# ADDENDUM TO THE MIDWAY PLAZA PROJECT TRAFFIC IMPACT ANALYSIS

To: Julio Tinajero, Milestone Associates Imagineering, Inc.

From: Jonathan Flecker, P.E., T.E., Flecker Associates

Re: Addendum to Midway Plaza Project Traffic Impact Analysis

Date: November 22, 2024

Based on a revised site plan dated November 22, 2004 a third driveway has been added to the Midway Plaza Project to provide additional access. The original site plan had two driveways, a west driveway for automobile and light duty truck access to the gas station and quick service restaurant while the eastern driveway provided truck access to the diesel fueling positions and truck maintenance facility.

The proposed third access is located at the east side of the site, east of the proposed maintenance building (Figure A). The center driveway, formerly the east driveway, will continue to provide access, both inbound and outbound, to trucks utilizing the diesel fueling positions and truck scale. This access will also provide inbound access to the maintenance facility. The proposed eastern driveway access will provide an exit for trucks leaving the maintenance facility without having to back out of the building. Trucks will be able to exit directly to Midway Road and loop around the maintenance facility should they need to refuel prior to departing.

The east driveway should serve outbound traffic only as the east side of the building serves trucks exiting the maintenance building.

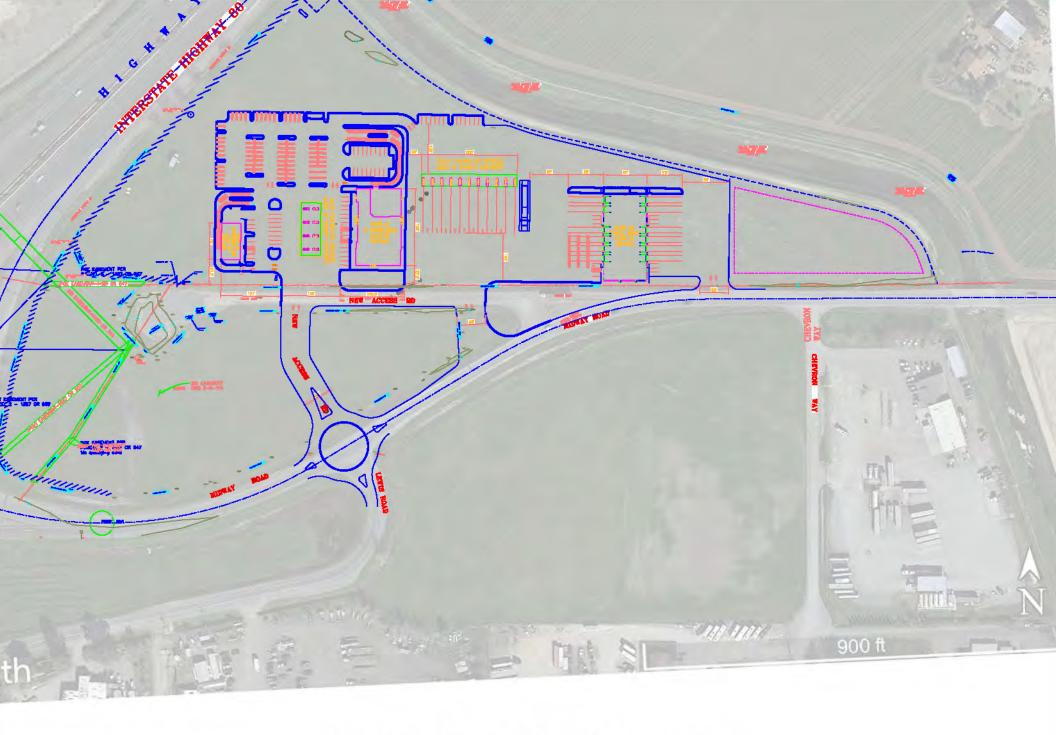
**Sight Distance.** A sight distance analysis was completed at this driveway for outbound trucks. Available sight distance was evaluated using the standards documented in the Caltrans *Highway Design Manual* (HDM). Based on the HDM the "**Corner Sight Distance**" (CSD) methodology was considered. This criterion is documented in Table 405.1A of the HDM.

The driveway will form a tee intersection along Midway Road. This section of the road is located at the end of a horizontal curve. Figure B illustrates the CSD sight lines looking east and west. As the east driveway will be used by semi-trailers, the CSD distance of 930 feet accounts for slower truck acceleration entering the roadway for trucks making a left turn to head east. Since vehicles will be departing the roundabout at Lewis Road the projected speed is 35 mph. This speed requires a CSD of about 590 feet. Based on the

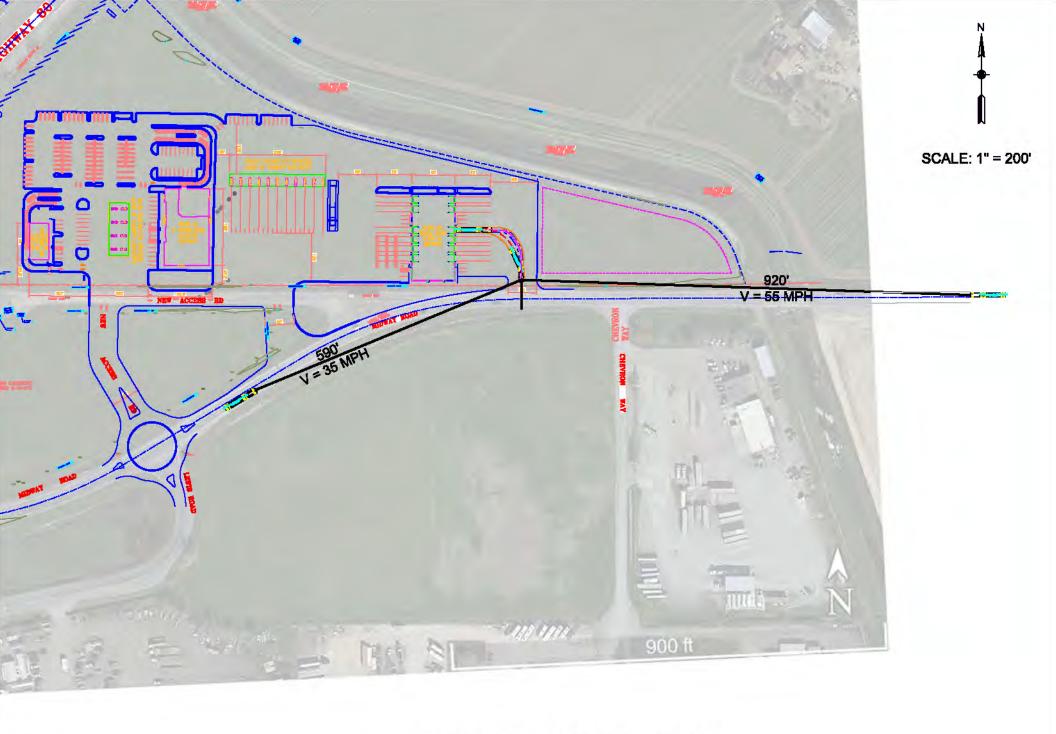
existing topography and roadway alignment adequate sight distance is available for this driveway.

The project should install turn restriction signs and markings at this driveway to reinforce the one-way movement. A "No Right Turn", MUTCD R3-1 and "No Left Turn" MUTCD R3-2 signs should be installed just prior to the driveway in each direction. Additionally, a "Do Not Enter" sign MUTCD R5-1 with a supplemental plate "Wrong Way", MUTCD R5-1 should be installed both sides of the driveway set back from the roadway. Type V arrow markings should also be installed on the driveway pavement to reinforce the one-way outbound direction.

A third driveway along Midway Drive proposed for the Midway Plaza project should not create adverse impacts. The driveway is intended to allow trucks being serviced in the maintenance facility to depart moving forward rather than backing up out of the building. The driveway allows truck drivers exiting the maintenance building without having to drive through the site to enter Midway Drive. Adequate sight distance is available at the driveway in both directions to allow left turn movements onto eastbound Midway Road as well as right turn movements back towards I-80.



**REVISED SITE PLAN - MIDWAY PLAZA** 



SIGHT DISTANCE - EAST DRIVEWAY

## TRAFFIC IMPACT ANALYSIS

**FOR** 

# **MIDWAY PLAZA PROJECT**

Solano County, CA

Prepared For:

# **CERES ENTERPRISES, INC.**

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Prepared By:

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September 28, 2023

1500-01

Midway Plaza.rpt

# MIDWAY PLAZA PROJECT TRAFFIC IMPACT ANALYSIS

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# MIDWAY PLAZA PROJECT TRAFFIC IMPACT ANALYSIS

#### **EXECUTIVE SUMMARY**

**Project Description.** This study evaluates the traffic impacts associated with the proposed Midway Plaza project in Solano County. The project is located adjacent to the east side of the Interstate 80 (I-80) / Midway Road interchange. The project includes the following development:

- 25 fueling position gas station, including 16 automobile and 9 diesel fueling positions with a 14,575 square foot convenience store
- 3,000 square quick serve restaurant with drive-through

When accounting for passenger car equivalents for truck traffic the project is expected to generate approximately 7,695 daily trips while 723 a.m. trips and 547 p.m. trips are projected. After accounting for internal and pass-by trips the project will generate 2,801 new daily trips, 248 new a.m. peak hour trips and 210 new p.m. peak hour trips.

**Existing Conditions.** Levels of Service were evaluated for four intersections to provide a baseline analysis to meet local transportation impact criteria. The intersection locations included the three access intersections for the I-80 / Midway Road interchange and the Midway Road / Lewis Road intersection. The analysis included a.m. and p.m. peak hours at each intersection. County Level of Service policy considers LOS C as the acceptable threshold while Caltrans consider LOS D as the acceptable threshold.

All intersections currently operate within agency thresholds, at LOS C or better. None of the intersections meet the peak hour signal warrant.

Significant Transportation Effects for Existing plus Project Conditions. The gas station / C-store / fast food project will attract some customers residing in the greater Vacaville area, but its primary customer base will be travelers already on Interstate 80. The project will provide fuel, convenience items and food service to travelers who simply drive off of and back to nearby I-80 to reach the project. A quantitative analysis comparing existing trips for similar uses was conducted. The closest similar uses are at the Leisure Town Road interchange in Vacaville west of the site and the W. A Street interchange in Dixon east of the site. Overall, the project is projected to generate fewer trips with the project. Completed. The project's impacts on regional VMT, therefore, would not be significant.

Under Existing plus Project conditions, all intersections except the Midway Road / Lewis Road – West Driveway will operate at acceptable levels of service, at LOS C or better. The Midway Road / Lewis Road – West Driveway will operate at LOS F and meet the peak hour traffic signal warrant. The intersection will also meet AASHTO guidelines for a left turn lane along Midway Road. A left turn lane is also justified along eastbound Midway Road at the East Driveway using both 2011 and 2018 criteria.

The following recommendations are made:

- The project should pay their fair share traffic impact fees in Solano County.
- The project shall install the following improvements at the Midway Road / Lewis Road West Driveway intersection:

#### Option A

- o Install a 200-foot eastbound left turn lane on Midway Road
- o Install a 100-foot westbound left turn lane on Midway Road
- o Install a through-left turn lane and a right turn only lane for the driveway approach to the intersection
- Install a traffic signal with protected left turn phasing along Midway Road, a right turn southbound to westbound overlap phase and split phasing along Lewis Road and the project driveway.

With the stated improvements the intersection will operate at LOS C or better.

#### Option B

 Install a single lane roundabout to accommodate STAA trucks. The longest queues occur along the west approach and are projected to be 101 feet in the a.m. peak hour and 117 feet in the p.m. peak hour.

With the stated improvement the roundabout will operate at LOS A.

- The project shall install the following improvements at the Midway Road / East Driveway intersection:
  - Install a 100-foot eastbound left turn lane at the Midway Road / East Driveway intersection.

**2040 Conditions.** Under 2040 conditions all intersections except the Midway Road / Lewis Road are projected to operate within agency thresholds at LOS C conditions or better. The Midway Road / Lewis Road intersection will decline to LOS D in the p.m. peak hour and meet the peak hour traffic signal warrant.

- The following recommendation is made:
  - A two-way-left-turn lane (TWLTL) should be installed to allow northbound to westbound Lewis Road traffic to queue prior to merging into the westbound travel lane. The TWLTL will improve traffic operations to LOS C conditions.

As identified in the "Significant Transportation Effects for Existing plus Project Conditions" the project will need to install a left turn lane as part of the project improvements. The County should provide a reimbursement for the costs of the TWLTL improvements to the applicant as this widening is required without the project.

**Significant Transportation Effects for 2040 Plus Project Conditions.** Under Existing plus Project conditions, all intersections except the Midway Road / Lewis Road – West Driveway will operate at acceptable levels of service, at LOS C or better. As noted in "Significant Transportation Effects for Existing plus Project Conditions", a traffic signal with accompanying roadway widening will be needed to reach LOS C or better conditions. A single lane roundabout has also been provided as an option. In 2040 plus Project conditions, the intersection will continue to operate at LOS C or better conditions under the signalized condition while the roundabout will operate at LOS B. No additional mitigations are identified.

# MIDWAY PLAZA PROJECT TRAFFIC IMPACT ANALYSIS

#### INTRODUCTION

# **Study Purpose and Objectives**

This study evaluates the traffic impacts associated with the proposed Midway Plaza project in Solano County. The project is located adjacent to the east side of the Interstate 80 (I-80) / Midway Road interchange as shown in Figure 1. The project includes the following development:

- 25 fueling position gas station, including 16 automobile and 9 diesel fueling positions with a 14,575 square foot convenience store
- 3,000 square quick serve restaurant with drive-through

The proposed site plan is shown in Figure 2. Access to the site will be via two new driveways along Midway Road. One driveway will be opposite Lewis Road, while the other driveway will be located east of the intersection.

The study parameters are consistent with Solano County guidelines. The study addresses the following traffic scenarios:

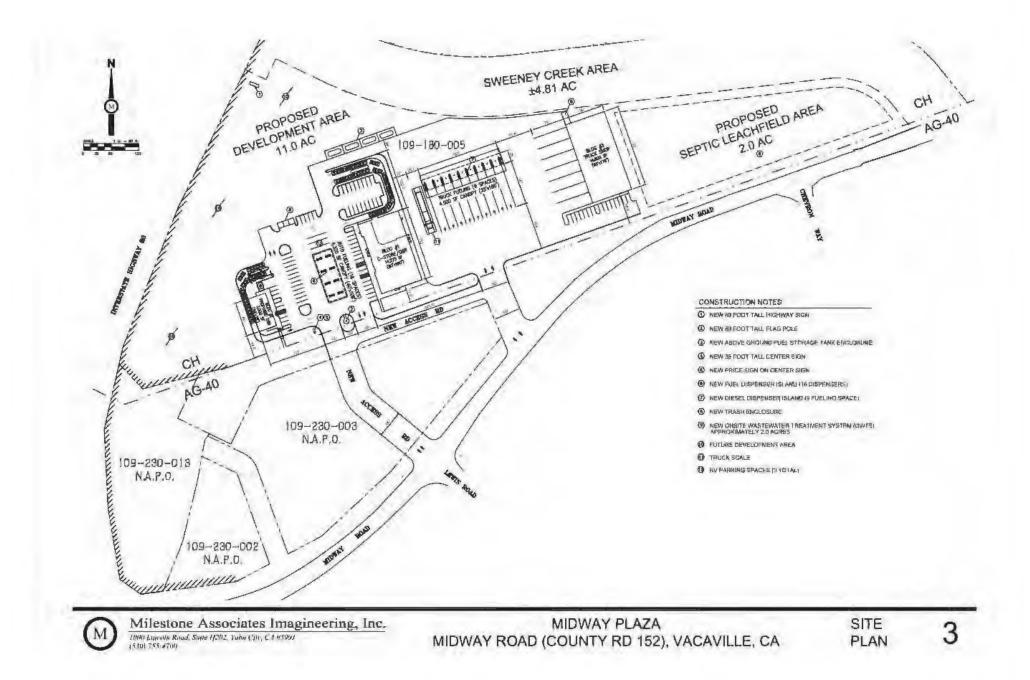
- 1. Existing (2022) Peak Hour Traffic Conditions;
- 2. Existing plus Project Peak Hour Traffic Conditions;
- 3. Year 2040 Peak Hour Traffic Conditions;
- 4. Year 2040 plus Project Peak Hour Traffic Conditions;

The purpose of this analysis is to identify the potential traffic-related impacts of the project within the context of current traffic conditions and to evaluate the cumulative impacts of future traffic conditions in the Solano County area. The extent to which improvements may already be needed to meet minimum standards was determined. The characteristics of the proposed project were determined based on probable peak hour, regional trip distribution and local trip assignment. Forecasts of future year traffic conditions, including other development anticipated under the Solano County General Plan have been analyzed with and without the proposed project using the latest Solano Transportation Authority travel demand model. Mitigation measures needed to ensure satisfactory operation of area intersections under each development scenario are identified.

In addition to analyzing roadway conditions for consistency with the County's General Plan vehicle miles travelled (VMT) was also considered, consistent with the updated 2018 CEQA guidelines.



VICINITY MAP



SITE PLAN

1500-01

#### **ANALYSIS CRITERIA**

#### **Vehicles Miles Travelled**

With the implementation of SB 743 the focus of a transportation impact analysis under CEQA moves from consideration of operating Level of Service (LOS) to evaluation of a project's effects on regional VMT. Solano County has adopted guidelines for evaluating VMT impacts under SB 743, and this report addresses the project's impacts based on those guidelines.

The materials which follow describe the approved and proposed land uses on the Midway Plaza site and explain the methodology and significance criteria employed to determine regional VMT impacts. The results of the analysis are described in terms of quantitative analysis based on a review of the relationships between the project and its surrounding land uses.

**Background**. SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers to measuring the environmental impact of driving. The change has been made by replacing LOS with VMT. This change was made to align CEQA transportation impact analysis and mitigation with the State's goals for reducing greenhouse gas (GHG) emissions, to encourage infill development, and to improve public health through more active transportation. Level of Service is still used to assess a project's effects outside of CEQA and a traffic operational analysis under Solano County guidelines has also been prepared for this project.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. The provisions apply statewide as of July 1, 2020.

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the *Technical Advisory on Evaluating Transportation Impacts in CEQA*<sup>1</sup> (December 2018). This document provides guidance regarding the variety of implementation questions to be faced with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per capita" and "per employee" basis.
- OPR recommends that a per capita or per employee VMT that is fifteen percent below that
  of existing development may be a reasonable significance threshold. In other words, an
  office project that generates VMT per employee that is more than 85 percent of the regional

Traffic Impact Analysis for Midway Plaza Project, Solano County (September 28, 2023)

<sup>&</sup>lt;sup>1</sup> Technical Advisory on Evaluating Transportation Impacts in CEQA. Governor's Office of Planning and Research State of California, December 2018.

- average VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the State's emissions goals.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-thansignificant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, OPR suggested that retail development including stores smaller than 50,000 square feet might be considered local serving.
- Lead agencies have the discretion to set or apply their own significance thresholds.

