               | 93                                 | 93                                      | 93                            | 93                                    |               |                     | Janya.   |   |
| Heavy Vehicles, %  | 1  | 1                      | 1                     | 1                    | 1                  | 1                        | 1                              | 1                                | 1                                  | 1                                       | 1                             | 1                                     |               | eneve svi iv s      | starta et la   | tean sa thait a   |
| Mymt Flow  | 13   | 0                      | 9                     | 2                    | 0                  | 1                        | 2                              | 133                              | 2                                  | 3                                       | 131                           | 10                                    |               |                     |  |   |
|  | Best Comments and State of Sta | etali sapartono menoso | -                     |                      | tet manuschungsber | TERRICON BERNARDS        | a chrispithel de Brookskyrii   | las 66 montemos on a finalismber | ibra zaligo songono sonore stamono | z wrzenio negota ne neto                | - TR 08752-11A 10862-70-7-12A | erre non provincia pour paga de la co | areneses than | W WWW.              | Y  | LONG AND THOUGH AND ALL AND |
|  | or2  |                        |                       | Minor1               |                    |                          | Major1                         |                                  |                                    | Major2                                  |                               |                                       |               |                     | ne unitali sul   |   |
| <b></b>  | 291  | 291                    | 146                   | 295                  | 295                | 144                      | 146                            | 0                                | 0                                  | 140                                     | 0                             | 0                                     | n perje       | JRAN Jr             |  | nan ana kaomin  |
|  | 147<br>144   | 147<br>144             | i Graff               | 143<br>152           | 143<br>152         |                          | Via esti                       | gara Yit <u>e</u> l              |                                    |   | MAL / t                       |                                       |               |                     | t-laker  |   |
|  | 7.11   | 44 4 4 4 4             | 6.21                  | 7.11                 | 6.51               | 6.21                     | 4,11                           |                                  | -<br>14 19 1 1                     | 4.11                                    |                               |                                       | i biring      | giin in             | 100  | Figure in the Mill  |
|  | 5.11   | 5.51                   | , V. A. 1.            | 6.11                 | 5.51               | - 0.21                   | 997*! <i>\$</i><br>-           | With a Life                      | 0 .5945<br>•                       | . 374144<br>-                           | 99981 BT<br>•                 | edivid<br>•                           | . 85.3        | #fatus?             | 1 4936.44  | Lat. Lat. Albeit  |
|  | 3.11   | 5.51                   |                       | 6.11                 | 5.51               |                          |                                |                                  |                                    |   |                               |                                       |               | uses.               |  |   |
| Follow-up Hdwy 3.  | 509  |                        | 3.309                 | 3.509                | 4.009              | 3.309                    | 2.209                          | -                                | -                                  | 2.209                                   | -                             | -                                     |               | 100 10010           | . 1 1411514  |   |
| <ul> <li>* * * * * * * * * * * * * * * * * * *</li></ul> | 663  | 621                    | 904                   | 659                  | 618                | 906                      | 1442                           |                                  | ( ,                                | 1449                                    |                               |                                       |               |                     |  |   |
|  | 858  | 777                    | -<br>                 | 862                  | 780                | •<br>59.49.31 <b>9</b> 5 |                                | Budan dan kacala                 | •<br>384. 1,                       |   | -<br>144135                   | en trakt                              | 1 110         | pro- sta            | n en vijen.  | to et todomi  |
| Stage 2 Platoon blocked, %                               | 861  | 780                    | <u>"</u>              | 853                  | 774                |                          | Charlist #1<br>Paratrial Artis |                                  |                                    |   | -                             |                                       |               |                     |  |   |
|  | 654  | 612                    | 895                   | 645                  | 609                | 807                      | 1435                           | Se Salk Li                       |                                    | 1442                                    | -<br>2 وسروني                 |                                       |               |                     |  |   |
|  | 654  | 612                    | - 999                 | 645                  | 609                | -                        |                                | iers#re-Tr<br>■                  | . v148.1451<br>•                   | ि.१र <b>ा</b>                           | Terreit.<br>•                 | ::::::::::::::::::::::::::::::::::::: | i' .!         | allista in ear      |  | era tetukké   |
|  | 852  | 772                    |                       | 856                  | 775                |                          |                                |                                  |                                    |   |                               |                                       |               |                     |  |   |