**Solano County Guidelines.** In 2021, the Solano County Department of Resource Management completed the Solano County *Interim Modifications of Standards for the Department of Resource Management Regarding CEQA Considerations for Traffic, Vehicle Miles Traveled and their Thresholds of Significance* (June 15, 2021) to support Solano County with implementation of SB 375 and SB 743, including the selection of VMT analysis methodology, setting thresholds of significance, and potential mitigation.

Outside of the incorporated cities, Solano County is primarily a rural county, and the Solano County VMT Guidelines are focused on rural elements. To determine the extent and potential for a Use Permit or other discretionary development to impact traffic operations and VMT, an applicant may be required to submit information and studies that vary depending on the amount of traffic generation. The County's VMT measures include the following:

- 1) A Use Permit application that generates 10 truck trips per day or less and 50 total vehicle trips per day or less does not need to provide a traffic study as part of the application.
- 2) An application which generates more than 10 truck trips per day and / or more than 50 total vehicle trips per day must provide a traffic study as part of the application.

Department staff will consider the findings and measures of the traffic study in order to determine if, and to what extent, mitigations will be required for the trips and VMT generated in the application. The following are recommended guidelines for less than significant impacts and mitigation determinations:

# "Less Than Significant Impact"

- 1) A Use Permit or other discretionary development which generates 110 total vehicle trips per day or less (770 total vehicle trips per week or less) will have less than significant impact on VMT. Employee trips are not considered in the total vehicle trip generation due to the reduction in regional commute trips and VMT due to local job creation.
- 2) An agricultural development that facilitates farm products primarily to local ag processing centers, cities, and markets in Solano County will have less than significant impact on VMT.

- 3) A development that is within ½-mile of an active transit stop with reasonable transportation connections qualifies for less than significant impact on VMT.
- 4) A development that is adjacent to a fully developed and connected system of bike lanes qualify for less than significant impact on VMT for up to 125 total vehicle trips per day or less (875 total vehicle trips per week or less).
- 5) Permitted special events that include advertisements for and coordinated assistance with carpool and/or transit options for attendees.

# Mitigation Options for VMT:

- 1) Construction of bike racks, a charging station, and/or other various multimodal improvements at the development site will be considered as minor mitigation.
- 2) Business plans that include carpool/vanpool coordination for employees at the development site will be considered as minor mitigation.
- Operating a vanpool or providing on-demand transit services for employees at the development site to reduce trips to below 110 vehicles per day will be considered as major mitigation.
- 4) Construction of a nearby active transit stop in the public right of way by the applicant will be considered as major mitigation.
- 5) Construction of sidewalks and other pedestrian gap improvements in the public right of way by the applicant to connect to other fully connected public pedestrian facilities will be considered as major mitigation.
- 6) Construction of frontage Class 2 (or better) bike lanes in the public right of way by the applicant to connect to other fully connected public Class 2 (or better) bike lanes will be considered as major mitigation.

These impact and mitigation guidelines may be supplemented with pertinent information related to the application, site location, Solano Transportation Authority's Active Transportation Plan, as well as local and regional transit services. Staff may also consider technological changes and advances that reduce VMT that are not currently in active use on the date of the June 15, 2021 memorandum.

The Director of Resource Management may also make changes to the staff recommendations for impact findings and mitigation requirements.

The County's policies do not readily account for retail services that could generate over 110 daily trips. As an example, using ITE Trip Generation Land Use 820, "Shopping Center less than 150,000 square feet", would result in a 3,000 square foot retail store; a 3,000 square foot fast food restaurant

will generate about 1,400 daily trips. Most zoning within the County is agricultural or rural residential uses; however, there are a few parcels designated as highway commercial (C-H) uses located along I-80 that have yet to be developed. The County notes that C-H Districts are "intended for commercial uses to serve the highway traveler. C-H Districts are to be established in areas of four acres or larger and shall be located only where need is clearly indicated." Thus, the County expects that most traffic for this project will be existing trips diverted from I-80.

The County VMT policy does not address trips for C-H zoning, considering that a four acre or larger site would contain more than a 3,000 square foot retail store, generating more than 110 daily trips. As the site is creating trips by diverting existing traffic an alternative assessment to analyze VMT was used because of unique circumstances of the particular project not captured in the County's policies.

The OPR *Technical Advisory* provides for a general threshold of 50,000 square-feet as an indicator as to whether a commercial use can be considered local serving or not. This is an important consideration in terms of a VMT-related significant impact determination. While the *Technical Advisory* notes local serving retail it does not discuss highway commercial retail, i.e., those uses along a travel corridor that serve existing traffic. Aside from employees most trips will be either passby or diverted link trips, and not new primary trips based on the project location adjacent to I-80 in rural Solano County. Instead of creating new trips this land use is generally rerouting trips from other similar uses.

Page 16 of the *Technical Advisory* specifically addresses some of the key issues surrounding how a local serving retail store should be evaluated in terms of its VMT impact. As described, the threshold for significance is "a net increase." This means that if a proposed store produces one additional VMT, it would result in a finding of significance. However, the document further explains that local retail uses can be determined to result in an overall VMT reduction by the lead agency. This finding is consistent with the desire to develop more sustainable communities that have fewer transportation impacts. While the *Technical Advisory* does not address diverted link trips similar reasoning can be applied as these trips do not create new primary trips.

### **General Plan Policy Consistency Level of Service Analysis Methodology**

To assess the quality of existing traffic conditions and provide a basis for analyzing project impacts, Levels of Service were calculated at study area intersections and project driveways. "Level of Service" is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening operating conditions, is assigned to an intersection or roadway segment.

The analysis techniques presented in the Highway Capacity Manual 6th Edition were used to provide a basis for describing existing traffic conditions and evaluating the significance of project traffic impacts.

Various software programs have been developed to assist in calculating intersection Level of Service, and the level of sophistication of each program responds to factors that affect the overall flow of traffic. *Synchro* software, Version 11 was utilized for the analysis.

Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide, 2020 notes that Vehicle Miles Traveled (VMT) analysis is now Caltrans primary focus under CEQA. However, safety on state highways remains a CEQA issue.

The prior *Caltrans* publication *Guide for* the *Preparation of Traffic Impact Studies* (dated December 2002) states the following: "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS".

The Level of Service (LOS) policies of Solano County and Caltrans govern this analysis. The Solano County Road Standards documents the County's policies for Level of Service in rural and urban areas. The document notes that LOS C is the design standard for the County; however, if an existing LOS is already below LOS C a project shall be designed such that there will be no decrease in the existing LOS.

Table 1 presents general characteristics associated with each Level of Service grade.

# TABLE 1 LEVEL OF SERVICE DEFINITIONS

Level of			
Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues	Little or no delay.	Completely free flow.
	clear in a single-signal cycle.	Ave Delay ≤ 10 sec/veh	
	Ave Delay < 10 seconds per vehicle		
"B"	Uncongested operations, all queues	Short traffic delays.	Free flow, presence of
	clear in a single cycle. Delay > 10	Delay > 10 sec/veh and	other vehicles noticeable.
	sec/veh and < 20 sec/veh	≤ 15 sec/veh	
"C"	Light congestion, occasional backups on	Average traffic delays.	Ability to maneuver and
	critical approaches. Delay >20 sec/veh	Delay > 15 sec/veh and	select operating speed
	and <35 sec/veh	≤ 25 sec/veh	affected.
"D"	Significant congestions of critical	Long traffic delays.	Unstable flow, speeds and
	approaches but intersection functional.	Delay > 25 sec/veh and	ability to maneuver
	Cars required to wait through more	≤ 35 sec/veh	restricted.
	than one cycle during short peaks. No		
	long queues formed. Delay > 35		
	sec/veh and < 55 sec/veh		
"E"	Severe congestion with some long	Very long traffic delays, failure,	At or near capacity, flow
	standing queues on critical approaches.	extreme congestion.	quite unstable.
	Blockage of intersection may occur if	Delay > 35 sec/veh and	
	traffic signal does not provide for	≤ 50 sec/veh	
	protected turning movements. Traffic		
	queue may block nearby intersection(s)		
	upstream of critical approach(es).		
	Delay >55 sec and < 80 sec/veh		
"F"	Total breakdown, stop-and-go	Intersection often blocked by	Forced flow, breakdown.
	operation. Delay > 80 sec/veh	external causes. Delay > 50	
		sec/veh	
Sources: <u>I</u>	Highway Capacity Manual, 6 <sup>th</sup> Edition		

**Traffic Signal Warrants.** The extent to which existing or projected traffic volumes may justify signalization at un-signalized intersections has been determined based on consideration of traffic signal warrant presented in the *Manual of Uniform Traffic Control Devices, 2014*. For this analysis, the volume thresholds associated with Warrant 3 (Peak Hour Volume) have been assessed. The "rural" criteria have been employed based on speed limits in excess of 40 mph. The meeting of a traffic signal warrant does not, in itself, require installation of a traffic signal but serves as a method to identify a location where further analysis is required.

#### **EXISTING SETTING**

#### Study Area

This study addresses traffic conditions in the vicinity of the Midway Plaza project site. The proposed project will be served primarily by Interstate 80 (I-80). Local access will be provided by Midway Road and Lewis Road.

### **Study Area Intersections**

The quality of traffic flow is typically governed by the operation of major intersections. Four intersections serving this site were identified for evaluation. These include:

- 1) I-80 Westbound Ramps / Oday Road
- 2) Midway Road / Oday Road
- 3) I-80 Eastbound Ramps / Midway Road
- 4) Midway Road / Lewis Road

A.m and p.m. mid-week peak hour counts were conducted at each of these intersections in early December 2021. Each study intersection is described below:

**I-80 Westbound Ramps / Oday Road** is a tee intersection with a hook on/off ramp. The intersection is stop controlled along the I-80 off-ramp approach. The Oday Road approaches consist of single lanes providing shared through and left or right turn movements. The westbound off-ramp includes a left turn lane under stop control and a short right turn lane under yield control.

Midway Road / Oday Road is an unsignalized tee intersection. Stop control is provided along Oday Road. Westbound Midway Road includes a through lane with a free right turn lane onto Oday Road. Eastbound Midway Road includes a shared through-left lane while Oday Road consists of a single lane approach.

The **Midway Road / I-80 Eastbound Ramps intersection** is an unsignalized diamond configuration (L-2). Both directions of Midway Road consist of a single lane with the eastbound approach providing a shared through-left lane and the westbound approach providing a shared through-right lane. Stop control exists along the I-80 off-ramp for through and left turn movements while the right turn movement merges onto eastbound Midway Road.

**Midway Road / Lewis Road** is an unsignalized tee intersection. Stop control is provided along Lewis Road. Westbound Midway Road includes a shared through-left lane while the eastbound approach includes a shared through-right lane. Lewis Road consists of a single lane approach.

#### **Existing Traffic Conditions**

**Traffic Volume Counts.** Intersection turning movements (ITM) counts were completed during the first week of December 2021. Due to the Covid-19 pandemic, travel patterns have been affected downward due to work and school closures. 2021 ITM's were compared to 2019 *Streetlight Data* to determine whether current traffic volumes remain significantly lower than pre-Covid conditions; *StreetLight Data* uses "Big-Data" derived travel pattern analytics against publicly available traffic movement ratios drawn from traffic counts to compare current roadway counts. This comparison indicated that current volumes continue to be lower than pre-Covid conditions; therefore, ITM's were proportionally adjusted to 2019 pre-Covid 19 conditions.

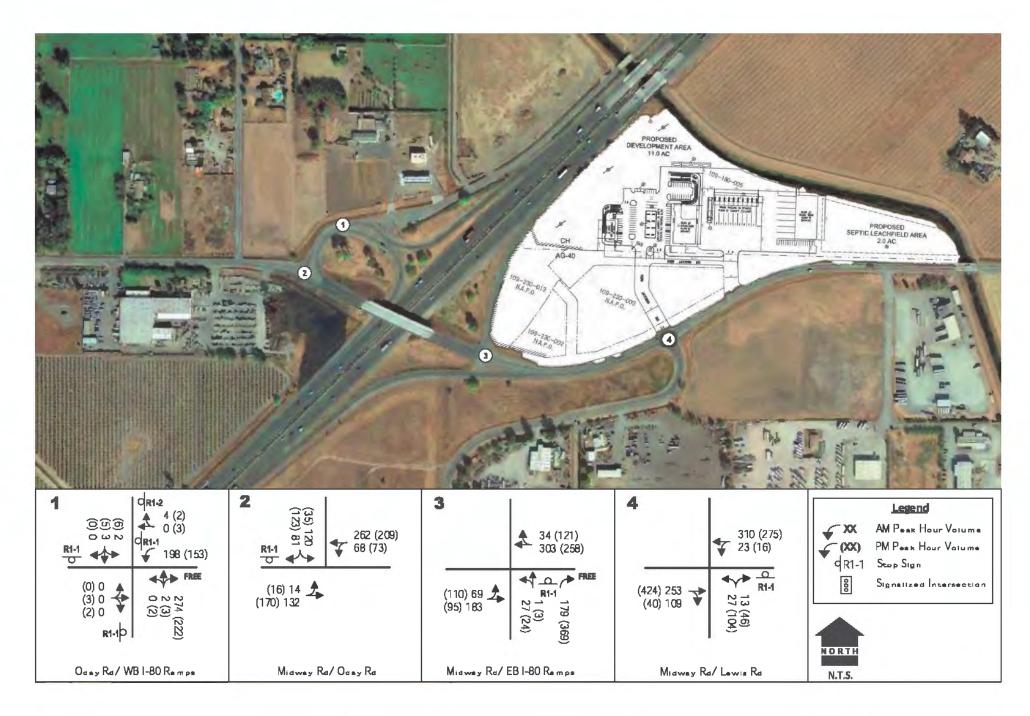
Traffic count data from 2021 is included in the Appendix. Figure 3 presents the study locations and adjusted ITM's.

**Intersection Levels of Service.** Table 2 summarizes current Levels of Service at the study area intersections during the a.m. and p.m. peak hours. All intersections currently operate within agency LOS thresholds. None of the intersections meet the peak hour signal warrant.

# Non-Automobile Transportation

**Public Transit.** Various bus services are provided within Solano County. These include the Fairfield and Suisun Transit System (FAST), Rio Vista Delta Breeze, Solano Express and Vacaville City Coach. These services provide local and intercity routes along the I-80 corridor; however, there are no routes along Midway Road, nor stops for the Solano Express intercity routes along I-80.

**Bicycle and Pedestrian Facilities.** Due to the rural nature of the project location there are no bike facilities or pedestrian facilities present.



# **EXISTING VOLUMES**

TABLE 2
EXISTING PEAK HOUR LEVELS OF SERVICE AT INTERSECTIONS

		AM I	Peak Hour	PM Peak Hour		Peak Hour
			Average		Average Delay	Warrant
Location	Control	LOS	Delay (secs)	LOS	(secs)	Met?
1. I-80 Westbound Ramps / Oday Rd †	EB / WB					
NB Left	Stop			Α	7.2	
SB Left		Α	7.2	Α	7.2	No
EB				Α	8.9	
WB		Α	9.6	Α	9.5	
2. Midway Road/ Oday Rd †	SB Stop					
SB		В	12.6	В	11.2	No
EB Left		Α	8.0	Α	8.0	
3. I-80 Eastbound Ramps / Midway Rd‡	NB Stop					
NB		В	11.3	В	12.3	No
EB Left		Α	8.2	Α	8.6	
4. Midway Rd / Lewis Rd ‡						
NB	NB Stop	В	14.1	С	20.8	No
WB Left		Α	8.2	Α	8.4	

<sup>†</sup> Oday Rd is north-south roadway

<sup>‡</sup> Midway Rd is east-west roadway

#### **EXISTING PLUS PROJECT CONDITIONS**

The development of this project will attract traffic to the project site. The amount of additional traffic on a particular section of the street network is dependent upon two factors:

- Trip Generation, the number of new trips generated by the project, and
- <u>Trip Distribution and Assignment</u>, the specific routes that the new traffic takes.

## **Project Description**

**Land Use.** The proposed project consists of a gasoline / diesel sales center with 26 fueling positions (VFP), 16 auto and 9 diesel, a 14,575 convenience store (C-store) and a 3,000 square foot quick serve restaurant (QSR) with drive-thru lane.

**Access.** Access to the site is proposed at two driveways along Midway Road. The western driveway will be opposite Lewis Road, becoming the fourth leg of the intersection. This driveway will provide access to the QSR, the C-store and the auto VFP's. The second driveway will be located about 300 feet east of the Lewis Road intersection. This driveway will provide access to the truck fueling positions.

Trip generation is determined by identifying the type and size of land use being developed. Recognized sources of trip generation data may then be used to calculate the total number of trip ends. Specific trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition.* were reviewed.

The number of vehicle trips that are expected to be generated by development of the project has been estimated. Trip generation rates that are applicable to gasoline stations / C stores, Land Use (LU) 945, Gas Station with Convenience Store were reviewed considering both vehicle fueling positions (VFP) and thousand square feet (KSF) as a subcategory. The trip generation rates for this land use uses a multi-variable equation, thus the independent variable was the one not identified as the subcategory. LU 934, Fast Food Restaurant with Drive Through, was used for the QSR considering the square footage of the building as the independent variable.

Diesel fuel sales will be provided at a separate facility on the east side of the site. The diesel sales will provide nine vehicle fueling positions (VFP) for semitrailers. Peak hour counts at a Maverik gas station were conducted to develop semitrailer trip rates. A passenger car equivalent rate of 3.0 was applied to the truck rates to calculate an adjusted passenger car volume. The observed truck rates were appreciably lower than the rate in LU 945.

Review of the calculated "per fueling position" rates helps provide an explanation for the difference. The number of observed truck trips was relatively small, and the "per position" rates for that portion of the site were also very much smaller than the comparable overall ITE rate. The typical service rate through the diesel fueling area provides additional explanation. Large trucks occupy two fueling positions in order to fill each saddle tank concurrently. These pumps fill at a rate of about 10 gallons per minute, and the fuel tanks of large trucks have a 150 to 200 gallon capacity. Assuming trucks fill when 90% empty, it would take 7 to 9 minutes to fill up the tanks, and the total length of the transaction can be much longer. Thus, in each hour, three or four trucks are accommodated by each pair of diesel fueling positions.

Table 3 presents the trip generation for the site considering both ITE rates and observed truck rates. Traffic observations at Maverik were not made on a daily basis. It was assumed that the ITE daily rate would be factored in proportion to the ratio of the sum of observed and ITE rates. A gross total of 7,695 daily trips are expected while 723 a.m. trips and 547 p.m. trips are projected.

**Internal / External Trips.** The interaction between on-site uses would result in "internal" trips that would not reach the local street system and would reduce the gross trip generation estimate. This analysis assumes that 15% of the trips associated with the quick serve restaurant and gas station / convenience store would be made by motorists visiting both uses. After discount of these internal trips, the project could generate a total of 615 external a.m. peak hour trips and 465 external p.m. peak hour trips.

Pass-by Trips / Diverted Linked Trips. A share of the trips associated with retail uses are typically drawn from the stream of traffic already near the site by customers who stop on their way as part of another trip. The ITE Trip Generation handbook contains the results of pass-by trip studies prepared for various uses. The rates identified for LU 934 Fast Food Restaurant with Drive Through and LU 945 Gasoline Station with Convenience Store were used. After reduction for pass-by trips, the overall project is expected to generate 2,801 primary daily trips, 248 primary trips in the a.m. peak hour and 210 primary trips in the p.m. peak hour.

**Vehicle Trip Distribution.** The distribution of project vehicular traffic was determined based on the haul routes for semi-trailer and packer vehicles and a review of existing traffic counts at the surrounding intersections. Table 4 displays the trip distribution assumptions used for the proposed project.

**Vehicle Trip Assignment**. Traffic generated by the project was assigned to the study roadway system based on the projected distribution percentages. Figure 4 displays the project generated traffic. Figure 5 displays the resulting sum of existing a.m. and p.m. peak hour volumes and project trips at the study intersections for the Existing plus Project condition.

TABLE 3
PROJECT TRIP GENERATION

	Trips Per Unit								
	Unit				AM Peak Hoι	ır		PM Peak Hou	ır
Land Use	Quantity	Size	Daily	In	Out	Total	In	Out	Total
Gas Station with Convenience Store (LU 945)	VFP†	16	345.75	50%	50%	31.60	50%	50%	26.90
Gas Station with Convenience Store (LU 945)	KSF‡	14.58	1283.38	50%	50%	91.35	50%	50%	78.95
Diesel Fuel Sales – Semitrailer trucks	VFP	9	28.18*	50%	50%	3.10∆	50%	50%	0.64Δ
Fast Food Restaurant with Drive-thru (LU 934)	KSF	3.0	467.48	51%	49%	44.61	52%	48%	33.03
Gas Station with Convenience Store (LU 945) – Subcategory KSF			5,532	253	253	506	215	215	430
Gas Station with Convenience Store (LU 945) – Subcategory VFP			18,699	665	666	1,331	575	575	1,150
Diesel Fuel Sales – Semitrailer trucks			85			9			2
PCE truck adjustment (3.0)			761	42	42	84	9	9	17
Fast Food Restaurant with Drive-thru (LU 934)			1,402	68	66	134	52	48	99
Sub-Total Trips			7,695	363	360	723	275	271	547
Internal Trips									
Gas Station with Convenience Store (15	5%)		(830)	(38)	(38)	(76)	(32)	(32)	(65)
Diesel Fuel Sales – Semitrailer trucks (1	5%)		(114)	(6)	(6)	(13)	(1)	(1)	(3)
Fast Food Restaurant with Drive-thru (1	L5%)		(210)	(10)	(10)	(20)	(8)	(7)	(15)
	Total Inter	nal Trips	(1,154)	(54)	(54)	(108)	(41)	(41)	(82)
Pass-By Trips				1	<u> </u>		<u> </u>	1	
Gas Station			(2,774)	(133)	(133)	(266)	(102)	(102)	(205)

(59% Daily, 62% AM, 56% PM)◊								
Diesel Trucks (59% Daily, 62% AM, 56% PM)		(382)	(22)	(22)	(44)	(4)	(4)	(8)
Fast Food Restaurant with Drive-thru (49% Daily, 49% AM, 50% PM)		(584)	(28)	(27)	(56)	(22)	(20)	(42)
	Total Pass-By Trips	(3,740)	(184)	(183)	(366)	(128)	(127)	(255)
	Net New Trips	2,801	125	124	248	106	104	210

KSF – thousand square feet

VFP – vehicle fueling positions

Shaded rows indicate rates and volumes used

Δ observed rates 

◊ ITE Trip Generation Handbook, 3<sup>rd</sup> Ed

Numbers may not match due to rounding

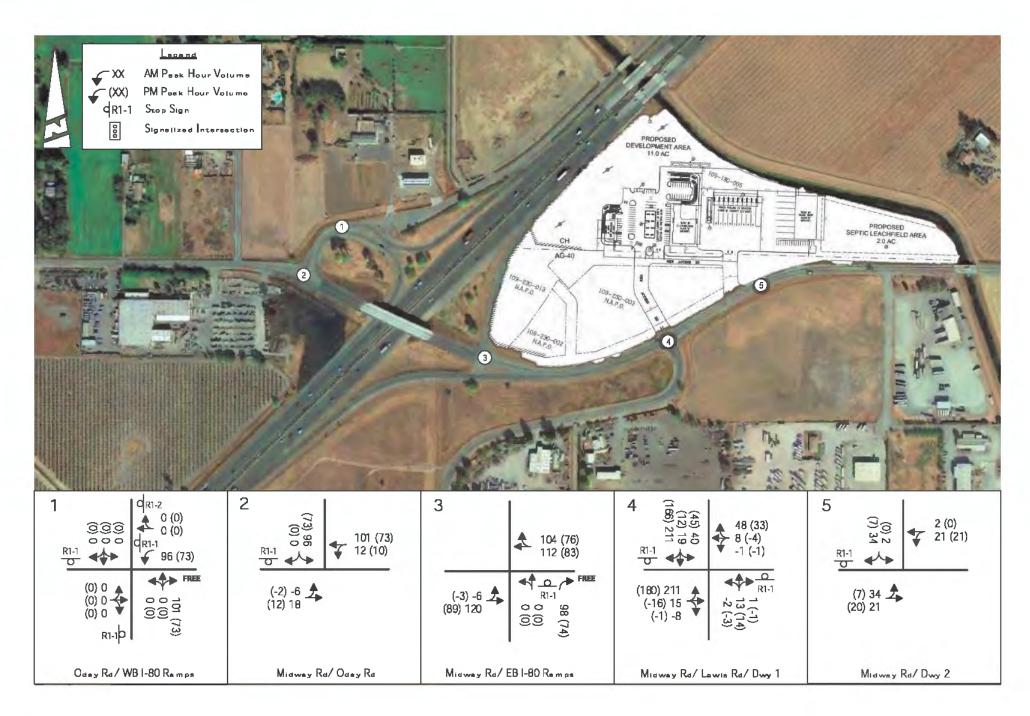
TABLE 4
TRIP DISTRIBUTION

	% of To	tal Trips
Route	AM	PM
To / From I-80 west of Midway Rd	31%	30%
To / From I-80 west of Midway Rd	31%	30%
To / From Lewis Road	10%	9%
To / From Midway Road west	10%	10%
To / From Midway Road east	18%	21%
Total	100%	100%

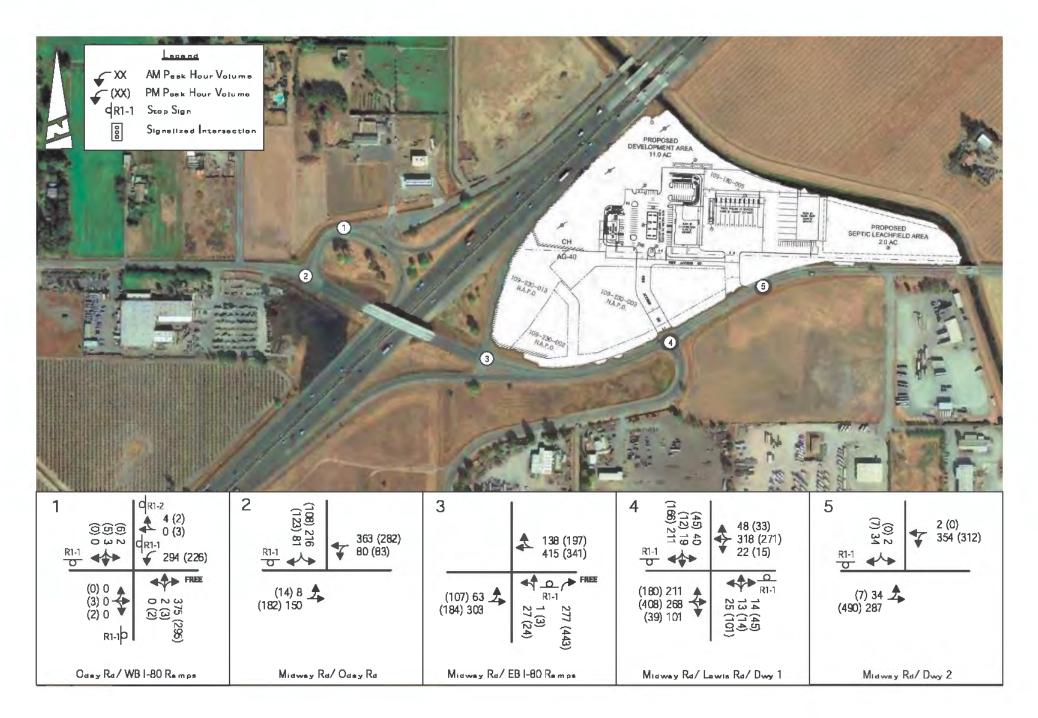
<sup>†</sup> multi-variable equation with VFP as independent variable and 5.5-10 KSF subcategory

<sup>‡</sup> multi-variable equation with KSF as independent variable and 16-24 VFP subcategory

<sup>\*</sup> calculated daily rate based on proportion [(avg am+ pm truck rates) / (avg am + pm ITE rates)] \* ITE daily rate



# **PROJECT VOLUMES**



EXISTING PLUS PROJECT VOLUMES PLUS LANE CONFIGURATIONS

## **Existing Plus Project VMT / Level of Service Impacts**

#### **Vehicle Miles Traveled**

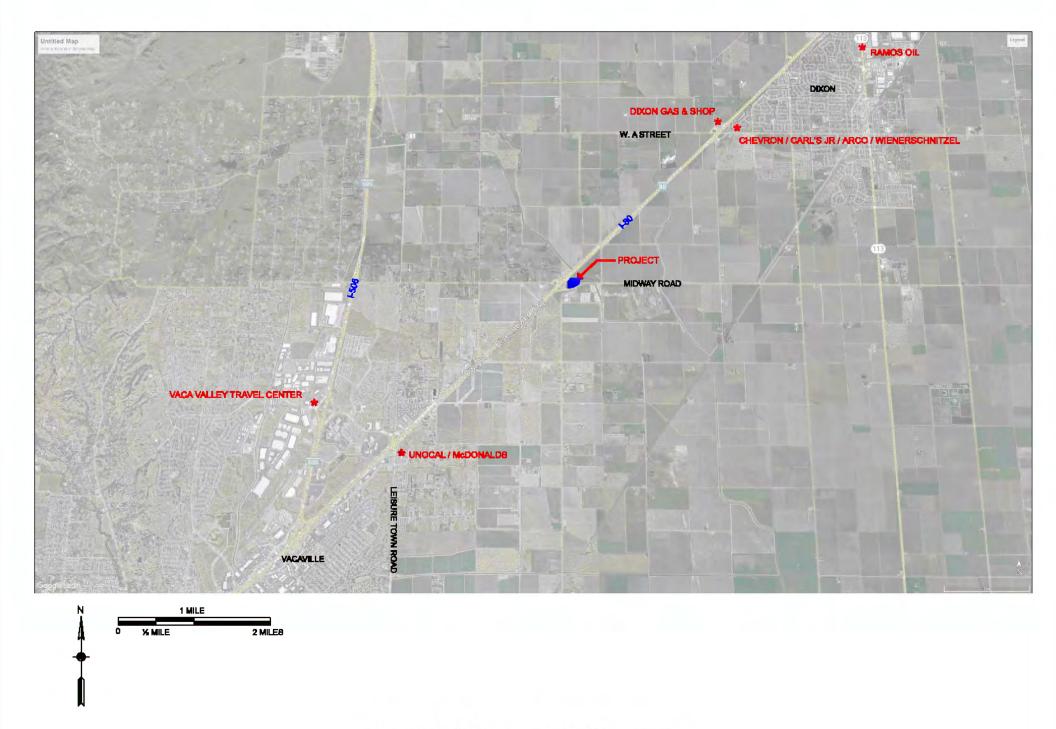
Commercial uses, such as those proposed, primarily serve pre-existing needs (i.e. they do not generate new trips because they meet existing demand). Because of this, these types of commercial uses can be presumed to reduce trip lengths when a new retailer is proposed. Essentially, the assumption is that someone will travel to a newly constructed gas station, truck stop or fast-food restaurant because of its proximity to the roadway facility, rather than the proposed retailer fulfilling an unmet need. This results in an existing trip on the roadway network likely becoming shorter, rather than a new trip being generated along the roadway network.

The *Technical Advisory* also provides that a less than significant finding can be further substantiated by showing the proximity of other similar uses.

**Quantitative Analysis.** In order to estimate the Project's effect on area VMT, the Project's gas station, truck stop and fast-food restaurant trips were evaluated before and after development of the Project. As noted above, these uses are generally serving diverted trips from I-80, i.e., traffic along I-80 exits the freeway to utilize these services and then reenters the freeway. The proposed uses generate few new trips, with most trips rerouted from other locations. The introduction of a new fast-food restaurant or gas station / truck stop at this location is expected to reroute trips from other locations along the I-80 corridor.

Figure 6 shows the closest gas stations, truck stops and fast-food restaurants relative to the Midway Plaza project. To the west, the closest gas station or fast-food restaurant in Vacaville is at the I-80 / Leisure Town Road intersection, about three miles west of the project while the closest gas station or fast-food restaurant to the east in Dixon is at the W. A Street / I-80 interchange, also about three miles away. Four diesel fueling locations were identified, three in Dixon and one in Vacaville. The Dixon Gas & Shop is located at the W. A Street / I-80 interchange and provides gasoline and diesel sales with a convenience market. The Ramos Oil Company Mini-Mart is located along N. First Street in Dixon and provides gasoline and diesel sales and includes a convenience store and car wash. A Chevron gas station at the Sievers Road / I-80 interchange at the east side of Dixon also provides both gasoline and diesel fuel and includes a convenience store. In Vacaville, the Vaca Valley Travel Center located near the I-505 / Vaca Valley Parkway interchange provides gas and diesel sales and includes several fast-food restaurants and a car wash.

Tables 5-7 summarize the projected change in customer trip length for the proposed site. To estimate the potential net change in VMT, and based on the project location relative to adjacent similar uses that may have traffic rerouted to the proposed project, the following assumptions were made:



1500-01

- Nearest fast-food restaurant or gas station to the west (Vacaville) 2.79 miles
- Nearest fast-food restaurant or gas station to east (Dixon) 2.90 miles
- Diesel fuel locations
  - o Dixon Gas & Shop, W. A Street 2.90 miles (east)
  - o Ramos Oil, N. 1<sup>st</sup> Street 6.28 miles (east)
  - Sievers Road Chevron 7.45 miles (east)
  - Vaca Valley Travel Center 5.89 miles (west)
- Nearest gas station from Midway Road / SR 113 intersection 2.25 miles
- Nearest gas station from Lewis Road / Hawkins Road intersection 3.84 miles
- Nearest gas station from Midway Road / Leisure Town Road intersection 2.45 miles

TABLE 5								
Change in Daily VMT due to Project Primary / Diverted and Pass-By Trips—Gas Station & Fast-food								
Origin/Destination	Trips	Change in Distance (mi)	Change in VMT					
I-80 East								
Leisure Town	393	+0.14	+55.0					
A Street	314	+0.60	+188.6					
Vaca Valley	79	-0.01	-0.80					
I-80 West								
Leisure Town	314	+0.24	+75.5					
A Street	393	-0.30	-117.9					
Vaca Valley	79	-0.03	-2.4					
Midway Road East	253	+2.12	+537.0					
Midway Road West	456	-0.21	-95.8					
Lewis Road	253	0	0					
Pass-By								
A Street (EB)	1680	-0.17	-285.6					
Leisure Town (WB)	672	-0.63	-423.4					
Leisure Town (EB)	672	-0.04	-77.3					
Vaca Valley (NB)	168	-0.78	-131.0					
Vaca Valley (SB)	168	-0.31	-52.1					
Total	5984	-	-330.2					
Note – numbers may not equal due to	o rounding	·						

		TABLE 6						
Change in Daily VMT due to Project Primary / Diverted and Pass-By Trips – Truck Stop								
Origin/Destination	Trips	Change in Distance (mi)	Change in VMT					
I-80 East								
Vaca Valley	5	-2.55	-12.2					
A Street	5	+0.54	+2.7					
1 <sup>st</sup> Street	5	-0.86	-4.1					
I-80 West								
Vaca Valley	5	-3.72	-18.3					
A Street	5	-0.77	-3.7					
1 <sup>st</sup> Street	5	-1.01	-4.8					
Pass-By								
A Street (EB)	8	-1.05	-8.8					
A Street (WB)	8	-0.23	-1.9					
Vaca Valley (WB)	4	-3.32	-13.9					
Vaca Valley (NB)	6	-0.78	-4.9					
Vaca Valley (SB)	6	-0.31	-1.9					
1 <sup>st</sup> Street (WB)	4	-1.63	-6.8					
1 <sup>st</sup> Street (EB)	4	-1.29	-5.4					
Total	72	-	-84.0					
Note – numbers may not equal due to	rounding	·						

Overall, the project will result in shorter trips. This is consistent with the OPR Technical Advisory discussion on local serving retail projects. Table 7 presents the total projected net change in daily VMT due to the project. The project is expected to produce a net decrease of 414.2 VMT. Since the project is not projected to increase VMT within Solano County this would result in a less than significant impact.

TABLE 7				
Net Change in Daily VMT due to Project				
Trip Type	Change In VMT			
Primary / Diverted and Pass-By – Gas Station / Fast-food	-330.2			
Primary / Diverted and Pass-By – Truck Stop	-84.0			
Net Change	-414.2			

**CAPCOA Reductions.** Guidance provided by California Air Pollution Control Officers Association (CAPCOA)<sup>2</sup> was reviewed to determine whether the Project can implement features that would result in further VMT reductions. Due to the location of the project, adjacent to I-80 in rural Solano County, few CAPCOA reductions are available.

A total of four electric vehicle charging stations, two beyond what is required by CALGreen standards will be installed. This falls under CAPCOA Reduction Measure T-14, *Provide Electric Vehicle Charging Infrastructure*. The projected reductions in GHG emissions (1.29%) are illustrated in Table 8. Calculations for this reduction measure can be found in the appendix.

Additional measures that could be implemented include T-5, Implement Commute Trip Reduction Program (Voluntary), T-10, Provide End-of-Trip Bicycle Facilities, although their use would likely be limited.

T-5 - This measure implements a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. This measure may not be a practical measure based on the number of employees, the hours worked and the alternatives. For example, an employee may choose to ride their bike if working during the day but not at night. It was assumed that half of all employees may choose to participate in either carpooling or another reduction program such as bicycling. This could result in up to a 1% reduction in employee VMT.

T-10 — This measure would install and maintain end-of-trip facilities for employee use. End-of-trip facilities could include bike parking, bike lockers, showers, and personal lockers although it is likely that only bike parking would be provided were this measure to be implemented. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions. Employee bicycling to and from the project could reduce VMT by about 0.66%.

TABLE 8 CAPCOA REDUCTIONS						
Reductions						
T-14 - Electric Charging Infrastructure	-1.29%					
Total Reductions	-1.29%					
Possible Addition	onal Reductions					
T-10 Bicycle Amenities	-0.66					
T-5 - End-of-Trip Facilities	-1.00					
Total Possible Additional Reductions	-1.66%					
Net Potential Total VMT Reductions	-2.95%					

<sup>&</sup>lt;sup>2</sup> Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. California Air Pollution Control Officers Association (CAPCOA). December 2021.