| Stage 2  | 854  | 775                    | -                     | 839                  | 769                | <del>-</del>             | <u>-</u>                       | -<br>-                           | -                                  | -                                       | -                             |                                       |               |                     |  |   |
|  |  |                        |                       |                      |                    |                          |                                |                                  |                                    |   |                               |                                       |               |                     | s, de c  |   |
| Approach   | EB   |                        |                       | WB                   |                    |                          | NB                             |                                  |                                    | SB                                      |                               |                                       |               | 25-31               |  |   |
| HCM Control Delay, s 1                                   | 10.1   |                        |                       | 10.1                 |                    |                          | 0.1                            |                                  |                                    | 0.2                                     |                               |                                       |               |                     | e de la composición della comp |   |
| HCM LOS  | В  | tana a sa a            |                       | В                    |                    |                          |                                |                                  |                                    |   |                               |                                       |               |                     |  |   |
|  |  |                        |                       |                      | 1. 951             |                          |                                |                                  |                                    |   |                               | #1/1 13                               | . :           |                     | Dale I   |   |
| Minor Lane/Major Mymt                                    |  | NBL                    | NBT                   | NBR                  | EBLn1\             | <b>//BLn1</b>            | SBL                            | SBT                              | SBR                                |   |                               |                                       |               |                     |  |   |
| Capacity (veh/h)   |  | 1435                   | Pera <mark>-</mark> i |                      | 733                |                          | 1442                           | •                                | Salah in                           |   |                               |                                       |               | 100                 | 1.24   |   |
| HCM Lane V/C Ratio                                       | ; ev - e -   | 0.001                  |                       |                      | 0.029              |                          |                                | _                                | <u>.</u>                           |   |                               |                                       | 4,            |                     |  |   |
| HCM Control Delay (s)                                    |  | 7.5                    | 0                     |                      | 10.1               |                          | 7.5                            |                                  |                                    |   |                               |                                       |               | No. Co              |  |   |
| HCM Lane LOS<br>HCM 95th %tile Q(veh)                    | signal   | A<br>0                 | Α                     | :                    | B<br>0.1           | B<br>0                   | A<br>0                         | Α                                | •<br>• • •                         |   | gur air.                      | . 5                                   |               | ·                   |  | and the second  |
| HOW SOME MINE MINE                                       |  | U                      | •                     | . * . * <sup>*</sup> |                    | U                        | 0                              | ë er b•.                         | f . iz '' <b>*</b> .               |   |                               |                                       |               | si <sup>te</sup> ee |  |   |

| Intersection  |   |
|---|---|
| Int Delay, s/veh  |   |
|   | WBR NBT NBR SBL SBT   |
| Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr | 1   |
| Sign Control St<br>RT Channelized   | Stop Free Free Free None - None - None  |
| Storage Length  |   |
| Veh in Median Storage, # Grade, %   |   |
| Peak Hour Factor<br>Heavy Vehicles, %   | 78 78 78 78 78 78 78 78 78 78 78 78 78 7  |
| Mvmt Flow   | 3 162 3 3 162   |
|   |   |
| Major/Minor Mino<br>Conflicting Flow All 3                                      |   |
| Conflicting Flow All 3-<br>Stage 1 1  | 174   0   0   170   0   170   0   170 |
| Stage 2 1   | resort med kent et til til til de en det tjere delte som en en en en et til til stig et tyde blede et et en tig<br>Til stig til   |
| Critical Hdwy 6. Critical Hdwy Stg 1 5.   |   |
| Critical Hdwy Stg 2 5.  |   |
| Follow-up Hdwy 3.56<br>Pot Cap-1 Maneuver 6                                     | 3.309 2.209 1413 1413   |
| Stage 1 80<br>Stage 2 80  |   |
| Platoon blocked, %  | ra o seri damini kokulukan an u u uru yaan moo oo na sika ikukuliin oo makan ku humbo ah muu ka marka aa bahul<br>Taran saara   |
| Mov Cap-1 Maneuver 6-<br>Mov Cap-2 Maneuver 6-                                  | 864 - 1406 -  |
| Stage 1 8<br>Stage 2 8  |   |
|   | 这个分别是是自己的是这是对一个人,可以被联系的是这个人的是是是一个人的。<br>第一个人的是一个人的是一个人的是一个人的是一个人的是一个人的是一个人的是一个人的是   |
| Approach V  | NB SB   |
| HCM Control Delay, s 9<br>HCM LOS   |   |
|   | 是解剖的學術學的學術學 化多定性 医皮膜炎 医皮肤 电影神经 电影中间 电电阻 居   |
|   | NBT NBRWBLn1 SBL SBT  |
| Capacity (veh/h) HCM Lane V/C Ratio   | 0.005 0.002 -   |
| HCM Control Delay (s)   |   |
| HCM Lane LOS<br>HCM 95th %tile Q(veh)   |   |
|   | *   |

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