## **Findings**

Based on the results of this analysis, the following finding is made:

- The analysis summarizes that the addition of the proposed Project can shorten trip lengths and result in a decrease in VMT. This is considered to be a less than significant impact.
- The introduction of CAPCOA VMT reduction measures will also result in a reduction of VMT between 1.29% up to 2.95%.

### **Intersection Levels of Service**

The Midway Road / Lewis Road intersection will be expanded with the addition of the fourth leg providing access to the C-store / gas station and the QSR. Table 9 displays the levels of service for the a.m. and p.m. peak hours. All intersections except the Midway Road / Lewis Road – West Project Driveway intersection operate within the LOS C threshold. The Midway Road / Lewis Road – West Project Driveway will decline to LOS F conditions along the north and south approaches. Additionally, the intersection will meet the peak hour traffic signal warrant.

TABLE 9
EXISTING PLUS PROJECT PEAK HOUR LEVELS OF SERVICE AT INTERSECTIONS

		AM	Peak Hour	PM	Peak Hour	Peak Hour
			Average		Average Delay	Warrant
Location	Control	LOS	Delay (secs)	LOS	(secs)	Met?
<ol> <li>I-80 Westbound Ramps / Oday Rd †</li> </ol>	EB / WB					
NB Left	Stop			Α	7.2	
SB Left		A	7.2	Α	7.2	No
EB				Α	8.9	
WB		В	10.3	В	10.0	
2. Midway Road/ Oday Rd †	SB Stop					
SB		С	17.3	В	14.7	No
EB Left		Α	8.3	Α	8.2	
3. I-80 Eastbound Ramps / Midway Rd‡	NB Stop					
NB		В	14.4	С	21.3	No
EB Left		Α	8.9	Α	9.3	
4. Midway Rd / Lewis Rd – West Project DW‡						
NB	NB / SB	F	100.3	F	369.4	
SB	·	F	74.3	F	51.3	Yes*
EB Left	Stop	Α	8.9	Α	8.5	
WB Left		Α	8.2	Α	8.4	
5. Midway Rd / East Project DW ‡						
SB	SB Stop	В	13.2	В	11.7	No
EB Left		Α	9.6	Α	9.2	

<sup>†</sup> Oday Rd is north-south roadway

<sup>‡</sup> Midway Rd is east-west roadway

**XX** – indicates LOS threshold exceeded

<sup>\*</sup> meets a.m. and p.m. peak hour signal warrant

#### **CUMULATIVE IMPACTS**

The analysis of the long range 2040 cumulative condition is intended to consider the impact of this project within the context of buildout of the General Plan circulation element occurring in 2040.

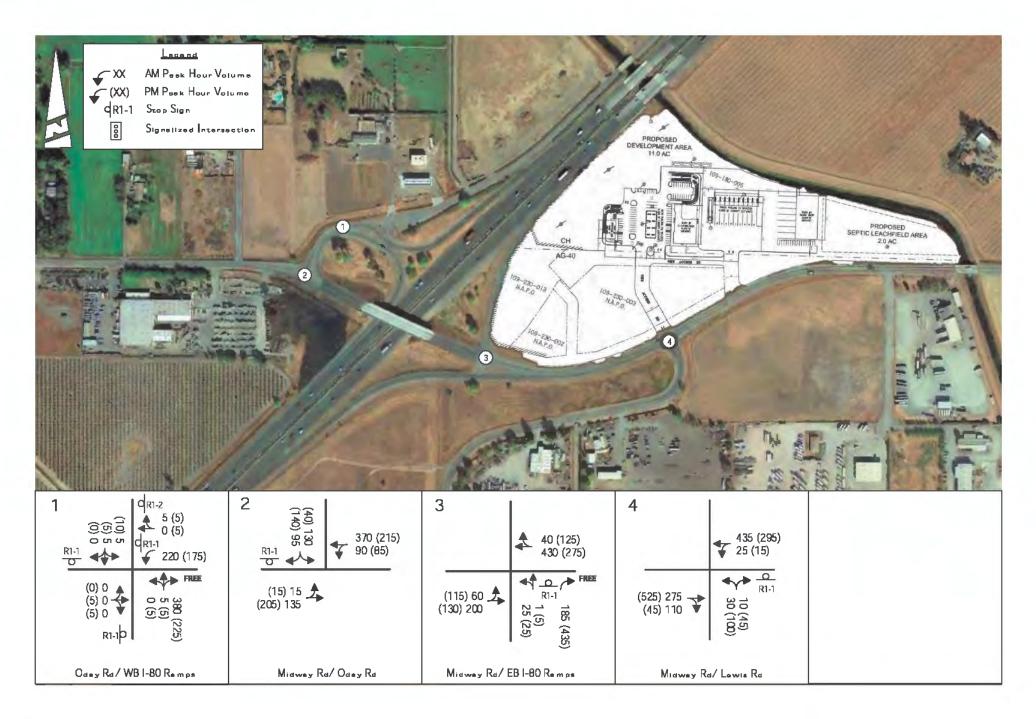
#### **Year 2040 Forecasts / Conditions**

### 2040 Traffic Forecasts

Year 2040 traffic forecasts were based on the most recent Countywide traffic model provided by the Solano Transportation Authority (STA). The method used to develop forecasts of future year peak hour intersection turning movement traffic volumes was based on the increase or decrease of traffic model generated growth factors. Peak hour traffic volumes from the travel model were used to generate growth factors. These growth factors were applied to existing peak hour intersection turning movement traffic volumes. The development of future year intersection turning movement traffic volumes requires that the turning movements at each intersection "balance". To achieve the balance, inbound traffic volumes must equal the outbound traffic volumes, and the volumes must be distributed among the various left-turn, through, and rightturn movements at each intersection. The "balancing" of future year intersection turning movement traffic volumes was conducted using methods described in the Transportation Research Board's (TRB's) National Cooperative Highway Research Program (NCHRP) Report 255, Highway Traffic Data for Urbanized Area Project Planning and Design. The NCHRP 255 method applies the desired peak hour directional volumes to the intersection turning movement volumes, using an iterative process to balance and adjust the resulting forecasts to match the desired peak hour directional volumes. Year 2040 forecasted intersection turning movements are presented in Figure 7.

### **Roadway Conditions**

Roadways conditions in the 2040 model are generally projected to remain with their current lane configurations. No changes were noted. A review of Caltrans and STA planning documents indicate that there are no funded improvement projects identified in the project vicinity. The STA has identified a project along Midway Road, from the South Putah Canal east to I-80 that would widen the road to a four-lane undivided arterial. Additionally, they have identified intersection and roadway improvements along Midway Road to connect the City of Dixon. A cost estimate has been prepared for the Dixon connection, but no funding plans have been prepared for either project.



#### 2040 VOLUMES & LANE CONFIGURATIONS

#### **2040 Conditions**

**Intersection Levels of Service.** Table 10 summarizes current Levels of Service at the study area intersections during the a.m. and p.m. peak hours. All intersections except Midway Road at Lewis Road operate within the LOS C threshold. This intersection will also meet the peak hour signal warrant in the p.m. peak hour.

#### **2040 Plus Project Level of Service Impacts**

**Intersection Levels of Service.** Figure 8 presents the projected turning movements at the study intersections under 2040 plus Project conditions. Table 10 displays the Levels of Service at each study intersection in the 2040 plus Project condition for the a.m. and p.m. peak hour conditions. All intersections except Midway Road at Lewis Road – West Project Driveway operate within the LOS C threshold. This intersection will operate at LOS F conditions along the north and south approaches and also meet the peak hour traffic signal warrant in both peak periods.

#### **PROJECT ACCESS**

Two access locations will be provided for the project. One access will be opposite the existing Lewis Road intersection along Midway Road. The second driveway will be about 400 feet east of Lewis Road, near the existing Midway Road cul-de-sac intersection. The west driveway will provide passenger car access to the gas station, C-store and fast-food restaurant while the east driveway will provide truck access to the gas station. A road along the south side of the site will provide a roadway connection between the two driveways.

**Sight Distance.** A sight distance analysis was completed at both project access locations along Midway Road. Available sight distance was evaluated using the standards documented in the Caltrans <u>Highway Design Manual</u> (HDM). Based on the location of the driveways "**Minimum Stopping Sight** Distance" (MSSD) and "**Corner Sight Distance**" (CSD) were considered. These criteria are documented in Tables 201.1 and 405.1A of the HDM. The Minimum Stopping Sight Distance (MSSD) is the distance required for an approaching motorist to identify a hazard and come to a stop while the Corner Sight Distance (CSD) is the distance needed for a motorist to see approaching vehicles and complete a turning maneuver before that vehicle arrives.

<u>West Driveway.</u> The posted speed limit along Midway Road is 55 mph at the project access intersection. The Caltrans Highway Design Manual (HDM) Table 201.1 notes that the MSSD requirement for the posted speed limit of 55 mph is 500 feet. This intersection is located about midway within an S-curve with radii of about 850 feet. The line of sight from the "driver's eye" along on Midway Road cuts across the fallow land south of the project site; the County has indicated that these parcels remain in an agricultural designation.

TABLE 10
2040 PEAK HOUR LEVELS OF SERVICE AT INTERSECTIONS

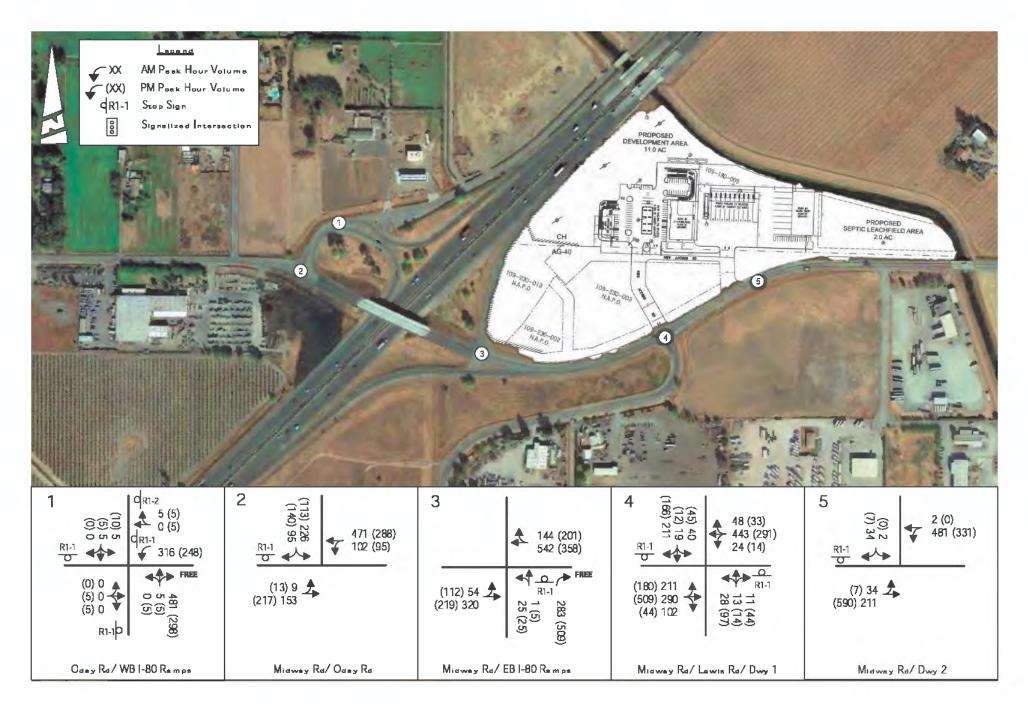
		2040 A	M Peak Hour	2040 PM Peak Hour		Proje	plus ct AM Hour	M Project Peak		Peak Hour
			Average		Average					Warrant
Location	Control	LOS	Delay (secs)	LOS	Delay (secs)					Met?
<ol> <li>I-80 Westbound Ramps / Oday Rd †</li> </ol>	EB / WB									
NB Left	Stop			Α	7.2			Α	7.2	
SB Left		Α	7.2	Α	7.2	Α	7.2	Α	7.2	No
EB				Α	8.9			Α	8.9	
WB		Α	9.8	Α	9.8	В	10.6	В	10.6	
2. Midway Road/ Oday Rd †	SB Stop									
SB		В	14.5	В	11.9	С	22.0	С	16.2	No
EB Left		Α	8.4	Α	8.0	Α	8.7	Α	8.3	
3. I-80 Eastbound Ramps / Midway Rd‡	NB Stop									
NB		В	11.7	В	14.0	С	15.1	С	20.9	No
EB Left		Α	8.6	Α	8.7	Α	9.4	Α	9.4	
4. Midway Rd / Lewis Rd – West Project DW‡										
NB	ND /CD	С	16.9	D	25.7	F	274.9	F	551.6	
SB	NB / SB					F	180.3	F	92.1	Yes*
EB Left	Stop					Α	9.5	Α	8.6	
WB Left		Α	8.3	Α	8.8	Α	8.3	Α	8.7	
5. Midway Rd / East Project DW ‡										
SB	SB Stop					С	15.3	В	12.0	No
EB Left	'					В	10.3	Α	9.3	

<sup>†</sup> Oday Rd is north-south roadway

<sup>‡</sup> Midway Rd is east-west roadway

**XX** – indicates LOS threshold exceeded

<sup>\*</sup> Meets p.m. peak hour signal warrant in 2040 and a.m. and p.m. peak hour signal warrant in 2040 plus project



#### 2040 PLUS PROJECT & LANE CONFIGURATIONS

Table 405.1A notes that CSD is determined based on the design speed of the major road and the time gap needed to complete the maneuver. For a passenger car departing the site and turning east, the required time gap is  $7\frac{1}{2}$  seconds. With a 55-mph posted speed limit a CSD of about 605 feet is required ( $1.47V_mT_g$ ) to provide adequate time for the vehicle to enter eastbound Midway Road before an opposing vehicle arrives. The sight distance appears adequate provided the sight triangles in Figure 9A have clear lines of sight.

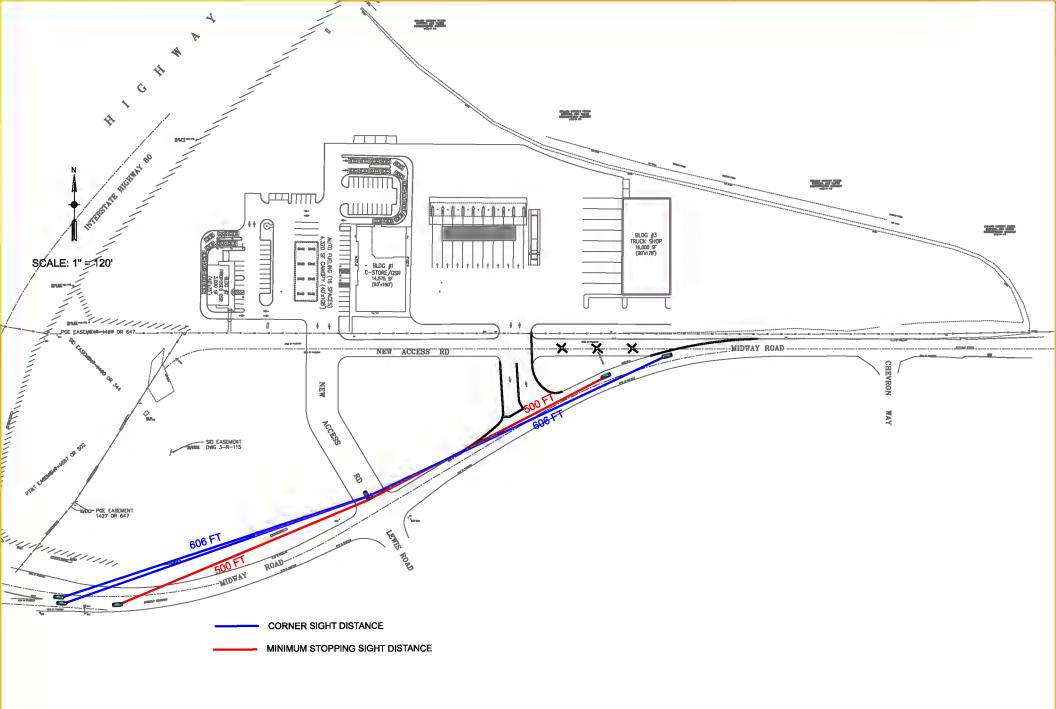
<u>East Driveway.</u> This driveway will form a tee intersection along Midway Road. This section of the road is located within a horizontal curve. Figure 9B illustrates the MSSD and CSD sight lines. As the east driveway will be used by semi-trailers, the CSD distance of 930 feet accounts for slower truck acceleration entering the roadway. Based on the approximate driveway location the MSSD appears to be met. However, the CSD looking west crosses beyond the west driveway access. Under side street stop-controlled conditions this could present an issue were the west driveway queue to back up through the sight triangle. The CSD looking east crosses fallow land and the Chevron Way intersection. Chevron Way provides access to storage facilities, and it is possible that a vehicle queued at the intersection would block the sight line.

#### **Need for Left Turn Lanes**

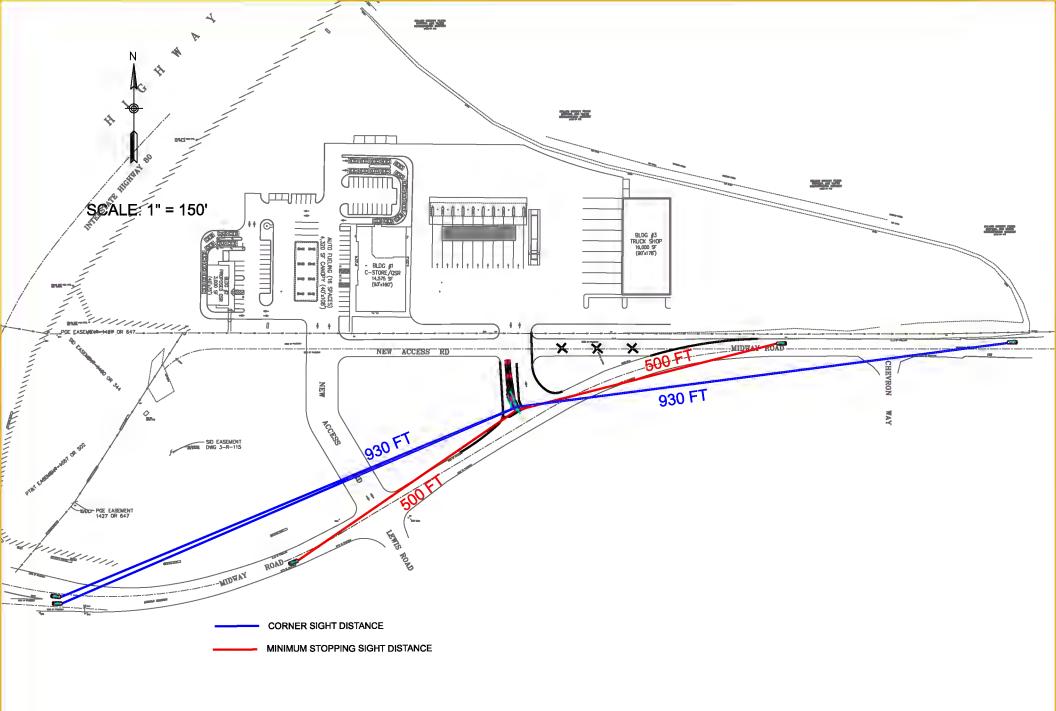
The extent to which project trips create the need for a separate left turn lane at study intersections has been investigated based application of published criteria to long term cumulative volumes

**Methodology.** The American Association of State Transportation and Highway Officials (AASHTO) has identified guidelines for evaluating the benefits of installing left turn lanes in their publication *A Policy on Geometric Design of Highways and Streets*. AASHTO guidelines take two forms. These guidelines are presented in the 11<sup>th</sup> Edition (2011) in their Exhibit 9-29 and Table 11 and base the need for a left turn lane on the volume of approaching and opposing traffic on the mainline road and the relative percentage of that traffic that turns. These criteria are applicable to intersections where the major street traffic proceeds freely and side street traffic is controlled by stop signs. This methodology considers high speed roadways of 40 mph or greater.

The AASHTO publication was updated in December 2018 and different guidelines are now available. The newer guidelines suggest that a left turn lane could be beneficial based on the volume of traffic turning and the total volume per lane on the road. The new guidance considered rural and urban conditions. This guidance is presented in their Figures 9-35 and 9-36 (Table 12) which follows. These guidelines also suggest volume thresholds for creation of a "bypass" lane that, absent a full turn lane, would allow through traffic to proceed around a vehicle stopped to turn left at a tee intersection. The information supporting the 2018 guidelines notes, however, that "The volume-based guidelines or warrants presented below indicate situations where a left turn lane may be desirable, not necessarily situations where a left-turn lane is definitely needed".



# SIGHT DISTANCE - WEST DRIVEWAY



# SIGHT DISTANCE - EAST DRIVEWAY

**Assessment.** The justification for a left turn lane was considered at two locations, as noted in Table 13. The need for left turn lanes was considered based on factors such as the frequency of volumes reaching warrants levels, the availability of adequate sight distance and the nature of motorists attracted to the site. A review of crash data from the California Highway Patrol SWITRS database between 2017 and 2019 showed few crashes in the vicinity of Midway Road at Lewis Road. Of the three crashes noted they were generally due to speeding or improper turning.

Midway Road / West Driveway. Based on the 2011 and 2018 either AASHTO criteria a left turn lane is justified in both a.m. and p.m. peak hours. In addition, the intersection will operate at LOS F conditions and meet the peak hour signal warrant.

<u>Midway Road / East Driveway.</u> The east driveway is expected to see higher truck traffic volumes in the a.m. peak hour. It was previously noted that the sight distance requires visibility past the west driveway and Chevron Way. The projected volumes at this location will not satisfy the 2011 AASHTO criteria but will satisfy the 2018 methodology.

	TRAFFIC VOL	TABLE 11 UMES JUSTIFYING LEF	T TURN LANES	
		UNDER 2011 AASHTO		
Opposing		Advancing Vo	lume (veh/hr)	
Volume	5%	10%	20%	30%
(veh/hr)	Left Turns	Left Turns	Left Turns	Left Turns
	4	0-mph operating spe	ed	
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340
	5	0-mph operating spe	ed	
800	280	210	165	135
600	350	260	195	170
400	430	320	240	210
200	550	400	300	270
100	615	445	335	295
	6	0-mph operating spe	ed	
800	230	170	125	115
600	290	210	160	140
400	365	270	200	175
200	450	330	250	215
100	505	370	275	240
Source: A Policy	on Geometric Design	of Highway and Stree	ets, AASHTO, 2011.	

# TABLE 12 ASSESSMENT OF JUSTIFICATION FOR LEFT TURN LANES UNDER 2018 AASHTO

Left Turn Lane	<del>-</del>	ghway Peak-Hour Volume /Lane)
Volume	Three-Leg Intersection*	Four-Leg Intersection*
(VPH)	Warrants a	Warrants a
	Left Turn Lane	Left Turn Lane
5	450 / 200	200 / 150
10	300 / 100	100 / 50
15	250 / 100	100 / 50
20	200 / 50	50 / <50
25	200 / 50	50 / <50
30	150 / 50	50 / <50
35	150 / 50	50 / <50
40	150 / 50	50 / <50
45	150 / 50	50 / <50
50 or more	100 / 50	50 / <50

Source: A Policy on Geometric Design of Highway and Streets, AASHTO, 2018.

Urban areas / Rural area

<sup>\*</sup> Approach volume

# TABLE 13 SUMMARY OF LEFT TURN LANE ASSESSMENT PLUS PROJECT CONDITIONS

		PLU	S PROJECT CO	אטו ו וטא				
		AASI	HTO 2011 Met	hodology			AASHTO 2018 N	/lethodology
Location		Major Traffic V	Street Volume Opposing	Percent Left Turns	Design Speed	Left Turn Lane Justified?	Major Street Volume Per lane	Left Turn Lane Justified?
			Peak Hr Left Tu	ırn Volume		Justinicus	i ci idile	- Justinear
Existing plus Project								
Midway Road / West Driveway	211	580	388	36.4%	55 mph	Yes	580	Yes
Midway Road / East Driveway	34	321	356	10.6%	55 mph	Yes	321	Yes
Cumulative 2040 plus Project								
Midway Road / West Driveway	211	603	515	35.0%	55 mph	Yes	603	Yes
Midway Road / East Driveway	34	245	483	13.9%	55 mph	No	245	Yes
		PM P	eak Hr Left Tu	ırn Volume				
Existing plus Project								
Midway Road / West Driveway	180	627	319	28.7%	55 mph	Yes	627	Yes
Midway Road / East Driveway	7	497	312	14.1%	55 mph	Yes	497	Yes
Cumulative 2040 plus Project								
Midway Road / West Driveway	180	733	338	24.6%	55 mph	Yes	733	Yes
Midway Road / East Driveway	7	597	331	1.2%	55 mph	Yes	597	Yes

#### FINDINGS / RECOMMENDATIONS/ IMPROVEMENTS

The preceding analysis has identified project impacts that may occur without identifying any recommendations or improvements. The text that follows identifies a strategy for recommendations to the 'No Project' conditions or improvements to the 'Plus Project' conditions.

#### **Existing Conditions**

**Recommendations.** All intersections currently operate within agency thresholds, at LOS C or better. None of the intersections meet the peak hour signal warrant.

#### Significant Transportation Effects for Existing plus Project Conditions

The gas station / C-store / fast food project will attract some customers residing in the greater Vacaville area, but its primary customer base will be travelers already on Interstate 80. The project will provide fuel, convenience items and food service to travelers who simply drive off of and back to nearby I-80 to reach the project.

A quantitative analysis comparing existing trips for similar uses was conducted. The closest similar uses are at the Leisure Town Road interchange in Vacaville west of the site and the W. A Street interchange in Dixon east of the site. Overall, the project is projected to generate fewer trips with the project. Completed. The project's impacts on regional VMT, therefore, would not be significant.

Under Existing plus Project conditions, all intersections except the Midway Road / Lewis Road – West Driveway will operate at acceptable levels of service, at LOS C or better. The Midway Road / Lewis Road – West Driveway will operate at LOS F and meet the peak hour traffic signal warrant. The intersection will also meet AASHTO guidelines for a left turn lane along Midway Road. A left turn lane is also justified along eastbound Midway Road at the East Driveway using both 2011 and 2018 criteria.

The following recommendations are made:

- The project should pay their fair share traffic impact fees in Solano County.
- The project shall install the following improvements at the Midway Road / Lewis Road –
   West Driveway intersection:

#### Option A

- o Install a 200-foot eastbound left turn lane on Midway Road
- o Install a 100-foot westbound left turn lane on Midway Road

- Install a through-left turn lane and a right turn only lane for the driveway approach to the intersection
- Install a traffic signal with protected left turn phasing along Midway Road, a right turn southbound to westbound overlap phase and split phasing along Lewis Road and the project driveway.

With the stated improvements the intersection will operate at LOS C or better.

#### Option B

 Install a single lane roundabout to accommodate STAA trucks. The longest queues occur along the west approach and are projected to be 101 feet in the a.m. peak hour and 117 feet in the p.m. peak hour.

With the stated improvement the roundabout will operate at LOS A.

- The project shall install the following improvements at the Midway Road / East Driveway intersection:
  - o Install a 100-foot eastbound left turn lane at the Midway Road / East Driveway intersection.

#### **2040 Conditions**

Under 2040 conditions all intersections except the Midway Road / Lewis Road are projected to operate within agency thresholds at LOS C conditions or better. The Midway Road / Lewis Road intersection will decline to LOS D in the p.m. peak hour and meet the peak hour traffic signal warrant.

- The following recommendation is made:
  - A two-way-left-turn lane (TWLTL) should be installed to allow northbound to westbound Lewis Road traffic to queue prior to merging into the westbound travel lane. The TWLTL will improve traffic operations to LOS C conditions.

As identified in the "Significant Transportation Effects for Existing plus Project Conditions" the project will need to install a left turn lane as part of the project improvements. The County should provide a reimbursement for the costs of the TWLTL improvements to the applicant as this widening is required without the project.

#### Significant Transportation Effects for 2040 Plus Project Conditions

Under Existing plus Project conditions, all intersections except the Midway Road / Lewis Road – West Driveway will operate at acceptable levels of service, at LOS C or better. As noted in "Significant Transportation Effects for Existing plus Project Conditions", a traffic signal with accompanying roadway widening will be needed to reach LOS C or better conditions. A single lane roundabout has also been provided as an option. In 2040 plus Project conditions, the intersection will continue to operate at LOS C or better conditions under the signalized condition while the roundabout will operate at LOS B. No additional improvements are identified.

#### REFERENCES

- 1. Solano County. November 2008. Solano County General Plan.
- 2. Solano County. February 2006. *Road Improvement Standards and Land Development Requirements.*
- 3. California Department of Transportation. *California Manual on Uniform Traffic Control Devices for Streets and Highways* 2014 Edition, 2021 Addendum. Sacramento, CA
- 4. Caltrans Highway Design Manual, 2022
- 5. California Highway Patrol, *Statewide Integrated Traffic Records System (SWITRS)*. https://iswitrs.chp.ca.gov/reports/jsp/index.jsp
- 6. Transportation Research Board. Highway Capacity Manual 6<sup>th</sup> Edition. Washington, D.C.
- 7. Transportation Research Board. 1982. National Cooperative Highway Research Program (NCHRP) Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design.* Washington, D.C.
- 8. Solano Transportation Authority, *Arterials, Highways and Freeway Element, Solano County Comprehensive Transportation Plan*, June 2018.
- 9. California Department of Transportation. *I-80 East Comprehensive Multimodal Corridor Plan*, District 4 June 2020
- 10. AASHTO. 2011. *A Policy on Geometric Design of Highways and Streets, 2011*, Washington DC.
- 11. AASHTO. 2018. A Policy on Geometric Design of Highways and Streets, 2018, Washington DC.

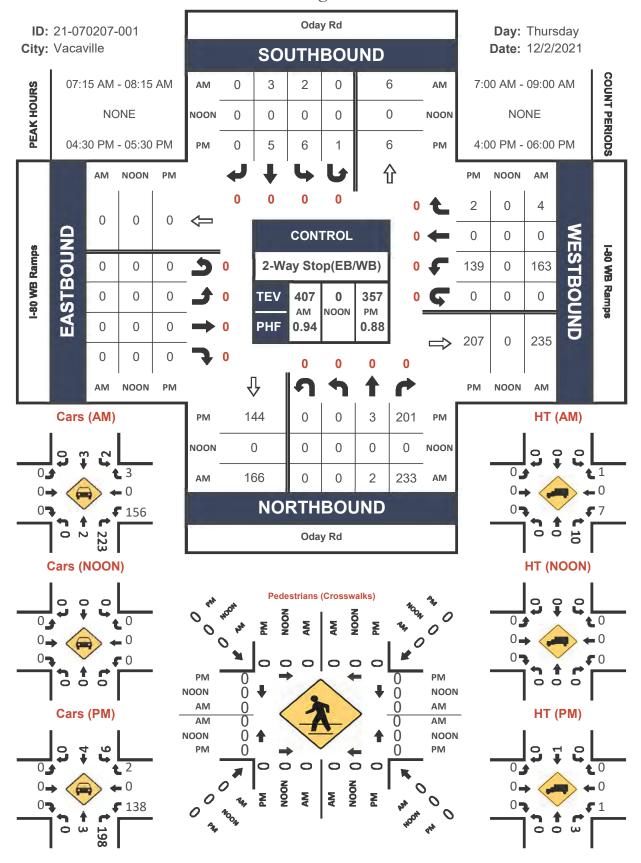
#### **APPENDIX**

(under separate cover)

Prepared by National Data & Surveying Services

### Oday Rd & I-80 WB Ramps

### Peak Hour Turning Movement Count



Location: Oday Rd & I-80 WB Ramps City: Vacaville Control: 2-Way Stop(EB/WB)

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n	2+2	_ 7		tal

_																	
NS/EW Streets:		Oday	Rd Rd			Oday	Rd			I-80 WE	3 Ramps			I-80 WB	Ramps		
		NORTH	BOLIND			SOUTH	BOLIND			FΔST	BOUND			WESTE	ROLIND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
\(\tau_1\text{v}\)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	54	0	0	0	0	0	0	0	0	0	42	0	0	0	97
7:15 AM	0	0	50	0	1	0	0	0	0	0	0	0	39	0	3	0	93
7:30 AM	0	0	60	0	0	1	0	0	0	0	0	0	40	0	0	0	101
7:45 AM	0	1	67	0	0	0	0	0	0	0	0	0	40	0	0	0	101
8:00 AM	0	1	56	0	1	2	0	0	0	0	0	0	44	0	1	0	105
8:15 AM	0	0	56	0	2	2	0	0	0	0	0	0	28	0	1	0	88
8:30 AM	0	3	56	0	0	2	0	0	0	0	0	0	36	0	1	0	98
		1				0	-	0	_	•	•	0			1		
8:45 AM	0	1	43	0	2	U	0	U	0	0	0	U	31	0	1	0	78
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	442	0	6	6	0	0	0	0	0	0	300	0	7	0	768
APPROACH %'s:	0.00%	1.56%	98.44%	0.00%	50.00%	50.00%	0.00%	0.00%					97.72%	0.00%	2.28%	0.00%	TOTAL
PEAK HR :		07:15 AM -				_											
PEAK HR VOL:	0	2	233	0	2	3	0	0	0	0	0	0	163	0	4	0	407
PEAK HR FACTOR:	0.000	0.500	0.869	0.000	0.500	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.926	0.000	0.333	0.000	0.942
oriers.	- NEI	0.86	54	NELL	6.81	0.41	./	CRIT	EPI	ERT	500		11/2	0.92	28	11/0/1	
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	45	0	2	2	0	0	0	0	0	0	37	0	1	0	88
4:15 PM	Ö	2	42	Ō	1	1	Ō	Ō	Ō	Ö	Ō	Ö	21	Ō	0	Ō	67
4:30 PM	0	0	60	0	0	1	0	0	0	0	0	0	39	0	0	0	100
4:45 PM	Ö	i	62	Ō	Ö	0	Ō	Ō	0	0	0	Ō	39	Ō	Ō	Ō	102
5:00 PM	0	1	37	0	2	0	0	1	0	0	0	0	31	0	1	0	73
5:15 PM	0	1	42	0	4	4	0	0	0	Ō	Ō	0	30	0	1	0	82
5:30 PM	Ö	0	29	Ō	1	1	Ō	Ō	Ō	Ö	Ō	Ö	32	Ō	2	1	66
5:45 PM	Ō	0	36	0	1	0	0	0	Ō	0	0	Ō	24	0	0	0	61
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	353	0	11	9	0	1	0	0	0	0	253	0	5	1	639
APPROACH %'s :	0.00%	1.67%	98.33%	0.00%	52.38%	42.86%	0.00%	4.76%	ľ				97.68%	0.00%	1.93%	0.39%	333
PEAK HR :		04:30 PM -			04.30 FM	12:00 AM		270								2.22.70	TOTAL
PEAK HR VOL:	0	3	201	0	6	5	0	1	0	0	0	0	139	0	2	0	357
PEAK HR FACTOR :	0.000	0.750	0.810	0.000	0.375	0.313	0.000	0.250	0.000	0.000	0.000	0.000	0.891	0.000	0.500	0.000	0.875

Location: Oday Rd & I-80 WB Ramps City: Vacaville Control: 2-Way Stop(EB/WB)

-				_	
- 10	12	ta	- 1	r : a	rc

NS/EW Streets:		Oday	<sup>r</sup> Rd			Oday	/ Rd			I-80 WI	3 Ramps			I-80 WB	Ramps		
AM	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTH 0 ST	BOUND 0 SR	0 SU	0 EL	EAST 0 ET	BOUND 0 ER	0 EU	0 WL	WESTE 0 WT	OUND 0 WR	0 WU	TOTAL
7:00 AM 7:15 AM 7:30 AM	0 0	1 0 0	52 48 58	0 0	0 1 0	0 0 1	0 0	0 0	0 0	0 0	0	0 0	40 39 39	0 0	0 2 0	0 0	93 90 98
7:45 AM 8:00 AM 8:15 AM	0 0	1 1 0	64 53 55	0 0	0 1 2	0 2 1	0 0	0 0	0 0	0 0	0 0	0 0	39 39 27	0 0	0 1 1	0 0	104 97 86
8:30 AM 8:45 AM	0	3 1	54 38	0	0 2	2	0	0	0	0	0	0	35 30	0	1	0	95 72
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 7 1.63%	NR 422 98.37%	NU 0 0.00%	SL 6 50.00%	ST 6 50.00%	SR 0 0.00%	SU 0 0.00%	EL 0	ET 0	ER 0	EU 0	WL 288 97.96%	WT 0 0.00%	WR 6 2.04%	WU 0 0.00%	TOTAL 735
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.000	07:15 AM - 2 0.500 0.8	223 0.871	0.000	2 0.500	3 0.375 0.4	0 0.000 17	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	156 1.000	0 0.000 0.97	3 0.375 70	0 0.000	TOTAL 389 0.935
PM	0	NORTH 0	BOUND 0	0	0	SOUTH	BOUND 0	0	0	EAST 0	BOUND	0	0	WESTE 0	BOUND 0	0	
4:00 PM	NL 0	NT 1	NR 45	NU 0	SL 2	ST 2	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 34	WT 0	WR 1	WU 0	TOTAL 85
4:15 PM 4:30 PM 4:45 PM	0	2 0 1	42 58 62	0	1 0 0	1 0 0	0	0	0 0 0	0	0	0	19 39 39	0	0 0 0	0 0	65 97 102
5:00 PM 5:15 PM	0	1 1	36 42	0	2 4	0 4	0	1 0	0	0	0	0	30 30	0	1 1	0	71 82
5:30 PM 5:45 PM	0	0	28 35	0	1 1	0	0	0	0	0	0	0	31 23	0	0	0	63 59
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 6 1.69%	NR 348 98.31%	NU 0 0.00%	SL 11 55.00%	ST 8 40.00%	SR 0 0.00%	SU 1 5.00%	EL 0	ET 0	ER 0	EU 0	WL 245 98.00%	WT 0 0.00%	WR 5 2.00%	WU 0 0.00%	TOTAL 624
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0.000	04:30 PM - 3 0.750	198 0.798	0.000	6 0.375	4 0.250	0.000	1 0.250	0 0.000	0 0.000	0 0.000	0 0.000	138 0.885	0.000	2 0.500	0.000	TOTAL 352 0.863

Location: Oday Rd & I-80 WB Ramps City: Vacaville Control: 2-Way Stop(EB/WB)

								Data	- HI								
NS/EW Streets:		Oday	/ Rd			Oda	y Rd			I-80 WI	B Ramps			I-80 WB	Ramps		
		NORTH	IBOUND			SOUTI	HBOUND			EAST	BOUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	4
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4
8:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	8
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
8:45 AM	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	20	0	0	0	0	0	0	0	0	0	12	0	1	0	33
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%									92.31%	0.00%	7.69%	0.00%	
PEAK HR:	(	07:15 AM -	08:15 AM		1177115 AN	38	0	1									TOTAL
PEAK HR VOL :	0	0	10	0	0	0	0	0	0	0	0	0	7	0	1	0	18
PEAK HR FACTOR :	0.000	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.350	0.000	0.250	0.000	0.563
		0.8	33											0.4	00		0.505

		NORTH	IBOUND			SOUTH	BOUND		l .	EAST	rbound			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	5	0	0	1	0	0	0	0	0	0	8	0	0	1	15
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					88.89%	0.00%	0.00%	11.11%	
PEAK HR:		04:30 PM -	05:30 PM		04.30 PM	291	0	U									TOTAL
PEAK HR VOL :	0	0	3	0	0	1	0	0	0	0	0	0	1	0	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.417
		0.3	75			0.2	50							0.2	50		0.717

Location: Oday Rd & I-80 WB Ramps City: Vacaville Control: 2-Way Stop(EB/WB)

Data - Bikes

NS/EW Streets: Oday Rd Oday Rd I-80 WB Ramps																		
AM         0								EASTBOUND WESTBOUND										
AM         0			NORTI	HROLIND			SOLIT	HROLIND.			FΔST	BOLIND			WEST	TROLIND.		
NL NT NR NU SL ST SR SU EL ET ER EU 7:00 AM 0 0 0 0 0 0 0 0 0 0 0	AM	0			0	0			0	0			0	0	0	0	0	
7:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0	\(\text{\text{IVI}}\)													WL	WT	WR	WU	TOT
	7:00 AM													0	0	0	0	0
7:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0	7:15 AM		-		0	_	0	-	_	0	•	•	-	0	0	0	0	0
7.130 AMI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														0	0	0	0	0
7:45 AM 0 0 0 0 0 0 0 0 0 0 0 0														0	0	0	0	1 0
8:00 AM 0 0 0 0 0 0 0 0 0 0 0 0														0	0	0	0	0
8:15 AMI 0 0 0 0 0 0 0 0 0 0 0 0														0	0	0	0	0
8:30 AMI 0 0 0 0 0 0 0 0 0 0 0 0 0														0	0	0	0	0
		•						-			-	-	-	_	•			
8:45 AM 0 0 0 0 0 0 0 0 0 0 0 0	8:45 AM	U	U	U	U	U	U	U	U	0	U	U	U	0	0	0	0	0
NI N		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
TOTAL VOLUMES: 0 0 0 0 0 0 0 0 0 0																		70
TOTAL VOLUMES: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																		TO
TOTAL VOLUMES: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														0	0	0	0	C
TOTAL VOLUMES:         0 </td <td>PEAK HR FACTOR : I</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td></td> <td></td> <td>0.000</td> <td>0.000</td> <td></td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>0.000</td> <td>ll .</td>	PEAK HR FACTOR : I	0.000	0.000	0.000	0.000			0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	ll .
TOTAL VOLUMES: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	
TOTAL VOLUMES:   0   0   0   0   0   0   0   0   0		NIBI	AIDT	NIDD	0.000	0.000	COT	CDD	0.000	0.000	CDT	500	0.000	0.000	1476-7	TBOUND	0.000	
TOTAL VOLUMES:   0   0   0   0   0   0   0   0   0		NIST	NORTI	HBOUND	AIDII	CBI	SOUT	HBOUND	CBII	E01	EAST	BOUND	COLL	0	1476-7	1870.0	0.000	
TOTAL VOLUMES:   0		0	NORTI 0	HBOUND 0	0	0	SOUT 0	HBOUND 0	0	0	EAST 0	BOUND 0	0	Mal	WEST	TBOUND	NA/DII	ТО
TOTAL VOLUMES:   0	PM	0 NL	NORTI 0 NT	HBOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	<b>0</b> SU	0 EL	EAST 0 ET	BOUND 0 ER	0 EU	0	WEST 0	FBOUND 0	0	
TOTAL VOLUMES: APPROACH %6's:	PM 4:00 PM	0 NL 0	NORTH 0 NT 0	HBOUND 0 NR 0	0 NU 0	0 SL 0	SOUTI 0 ST 0	HBOUND 0 SR 0	0 SU 0	0 EL 0	EAST 0 ET 0	BOUND 0 ER 0	0 EU 0	0 WL	WEST 0 WT	ΓΒΟUND 0 WR	0 WU	0
TOTAL VOLUMES:   0	PM 4:00 PM 4:15 PM	0 NL 0 0	NORTH 0 NT 0 0	HBOUND 0 NR 0	0 NU 0 0	0 SL 0	SOUTI 0 ST 0	HBOUND 0 SR 0	0 SU 0	0 EL 0 0	EAST 0 ET 0 0	BOUND 0 ER 0	0 EU 0 0	0 WL 0	WEST 0 WT 0	TBOUND 0 WR 0	0 WU 0	0
TOTAL VOLUMES : APPROACH %6's :	PM 4:00 PM 4:15 PM 4:30 PM	0 NL 0 0	NORTH 0 NT 0 0	HBOUND 0 NR 0 0	0 NU 0 0	0 SL 0 0	SOUTI 0 ST 0 0	HBOUND 0 SR 0 0	0 SU 0 0	0 EL 0 0	EAST 0 ET 0 0	BOUND 0 ER 0 0	0 EU 0 0	0 WL 0 0	WEST 0 WT 0 0	TBOUND 0 WR 0 0	0 WU 0 0	TO <sup>-</sup> 0 0 0 0
TOTAL VOLUMES   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 NL 0 0 0	NORTI 0 NT 0 0 0	HBOUND 0 NR 0 0 0	0 NU 0 0	0 SL 0 0 0	SOUTI 0 ST 0 0 0	HBOUND 0 SR 0 0 0 0 0	0 SU 0 0 0	0 EL 0 0	EAST 0 ET 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0	0 EU 0 0 0	0 WL 0 0	WEST 0 WT 0 0	TBOUND 0 WR 0 0	0 WU 0 0	0 0
PEAK HR VOL :   O O O O O O O O O O O O O O O O O O	PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 NL 0 0 0	NORTH 0 NT 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0	0 SL 0 0 0	SOUTI 0 ST 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0	0 SU 0 0 0	0 EL 0 0 0	EAST 0	BOUND 0 ER 0 0 0 0 0 0	0 EU 0 0 0 0	0 WL 0 0 0	WEST 0 0 0 0 0 0 0	0 WR 0 0 0	0 WU 0 0 0	0 0 0 0
TOTAL VOLUMES   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PIM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 NL 0 0 0 0	NORTI 0 NT 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0	0 SL 0 0 0 0	SOUTH 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0	0 EL 0 0 0 0	EAST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0	0 WL 0 0 0	WEST 0 WT 0 0 0	0 WR 0 0 0 0	0 WU 0 0 0	0 0 0 0
TOTAL VOLUMES:   0	PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 NL 0 0 0 0	NORTI 0 NT 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0	0 SL 0 0 0 0 0	SOUTH 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0	0 EL 0 0 0 0 0	EAST 0 ET 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	0 WL 0 0 0 0	WEST 0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0	0 WU 0 0 0 0	000000000000000000000000000000000000000
PAPROACH %6 :   PAPROACH %6	PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 NL 0 0 0 0 0	NORTI 0 NT 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0	0 SL 0 0 0 0 0	SOUTH 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0	0 EL 0 0 0 0 0	EAST 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	0 WL 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0	0 WU 0 0 0 0 0	000000000000000000000000000000000000000
PAPROACH %5 :	PIM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:345 PM	0 NL 0 0 0 0 0 0	NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0	0 SL 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 SR 0 0 SR	0 SU 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 ET	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0	0 WL 0 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	0 0 0 0 0 0
PEAK HR :   07:15 AM - 08:15 AM   PEAK HR :   0.000	4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 NL 0 0 0 0 0 0	NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0	0 SL 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 SR 0 0 SR	0 SU 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 ET	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0	0 WL 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0	0 WU 0 0 0 0 0	0 0 0 0 0 0
TOTAL VOLUMES:   0	PIM  4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 NL 0 0 0 0 0 0	NORTI 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 SR 0 0 SR	0 SU 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	EAST 0 ET 0 0 0 0 0 0 0 0 0 0 ET	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0	0 WL 0 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	C C C C C C C C C C C C C C C C C C C
PTAIL VOLUMES:   0	PIVI  4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTI 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	EAST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0	0 WL 0 0 0 0 0 0	WEST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	0 0 0

# National Data & Surveying Services Intersection Turning

Location: Oday Rd & I-80 WB Ramps
City: Vacaville

Movement Count
Project ID: 21-070207-001
Date: 12/2/2021

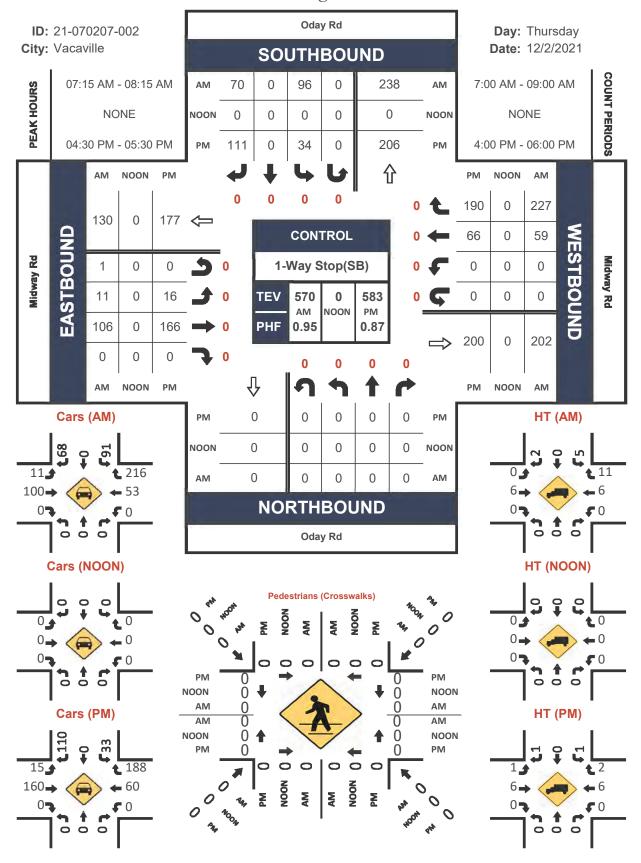
#### **Data - Pedestrians (Crosswalks)**

		<sup>r</sup> Rd	Ouu	y Rd	1-00 VVE	3 Ramps	1-80 WB	Ramps	
AM	NORTH EB	H LEG WB	SOUT EB	H LEG WB	EAST NB	LEG SB	WEST NB	LEG SB	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	EB 0 <b>07:15 AM -</b> 0	WB 0 <b>08:15 AM</b>	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0 TOTAL 0

	es l'Al-li								
DNA	NORT	TH LEG	SOUT	ΓH LEG	EAST	ΓLEG	WES	Γ LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
1									
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s:									
PEAK HR:	04:30 PM	- 05:30 PM	U4:30 PM	288	-3	-3			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

### Oday Rd & Midway Rd

#### Peak Hour Turning Movement Count



Location: Oday Rd & Midway Rd
City: Vacaville
Control: 1-Way Stop(SB)

								Data -	Total								
NS/EW Streets:		Oda	y Rd			Oday	Rd			Midwa	y Rd			Midwa	y Rd		
		NORTI	HBOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	31	0	11	0	0	23	0	0	0	7	56	0	128
7:15 AM	0	0	0	0	18	0	21	0	1	29	0	0	0	13	48	0	130
7:30 AM	0	0	0	0	27	0	14	0	2	20	0	1	0	12	64	0	140
7:45 AM	0	0	0	0	21	0	17	0	2	33	0	0	0	17	60	0	150
8:00 AM	0	0	0	0	30	0	18	0	6	24	0	0	0	17	55	0	150
8:15 AM	0	0	0	0	16	0	12	0	0	22	0	0	0	13	52	0	115
8:30 AM	0	0	0	0	20	0	19	0	4	12	0	0	0	10	56	0	121
8:45 AM	0	0	0	0	11	0	20	0	3	15	0	0	0	10	39	0	98
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	0	0	174	0	132	0	18	178	0	1	0	99	430	0	1032
APPROACH %'s:					56.86%	0.00%	43.14%	0.00%	9.14%	90.36%	0.00%	0.51%	0.00%	18.71%	81.29%	0.00%	
PEAK HR :			- 08:15 AM		07:15 AM												TOTAL
PEAK HR VOL :	0	0	0	0	96	0	70	0	11	106	0	1	0	59	227	0	570
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.800	0.000	0.833	0.000	0.458	0.803	0.000	0.250	0.000	0.868	0.887	0.000	0.950
	- NOI	NET	NER	NIBIT	6.01	0.86	55	C 011	501	0.84	43	EDII	11/01	0.9	29	MAYDII	0.930
	- Alex	NORTI	HBOUND	APPLI		0.00	CDD	eerr	FDI	707	50.0	COLL	18754	West	3OUND	187511	0.930
PM	0	NORTI 0	HBOUND 0	0	0	SOUTH 0	CDD	0	0	0.84 EASTE 0	50.0	0	0	West	10/010	0	0.930
PM	0 NL			0 NU	0 SL	SOUTH	BOUND	0 SU	0 EL	EASTE	BOUND	0 EU	0 WL	WESTI	BOUND	0 WU	TOTAL
4:00 PM		0	0		SL 7	SOUTH 0 ST 0	BOUND 0			EASTE 0	BOUND 0			WESTI 0 WT 15	BOUND 0		
4:00 PM 4:15 PM	NL	0 NT	0 NR	NU	SL 7 5	SOUTH 0 ST	BOUND 0 SR 31 19	SU	EL 2 4	EASTE 0 ET	OUND O ER	EU	WL	WESTI 0 WT 15 22	BOUND 0 WR	WU	TOTAL 145 125
4:00 PM 4:15 PM 4:30 PM	0 0 0	0 NT 0 0	0 NR 0 0	NU 0 0 0	SL 7 5 7	SOUTH 0 ST 0 0	BOUND 0 SR 31 19 30	SU 0 0	EL 2 4 3	EASTE 0 ET 44 36 47	80UND 0 ER 0 0	0 0 0	WL 0 0 0	WESTI 0 WT 15 22 19	BOUND 0 WR 46 39 61	0 0 0	TOTAL 145 125 167
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0	0 NT 0 0 0	0 NR 0 0 0	NU 0 0 0 0	SL 7 5 7 7	SOUTH 0 ST 0 0 0	BOUND 0 SR 31 19 30 29	SU 0 0 0 0	EL 2 4 3 5	EASTE 0 ET 44 36 47 31	0 ER 0 0 0	0 0 0 0	WL 0 0 0 0	WESTI 0 WT 15 22 19	BOUND 0 WR 46 39 61 55	WU 0 0 0 0	TOTAL 145 125 167 146
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0	0 NT 0 0 0 0	0 NR 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7	SOUTH 0 ST 0 0 0 0	BOUND 0 SR 31 19 30 29 27	SU 0 0 0 0	EL 2 4 3 5	EASTE 0 ET 44 36 47 31 42	BOUND 0 ER 0 0 0 0	EU 0 0 0 0	WL 0 0 0 0 0	WESTI 0 WT 15 22 19 19	BOUND 0 WR 46 39 61 55 36	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0 NT 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 10 10	SOUTH 0 ST 0 0 0 0 0	BOUND 0 SR 31 19 30 29 27 25	SU 0 0 0 0 0	EL 2 4 3 5 5 5 3	EASTE 0 ET 44 36 47 31 42 46	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14	BOUND 0 WR 46 39 61 55 36 38	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 7 10 10 4	SOUTH 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 31 19 30 29 27 25 27	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 5 3 1	EASTE 0 ET 44 36 47 31 42 46 41	OUND 0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13	30UND 0 WR 46 39 61 55 36 38 29	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136 115
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0 NT 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 10 10	SOUTH 0 ST 0 0 0 0 0	BOUND 0 SR 31 19 30 29 27 25	SU 0 0 0 0 0	EL 2 4 3 5 5 5 3	EASTE 0 ET 44 36 47 31 42 46	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14	BOUND 0 WR 46 39 61 55 36 38	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 NL	0 NT 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 10 10 4 7 7 SL	SOUTH 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 31 19 30 29 27 25 27 19 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 3 1 2 EL	EASTE 0 ET 44 36 47 31 42 46 41 30 ET	BOUND 0 ER 0 0 0 0 0 0 0 0 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13 20	30UND 0 WR 46 39 61 55 36 38 29 31	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136 115 109
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0	SL 7 5 7 7 10 10 4 7 SL 57	SOUTH 0	BOUND 0 SR 31 19 30 29 27 25 27 19 SR 207	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 5 3 1 2 EL 25	EASTE 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13 20 WT 136	BOUND 0 WR 46 39 61 55 36 38 29 31 WR 335	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136 115
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 NL	0 NT 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 10 10 4 7 7 SL	SOUTH 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 31 19 30 29 27 25 27 19 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 3 1 2 EL	EASTE 0 ET 44 36 47 31 42 46 41 30 ET	BOUND 0 ER 0 0 0 0 0 0 0 0 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13 20	30UND 0 WR 46 39 61 55 36 38 29 31	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 135 115 109 TOTAL 1077
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %	NL 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 7 10 10 4 4 7 SL 57 21.59%	SOUTH 0	BOUND 0 SR 31 19 30 29 27 25 27 19 SR 207 78.41%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 5 3 1 1 2 EL 25 7.31%	EASTE 0 ET 444 36 47 31 42 46 41 30 ET 317 92.69%	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13 20 WT 136 28.87%	80UND 0 WR 46 39 611 555 36 38 29 31 WR 335 71.13%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136 115 109 TOTAL 1077
4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'-: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 10 10 4 7 SL 57 21.59%	SOUTH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 31 19 30 29 27 25 27 19 SR 207 78.41%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 5 3 1 2 EL 25 7.31%	EASTE 0 ET 44 36 47 31 42 46 41 30 ET 317 92.69%	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13 20 WT 136 28.87%	80UND 0 WR 46 39 61 55 36 38 29 31 WR 335 71.13%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136 115 109 TOTAL 1077
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %	NL 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 7 5 7 7 7 10 10 4 4 7 SL 57 21.59%	SOUTH 0	BOUND 0 SR 31 19 30 29 27 25 27 19 SR 207 78.41%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 2 4 3 5 5 5 3 1 1 2 EL 25 7.31%	EASTE 0 ET 444 36 47 31 42 46 41 30 ET 317 92.69%	SOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTI 0 WT 15 22 19 19 14 14 13 20 WT 136 28.87%	BOUND 0 WR 46 39 61 55 36 38 29 31 WR 335 71.13%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 145 125 167 146 134 136 115 109 TOTAL 1077

Location: Oday Rd & Midway Rd
City: Vacaville
Control: 1-Way Stop(SB)

								Data	Cars								
NS/EW Streets:		Oda	y Rd			Oday	Rd			Midwa	y Rd			Midwa	y Rd		
		NORTH	HBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	30	0	10	0	0	22	0	0	0	7	54	0	123
7:15 AM	0	0	0	0	18	0	21	0	1	26	0	0	0	11	46	0	123
7:30 AM	0	0	0	0	26	0	14	0	2	18	0	0	0	10	62	0	132
7:45 AM	0	0	0	0	20	0	17	0	2	32	0	0	0	17	57	0	145
8:00 AM	0	0	0	0	27	0	16	0	6	24	0	0	0	15	51	0	139
8:15 AM	0	0	0	0	16	0	11	0	0	22	0	0	0	11	52	0	112
8:30 AM	0	0	0	0	19 10	0	19	0	4	12 13	0	0	0	7 10	53	0	114
8:45 AM	0	0	0	0	10	0	20	0	3	13	U	U	0	10	35	U	91
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	166	0	128	0	18	169	0	0	0	88	410	0	979
APPROACH %'s:					56.46%	0.00%	43.54%	0.00%	9.63%	90.37%	0.00%	0.00%	0.00%	17.67%	82.33%	0.00%	
PEAK HR :		07:15 AM			07:15 AM	38	0	0					_				TOTAL
PEAK HR VOL :	0	0	0	0	91	0.000	68	0	11	100 0.781	0	0	0	53 0.779	216	0	539
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.843	0.000	0.810	0.000	0.458	0.781	0.000	0.000	0.000	0.779	0.871	0.000	0.929
lorders	E 1191	NET	NIPP	NIBIT	6.51	0.5	27	Coll	FEI	0.0	10	7.01	18/01	0.50	1000	Well	
			HBOUND			SOUTH				EASTE				WESTE			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4.00.014	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	6	0	28	0	2	42	0	0	0	14	46	0	138
4:15 PM 4:30 PM	0	0	0	0	5 7	0	17 30	0	3	32 46	0	0	0	21 17	39 59	0	118 162
4:30 PM 4:45 PM	0																
			0	0				0	-	20	Λ.						
5:00 PM		0	0	0	10	0	29	0	5	28	0	0	0	15	55 36	0	138
5:00 PM 5:15 PM	0	0	0	0	10	0	26	0	4	41	0	0	0	14	36	0	131
5:15 PM		0	0	0	10 10	0	26 25	0		41 45	0	0		14 14	36 38	0	131 135
	0	0	0	0	10	0	26	0	4 3	41	0	0	0	14	36	0	131
5:15 PM 5:30 PM 5:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	10 10 4 6	0 0 0 0	26 25 26 19	0 0 0 0	4 3 1 2	41 45 39 30	0 0 0 0	0 0 0 0	0 0 0 0	14 14 12 20	36 38 28 30	0 0 0 0	131 135 110 107
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES :	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	10 10 4 6 SL 54	0 0 0 0 ST 0	26 25 26 19 SR 200	0 0 0 0 0	4 3 1 2 EL 24	41 45 39 30 ET 303	0 0 0 0	0 0 0 0	0 0 0 0 0	14 14 12 20 WT 127	36 38 28 30 WR 331	0 0 0 0 WU 0	131 135 110 107
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0	0 0 0 0 0	0 0 0 0 0 NR 0	0 0 0 0	10 10 4 6	0 0 0 0	26 25 26 19	0 0 0 0	4 3 1 2	41 45 39 30	0 0 0 0	0 0 0 0	0 0 0 0	14 14 12 20	36 38 28 30	0 0 0 0	131 135 110 107 TOTAL 1039
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s: PEAK HR:	0 0 0 0 0	0 0 0 0 NT 0	0 0 0 0 NR 0	0 0 0 0 0	10 10 4 6 SL 54 21.26%	0 0 0 0 ST 0 0.00%	26 25 26 19 SR 200 78.74%	0 0 0 0 0 SU 0 0.00%	4 3 1 2 EL 24 7.34%	41 45 39 30 ET 303 92.66%	0 0 0 0 ER 0 0.00%	0 0 0 0 EU 0 0.00%	0 0 0 0 0 WL 0 0.00%	14 14 12 20 WT 127 27.73%	36 38 28 30 WR 331 72.27%	0 0 0 0 0 WU 0 0.00%	131 135 110 107 TOTAL 1039
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s: PEAK HR: PEAK HR VOL:	0 0 0 0 0 NL 0	0 0 0 0 NT 0	0 0 0 0 0 NR 0	0 0 0 0 0 NU 0	10 10 4 6 SL 54 21.26%	0 0 0 0 ST 0 0.00%	26 25 26 19 SR 200 78.74%	0 0 0 0 0 SU 0 0.00%	4 3 1 2 EL 24 7.34%	41 45 39 30 ET 303 92.66%	0 0 0 0 ER 0 0.00%	0 0 0 0 EU 0 0.00%	0 0 0 0 0 WL 0 0.00%	14 14 12 20 WT 127 27.73%	36 38 28 30 WR 331 72.27%	0 0 0 0 0 WU 0 0.00%	131 135 110 107 TOTAL 1039
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s: PEAK HR:	0 0 0 0 0	0 0 0 0 NT 0	0 0 0 0 NR 0	0 0 0 0 0	10 10 4 6 SL 54 21.26%	0 0 0 0 ST 0 0.00%	26 25 26 19 SR 200 78.74% 110 0.917	0 0 0 0 0 SU 0 0.00%	4 3 1 2 EL 24 7.34%	41 45 39 30 ET 303 92.66%	0 0 0 0 ER 0 0.00%	0 0 0 0 EU 0 0.00%	0 0 0 0 0 WL 0 0.00%	14 14 12 20 WT 127 27.73%	36 38 28 30 WR 331 72.27% 188 0.797	0 0 0 0 0 WU 0 0.00%	131 135 110 107 TOTAL 1039

Location: Oday Rd & Midway Rd
City: Vacaville
Control: 1-Way Stop(SB)

	ı way oto	P()						Data	- HT					5000	12,2,2021		
NS/EW Streets:		Oda	ıy Rd			Oday	Rd			Midwa	y Rd			Midwa	ıy Rd		
AM	0 NL	NORTI 0 NT	HBOUND 0 NR	0 NU	0 SL	SOUTH 0 ST	BOUND 0 SR	0 SU	0 EL	EASTE 0 ET	O ER	0 EU	0 WL	WESTI 0 WT	BOUND 0 WR	0 WU	тот
7:00 AM 7:15 AM 7:30 AM 7:45 AM	0 0 0	0 0 0	0 0 0	0 0 0 0	1 0 1	0 0 0 0	1 0 0 0	0 0 0	0 0 0	1 3 2 1	0 0 0	0 0 1 0	0 0 0	0 2 2	2 2 2 3	0 0 0	5 7 8
8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3 0 1	0 0 0 0	2 1 0	0 0 0 0	0 0 0 0	0 0 0 2	0 0 0 0	0 0 0 0	0 0 0 0	2 2 3 0	4 0 3 4	0 0 0 0	1 3 7
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	NU 0	SL 8 66.67%	ST 0 0.00%	SR 4 33.33%	SU 0 0.00%	EL 0 0.00%	ET 9 90.00%	ER 0 0.00%	EU 1 10.00%	WL 0 0.00%	WT 11 35.48%	WR 20 64.52%	WU 0 0.00%	TO
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0.000	07:15 AM 0 0.000	0 0.000	0.000	5 0.417	0 0.000 0.3	2 0.250 50	0.000	0 0.000	6 0.500 0.5	0 0.000 83	1 0.250	0 0.000	6 0.750 0.7	11 0.688 08	0 0.000	TO 3 0.7
PM	0 NI	NORTI 0 NT	HBOUND 0 NR	0 NU	0 SL	SOUTH 0 ST	BOUND 0 SR	0 SU	0 EL	EASTE 0 ET	BOUND 0 ER	0 EU	0 WL	WESTI 0 WT	BOUND 0 WR	0 WU	то
4:00 PM 4:15 PM 4:30 PM	0 0 0	0 0 0	0 0 0	0 0 0	1 0 0	0 0 0	3 2 0	0 0 0	0 0 0	2 4 1	0 0 0	0 0 0	0 0 0	1 1 2 4	0 0 2	0 0 0	
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 1 0	0 0 0 0	0 1 0 0 0	1 1 2 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 1 1	0 0 0 0	
TOTAL VOLUMES : APPROACH %'• :	NL 0	NT 0	NR 0	NU 0	SL 3 30.00%	ST 0 0.00%	SR 7 70.00%	SU 0 0.00%	EL 1 6.67%	ET 14 93.33%	ER 0 0.00%	EU 0 0.00%	WL 0 0.00%	WT 9 69.23%	WR 4 30.77%	WU 0 0.00%	TC
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0.000	0 0 0.000	- 05:30 PM 0 0.000	0.000	1 0.250	0 0.000 0.50	1 0.250 00	0.000	1 0.250	6 0.500 0.5	0 0.000 83	0 0.000	0 0.000	6 0.375 0.5	2 0.250 00	0 0.000	TC 1 0.!

Location: Oday Rd & Midway Rd
City: Vacaville
Control: 1-Way Stop(SB)

								Data -	Bikes								
NS/EW Streets:		Oda	y Rd			Oda	y Rd			Midw	ay Rd			Midw	ay Rd		
		NORTH	HBOUND			SOUTI	HBOUND			EAST	BOUND			WEST	ΓBOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45 AM	U	U	U	U	U	U	U	U	0	U	U	U	U	U	U	U	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR:		07:15 AM	- 08:15 AM		07:15 AM	38	0	0									TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Land or	- AIRI	NET	NDD	NIBII	691	COT	CDD	COLL	FOI	FRT	COD	EBII	18/01	14/07	18/D.D	18/011	
		NODTI															
		NORTE	HBOUND			SOUTI	HBOUND			EAST	BOUND			WEST	FBOUND		
PM	0	0	HBOUND 0	0	0	SOUTI 0	HBOUND 0	0	0	EAST 0	BOUND	0	0	WEST 0	TBOUND 0	0	
PM	0 NL			0 NU	0 SL			0 SU	0 EL			0 EU	0 WL			0 WU	TOTAL
4:00 PM	-	0	0			0	0			0	0	-		0	0		TOTAL 0
4:00 PM 4:15 PM	NL	0 NT	0 NR	NU	SL	0 ST	0 SR	SU	EL	0 ET	0 ER	EU	WL	0 WT	0 WR	WU	
4:00 PM. 4:15 PM 4:30 PM	0 0 0	0 NT 0 0	0 NR 0 0	0 0 0	SL 0 0 0	0 ST 0 0	0 SR 0 0	0 0 0	0 0 0	0 ET 0 0 0	0 ER 0 0	0 0 0	WL 0 0	0 WT 0 0	0 WR 0 0	0 0 0	0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0	0 NT 0 0 0	0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	0 ST 0 0 0	0 SR 0 0 0	SU 0 0 0 0	0 0 0 0	0 ET 0 0 0	0 ER 0 0 0	0 0 0 0	WL 0 0 0 0	0 WT 0 0 0	0 WR 0 0 0	0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 0 0 0 0	0 NT 0 0 0 0	0 NR 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0	0 ST 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0	0 0 0 0 0	0 ET 0 0 0 0	0 ER 0 0 0 0	EU 0 0 0 0	WL 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	0 ST 0 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0	0 ET 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	0 ST 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0	0 ET 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0	0 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	0 ST 0 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0	0 ET 0 0 0 0 0	0 ER 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0	0 WR 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0	0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:34 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0	0 NT 0 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0	0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0	0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0	0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:10 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'-: PEAK HR:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NT 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 0 0 0 0 0 0 0 0	0 ER 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 TOTAL

# National Data & Surveying Services Intersection Turning Movement Count Project ID: 21-070207-002 Date: 12/2/2021

Location: Oday Rd & Midway Rd City: Vacaville

Data - Pedestrians (Crosswalks)

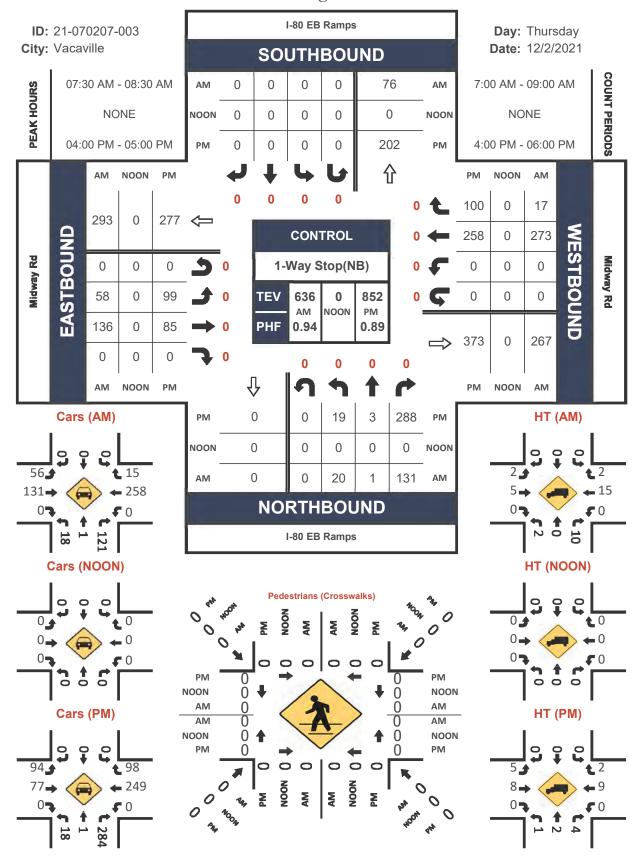
NS/EW Streets:	Oda	y Rd	Oda	ay Rd	Midw	ay Rd	Midw	ay Rd	
AM	NORT	'H LEG	SOUT	ΓH LEG	EAS	Γ LEG	WES	T LEG	
Alvi	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
1									
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s:									
PEAK HR :	07:15 AM	- 08:15 AM	07:15 AM	37	1	-1			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									
							1.0		

	11000		00117		=		14/505		ī
PM	NOR	TH LEG	SOUT	'H LEG	EAST	LEG	WES	LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s:									
PEAK HR :	04:30 PM	- 05:30 PM	04.30 PM	288	-3	-3			TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									
22									

Prepared by National Data & Surveying Services

### I-80 EB Ramps & Midway Rd

### Peak Hour Turning Movement Count



Location: I-80 EB Ramps & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

PEAK HR : PEAK HR VOL : PEAK HR FACTOR :

3 288 0.250 0.947 0.945

Project ID: 21-070207-003 Date: 12/2/2021

258 100 0.896 0.862 0.886

TOTAL 852

0.895

Control:	1-way Stop	(IND)						Data	- Total					Date:	12/2/2021		
NS/EW Streets:		I-80 EB	Ramps			I-80 EE	Ramps			Midwa	y Rd			Midwa	y Rd		
		NORTH	IBOUND			SOUTI	HBOUND			EASTE	OUND			WESTE	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	<mark>0</mark> EU	0 WL	0 WT	0 WR	0 WU	TOT
7:00 AM	4	2	26	0	0	0	0	0	13	39	0	0	0	61	5	0	15
7:15 AM	1	0	22	0	0	0	0	0	17	29	0	0	0	57	6	0	13
7:30 AM	4	0	31	0	0	0	0	0	10	40	0	0	0	75	8	0	16
7:45 AM	4	0	39	0	0	0	0	0	18	36	0	0	0	70	2	0	16
8:00 AM	8	1	32	0	0	0	0	0	17	36	0	0	0	67	4	0	16
8:15 AM	4	0	29	0	0	0	0	0	13	24	0	0	0	61	3	0	13
8:30 AM	6	0	33	0	0	0	0	0	8	25	0	0	0	60	8	0	14
8:45 AM	2	0	39	0	0	0	0	0	10	16	0	0	0	46	5	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES :	33	3	251	0	0	0	0	0	106	245	0	0	0	497	41	0	13
APPROACH %'s:	11.50%	1.05%	87.46%	0.00%					30.20%	69.80%	0.00%	0.00%	0.00%	92.38%	7.62%	0.00%	
PEAK HR:		07:30 AM -															TO
PEAK HR VOL:	20	1	131	0	0	0	0	0	58	136	0	0	0	273	17	0	63
PEAK HR FACTOR :	0.625	0.250	0.840	0.000	0.000	0.000	0.000	0.000	0.806	0.850	0.000	0.000	0.000	0.910	0.531	0.000	0.9
Tors	- Net	0.8	84	NIBIT	Col	Corr	Cele	Cell	EBI	0.89	98	9.811	11/81	0.8.	/3	VAVIDATE	
		NORTH	IBOUND			SOUTI	HBOUND			EASTE	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TC
4:00 PM	2	0	66	0	0	0	0	0	29	21	0	0	0	59	24	0	2
4:15 PM	5	0	75	0	0	0	0	0	20	20	0	0	0	58	27	0	20
4:30 PM	6	3	71	0	0	0	0	0	29	28	0	0	0	72	29	0	2:
4:45 PM	6	0	76	0	0	0	0	0	21	16	0	0	0	69	20	0	21
5:00 PM	2	0	56	0	0	0	0	0	28	25	0	0	0	47	23	0	18
5:15 PM	4	0	71	0	0	0	0	0	31	24	0	0	0	49	19	0	19
5:30 PM	2	1	65	0	0	0	0	0	23	20	0	0	0	42	16	0	10
5:45 PM	5	3	44	0	0	0	0	0	14	26	0	0	0	43	11	0	1.
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES :	32 5.68%	7	524	0	0	0	0	0	195	180	0	0	0	439	169	0	15

85 0 0.759 0.000 0.807

Location: I-80 EB Ramps & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

п	-	-	_	c.	200

NS/EW Streets:		I-80 EB	Ramps			I-80 EB	Ramps			Midwa	y Rd			Midwa	y Rd		
		NORTH	BOLIND			SOLITI	HBOUND			EASTE	OLIND			WESTE	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	- NL - 4	2	22	0	0	0	0 0	0	13	37	0	0	0	59	3	0	140
	4	_				0	-	_			-	0	_				
7:15 AM	1	0	19	0	0		0	0	17	26	0	•	0	53	6	0	122
7:30 AM	4	0	30	0	0	0	0	0	9	38	0	0	0	70	7	0	158
7:45 AM	4	0	36	0	0	0	0	0	17	35	0	0	0	68	1	0	161
8:00 AM	7	1	29	0	0	0	0	0	17	34	0	0	0	62	4	0	154
8:15 AM	3	0	26	0	0	0	0	0	13	24	0	0	0	58	3	0	127
8:30 AM	4	0	30	0	0	0	0	0	8	24	0	0	0	58	8	0	132
8:45 AM	2	0	35	0	0	0	0	0	9	13	0	0	0	41	4	0	104
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	29	3	227	0	0	0	0	0	103	231	0	0	0	469	36	0	1098
APPROACH %'s:	11.20%	1.16%	87.64%	0.00%					30.84%	69.16%	0.00%	0.00%	0.00%	92.87%	7.13%	0.00%	
PEAK HR :		07:30 AM -						1									TOTAL
PEAK HR VOL:	18	1	121	0	0	0	0	0	56	131	0	0	0	258	15	0	600
PEAK HR FACTOR:	0.643	0.250	0.840	0.000	0.000	0.000	0.000	0.000	0.824	0.862	0.000	0.000	0.000	0.921	0.536	0.000	0.932
		0.87	75							0.8	99			0.8	86		0.552
		0101	, ,												00		
Hewders	1111	0.0.		NIDII	CRI	COT	CPP	CRIT	EDI				19701			10/01/1	
	A NEW	NORTH	ALDID	NIDII	CBI	SOUTI	HBOUND	CDII	FPI	EASTB	OUND	FDII	18/01	11/07	BOUND	11/011	
PM	0	Mem	ALDID	0	0	SOUTI 0	HBOUND 0	0	0	10.7	OUND 0	0	0	11107	10/0/0	0	
PM	0 NL	NORTH	BOUND	0 NU	0 SL			0 SU	0 EL	EASTE		0 EU	0 WL	WESTE	BOUND	0 WU	TOTAL
<b>PM</b> 4:00 PM		NORTH 0	BOUND 0			0	0			EASTB 0	0		_	WESTE 0	BOUND 0		TOTAL 194
	NL	NORTH 0 NT	BOUND 0 NR	NU	SL	0 ST	0 SR	SU	EL	EASTB 0 ET	0 ER	EU	WL	WESTE 0 WT	BOUND 0 WR	WU	
4:00 PM	NL 2	NORTH 0 NT 0	BOUND 0 NR 65	NU 0	SL 0	0 ST 0	O SR O	SU 0	EL 28	EASTB 0 ET 18	0 ER 0	EU 0	WL 0	WESTE 0 WT 58	BOUND 0 WR 23	WU 0	194
4:00 PM 4:15 PM	NL 2 5	NORTH 0 NT 0	BOUND 0 NR 65 74	NU 0 0	SL 0 0	0 ST 0 0	0 SR 0 0	SU 0 0	EL 28 19	EASTE 0 ET 18 18	0 ER 0 0	0 0	WL 0 0	WESTE 0 WT 58 56	BOUND 0 WR 23 26	0 0	194 198
4:00 PM 4:15 PM 4:30 PM	NL 2 5 6	NORTH 0 NT 0 0 1	BOUND 0 NR 65 74 70	NU 0 0 0	SL 0 0 0	0 ST 0 0	0 SR 0 0	SU 0 0 0	EL 28 19 28	EASTE 0 ET 18 18 27	0 ER 0 0	0 0 0	WL 0 0 0	WESTE 0 WT 58 56 69	BOUND 0 WR 23 26 29	0 0 0	194 198 230
4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 2 5 6 5	NORTH 0 NT 0 0 1	BOUND 0 NR 65 74 70 75	NU 0 0 0	SL 0 0 0 0	0 ST 0 0 0 0	0 SR 0 0 0	SU 0 0 0 0	EL 28 19 28 19	EASTE 0 ET 18 18 27 14	0 ER 0 0 0	0 0 0 0	WL 0 0 0 0	WESTE 0 WT 58 56 69 66	BOUND 0 WR 23 26 29 20	WU 0 0 0 0	194 198 230 199
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 2 5 6 5 2	NORTH 0 NT 0 0 1 0 0	BOUND 0 NR 65 74 70 75 55	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0	0 ST 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0	EL 28 19 28 19 27	EASTE 0 ET 18 18 27 14 25	0 ER 0 0 0 0	EU 0 0 0 0	WL 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47	BOUND 0 WR 23 26 29 20 22	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 2 5 6 5 2 4	NORTH 0 NT 0 0 1 0 0	BOUND 0 NR 65 74 70 75 55 69	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0	0 ST 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31	EASTE 0 ET 18 18 27 14 25 23	0 ER 0 0 0 0 0	EU 0 0 0 0 0	WL 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49	BOUND 0 WR 23 26 29 20 22	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 2 5 6 5 2 4 2 5	NORTH 0 NT 0 0 1 0 0 0 0 1 1 3	BOUND 0 NR 65 74 70 75 55 69 65 42	NU 0 0 0 0 0 0	SL 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28 19 28 19 27 31 23 13	EASTE 0 ET 18 18 27 14 25 23 18 26	0 ER 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43	BOUND 0 WR 23 26 29 20 22 19 16 11	WU 0 0 0 0 0 0	194 198 230 199 178 195 164 143
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 2 5 6 5 2 4 2 5 5 NL	NORTH 0 NT 0 0 1 1 0 0 0 1 3 NT	BOUND 0 NR 65 74 70 75 55 69 65 42	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31 23 13	EASTB 0 ET 18 18 27 14 25 23 18 26	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43	30UND 0 WR 23 26 29 20 22 19 16 11	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195 164 143
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 2 5 6 5 2 4 2 5 5 NL 31	NORTH 0 NT 0 0 1 1 0 0 0 1 3 NT 5	BOUND 0 NR 65 74 70 75 55 69 65 42 NR 515	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31 23 13 EL 188	EASTE 0 ET 18 18 27 14 25 23 18 26 ET 169	0 ER 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43 WT 427	BOUND 0 WR 23 26 29 20 22 19 16 11 WR 166	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195 164 143
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 2 5 6 5 2 4 2 5 5 NL 31 5.63%	NORTH 0 NT 0 0 0 1 1 0 0 0 1 1 3 NT 5 0.91%	BOUND 0 NR 65 74 70 75 55 69 65 42 NR 515 93.47%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31 23 13	EASTB 0 ET 18 18 27 14 25 23 18 26	0 ER 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43	30UND 0 WR 23 26 29 20 22 19 16 11	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195 164 143 TOTAL 1501
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 2 5 6 5 2 4 2 5 NL 31 5.63%	NORTH 0 NT 0 0 1 1 0 0 0 1 3 NT 5	BOUND 0 NR 65 74 70 55 69 65 42 NR 515 93.47% 05:00 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31 23 13 EL 188 52.66%	EASTE 0 ET 18 18 27 14 25 23 18 26 ET 169 47.34%	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43 WT 427 72.01%	BOUND 0 WR 23 26 29 20 22 19 16 11 WR 166 27.99%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195 164 143 TOTAL 1501
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s: PEAK HR:	NL 2 5 6 5 2 4 2 5 NL 31 5.63%	NORTH 0 NT 0 0 1 0 0 1 3 NT 5 0.91% 04:00 PM -	BOUND 0 NR 65 74 70 75 55 69 65 42 NR 515 93.47% 05:00 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31 23 13 EL 188 52.66%	EASTE 0 ET 18 18 18 27 14 25 23 18 26 ET 169 47.34%	0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43 WT 427 72.01%	30UND 0 WR 23 26 29 20 22 19 16 11 WR 166 27.99%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195 164 143 TOTAL 1501
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 2 5 6 5 2 4 2 5 NL 31 5.63%	NORTH 0 NT 0 0 0 1 0 0 1 3 NT 5 0.91% 04:00 PM -	BOUND 0 NR 65 74 70 75 55 69 65 42 NR 515 93.47% 05:00 PM 284 0.947	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 28 19 28 19 27 31 23 13 EL 188 52.66%	EASTE 0 ET 18 18 27 14 25 23 18 26 ET 169 47.34%	O ER O O O O O O O O O O O O O O O O O O	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 0 WT 58 56 69 66 47 49 39 43 WT 427 72.01%	30UND 0 WR 23 26 29 20 22 21 19 16 11 WR 166 27.99% 98 0.845	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	194 198 230 199 178 195 164 143 TOTAL 1501

Location: I-80 EB Ramps & Midway Rd City: Vacaville

Project ID: 21-070207-003

Control:	1-Way Stop	(NB)												Date:	12/2/2021		
								Data	- HT								
NS/EW Streets:		I-80 EB	Ramps			I-80 EB	Ramps			Midwa	y Rd			Midwa	y Rd		
		NORTH	IBOUND			SOUTI	HBOUND			EASTE	BOUND			WEST	BOUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	<mark>0</mark> EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	2	0	0	0	2	2	0	10 AL
7:15 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	4	0	0	10
7:30 AM	0	0	1	0	0	0	0	0	1	2	0	0	0	5	1	0	10
7:45 AM 8:00 AM	0	0	3	0	0	0	0	0	0	2	0	0	0	<u>2</u>	0	0	8 11
8:15 AM	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	7
8:30 AM	2	0	3	0	0	0	0	0	0	1	0	0	0	2	0	0	8
8:45 AM	0	0	4	0	0	0	0	0	1	3	0	0	0	5	1	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	4 14.29%	0.00%	24 85.71%	0 0.00%	0	0	0	0	3 17.65%	14 82.35%	0 0.00%	0 0.00%	0 0.00%	28 84.85%	5 15.15%	0 0.00%	78
PEAK HR:		07:30 AM -			11/1/11/11/11	70	0	0									TOTAL
PEAK HR VOL:	2	0	10	0	0	0	0	0	2	5 0.625	0	0	0 0.000	15	2 0.500	0	36
PEAK HR FACTOR:	0.500	0.000	0.833	0.000	0.000	0.000	0.000	0.000			0.000	0.000		0.750		0.000	
· zate interaction	0.500			0.000	0.000	0.000	0.000	0.000	0.500			0.000	0.000			0.000	0.818
- Laurence and Control	0.500	0.7		0.000	0.000	0.000	0.000	0.000	0.300	0.025		0.000	0.000	0.730		0.000	0.818
	- NPI	0.7 NORTH	50 IBOUND	Alett	Col	SOUTI	HBOUND	COII	691	0.5	83 BOUND	ENI	WEI	0.7 WESTI	08 BOUND	18/011	0.818
PM	0	0.7 NORTH	BOUND 0	Dient O	0	SOUTI 0	HBOUND 0	0	0	0.5 EASTE 0	83 BOUND 0	Ō	0	0.7 WESTI	08 BOUND 0	0	
	- NPI	0.7 NORTH	50 IBOUND	Alett	Col	SOUTI	HBOUND	COII	691	0.5	83 BOUND	E D I I	WEI	0.7 WESTI	08 BOUND	18/011	0.818 TOTAL 7
PM 4:00 PM 4:15 PM	0 NL 0 0	0.7 NORTH 0 NT 0 0	50 IBOUND 0 NR 1 1	0 NU 0 0	0 SL 0 0	SOUTI 0 ST 0 0	HBOUND 0 SR 0 0	0 SU 0 0	0 EL	0.5  EASTE 0  ET	83 BOUND 0 ER 0 0	0 EU 0 0	0 WL 0	0.7  WESTI 0  WT 1 2	08 BOUND 0	0 WU 0 0	TOTAL 7 7
PM 4:00 PM 4:15 PM 4:30 PM	0 NL 0	0.7 NORTH 0 NT 0 0 2	50 IBOUND 0 NR 1 1	0 NU 0 0	0 SL 0 0	SOUTI 0 ST 0 0	HBOUND 0 SR 0 0	0 SU 0 0	0 EL 1 1	0.5 EASTE 0 ET 3 2	83 BOUND 0 ER 0 0	0 EU 0 0	0 WL 0 0	0.7  WESTI 0  WT 1 2 3	08 BOUND 0 WR 1 1	0 WU 0 0	TOTAL 7 7 8
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 NL 0 0 0	0.7 NORTH 0 NT 0 0 2 0	50  BOUND  O  NR  1  1  1  1	0 NU 0 0	0 SL 0 0 0	SOUTI 0 ST 0 0 0	HBOUND 0 SR 0 0 0 0 0 0	0 SU 0 0 0	0 EL 1	0.5 EASTE 0 ET 3 2 1 2	83 BOUND 0 ER 0 0 0	0 EU 0 0 0	0 WL 0	0.7  WESTI 0  WT 1 2	BOUND 0 WR 1 1	0 WU 0 0	TOTAL 7 7 8 9
PIM  4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 NL 0 0	0.7 NORTH 0 NT 0 0 2	50 IBOUND 0 NR 1 1	0 NU 0 0	0 SL 0 0	SOUTI 0 ST 0 0	HBOUND 0 SR 0 0	0 SU 0 0	0 EL 1 1	0.5 EASTE 0 ET 3 2	83 BOUND 0 ER 0 0	0 EU 0 0	0 WL 0 0	0.7 WESTI 0 WT 1 2 3 3	08 BOUND 0 WR 1 1	0 WU 0 0	TOTAL 7 7 8 9 3 3
PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 NL 0 0 0 1 0 0	0.7  NORTH 0  NT 0 0 2 0 0 0 0	50  IBOUND  O  NR  1  1  1  2  0	0 NU 0 0 0 0	0 SL 0 0 0 0 0	SOUTI 0 ST 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0	0 EL 1 1 2 1 0	0.5  EASTE 0 ET 3 2 1 2 0 1 2	83  BOUND  O  ER  O  O  O  O  O  O  O  O  O  O  O	0 EU 0 0 0 0	0 WL 0 0 0	0.7  WESTI 0 WT 1 2 3 3 0 0 3	08 BOUND 0 WR 1 0 0 1 0 0 0	0 WU 0 0 0 0	TOTAL 7 7 8 9 3 3 5
PIM  4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 NL 0 0 0 1 0	0.7  NORTH 0  NT 0 0 2 0 0 0	50  BOUND  O  NR  1  1  1  2	0 NU 0 0 0 0	0 SL 0 0 0 0	SOUTI 0 ST 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0	0 EL 1 1 2 1 0	0.5  EASTE 0 ET 3 2 1 2 0 1	83 BOUND 0 ER 0 0 0 0	0 EU 0 0 0 0	0 WL 0 0 0 0	0.7  WESTI 0 WT 1 2 3 3 0 0	08 BOUND 0 WR 1 1 0 0	0 WU 0 0 0 0	TOTAL 7 7 8 9 3 3
PIM  4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:35 PM 5:30 PM	0 NL 0 0 0 1 0 0 0 0	0.7  NORTH 0  NT 0 0 0 0 0 0 0 0 NT	BOUND 0 NR 1 1 1 1 1 2 0 2 2 NR	0 NU 0 0 0 0 0 0	0 SL 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 SR SR SR SR SR SR SR	0 SU 0 0 0 0 0 0 0	0 EL 1 1 1 2 1 0 0	0.5  EASTE 0  ET 3 2 1 2 0 1 2 0 ET	83 BOUND 0 ER 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0	0 WL 0 0 0 0 0 0 0	0.7  WESTI 0  WT 1 2 3 0 0 0 0 WT	08 BOUND 0 WR 1 1 0 0 0 0 WR	0 WU 0 0 0 0 0 0	TOTAL 7 7 8 9 3 3 5 3 TOTAL
PIM  4:00 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES:	0 NL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.7  NORTH 0  NT 0 0 2 0 0 0 0 NT 1 0 0 0 0 0 NT 2	BOUND 0 NR 1 1 1 1 1 2 0 2 NR 9	0 NU 0 0 0 0 0 0 0	0 SL 0 0 0 0 0	SOUTI 0 ST 0 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0	0 EL 1 1 2 1 0 0 1	0.5  EASTE 0 ET 3 2 1 2 0 1 2 0 ET 11	83  BOUND  O  ER  O  O  O  O  ER  O  O  O  ER  O  O  O  O  O  O  O  O  O  O  O  O  O	0 EU 0 0 0 0 0 0 0	0 WL 0 0 0 0 0 0	0.7  WESTI 0  WT 1 2 3 3 0 0 3 0 WT 12	08 30UND 0 WR 1 1 0 0 1 0 WR 3	0 WU 0 0 0 0 0 0 0	TOTAL 7 7 8 9 3 3 5 3
PIM  4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:35 PM 5:30 PM	0 NL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.7  NORTH 0  NT 0 0 0 0 0 0 0 0 NT	BOUND   O NR	0 NU 0 0 0 0 0 0	0 SL 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 SR 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0 SU 0 0 0 0 0 0 0	0 EL 1 1 1 2 1 0 0	0.5  EASTE 0  ET 3 2 1 2 0 1 2 0 ET	83 BOUND 0 ER 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0	0 WL 0 0 0 0 0 0 0	0.7  WESTI 0  WT 1 2 3 0 0 0 0 WT	08 BOUND 0 WR 1 1 0 0 0 0 WR	0 WU 0 0 0 0 0 0	TOTAL 7 7 8 9 3 3 5 3 TOTAL
PIM  4:00 PM 4:15 PM 4:13 PM 4:39 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL:	0 NL 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.7 NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50  BOUND 0 NR 1 1 1 1 2 0 2  NR 9 75.00% 05:00 PM 4	0 NU 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0	SOUTI 0 0 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0	0 EL 1 1 1 2 2 1 0 0 1 EL 7 38.89%	0.5 EASTE 0 ET 3 2 2 2 0 1 2 2 0 0 ET 11 61.11%	83 30UND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.7 WESTI 0 WT 1 2 3 3 3 0 0 3 0 0 WT 12 80.00%	08 30UND 0 WR 1 1 0 0 0 WR 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 7 7 8 9 3 3 5 3 TOTAL 45
PIM  4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:35 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 NL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.7 NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND   O   NR   1   1   1   1   1   1   1   1   1	0 NU 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTI 0	HBOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0	0 EL 1 1 1 2 1 0 0 1 EL 7 38.89%	0.5 EASTE 0 ET 3 2 1 2 0 1 2 0 0 ET 11 61.11%	83  BOUND  O  ER  O  O  O  O  O  O  O  O  O  O  O  O  O	0 EU 0 0 0 0 0 0 0	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.7 WESTI 0 WT 1 2 3 3 0 0 0 3 0 0 WT 12 80.00%	08 30UND 0 WR 1 1 0 0 1 0 0 WR 3 20.00%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 7 7 7 8 9 3 3 5 3 5 3 TOTAL 45 TOTAL

Location: I-80 EB Ramps & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

Data - Bikes

								Data -	DIKES								_
NS/EW Streets:		I-80 EE	Ramps			I-80 EE	Ramps			Midw	ay Rd			Midw	ay Rd		
		NORT	HBOUND			SOLIT	HBOUND			FAST	BOUND			WFST	TBOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	ĔĹ	ĒΤ	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	Ō	Ō	Ō	Ō	Ō	Ō	Ö	Ō	Ō	Ō	Ö	Ō	Ö	Ō	Ō	Ō
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :		07:30 AM	- 08:30 AM			30	0	0									TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
DNA			HBOUND	NIBIT	0.01		HBOUND		201		BOUND				TBOUND		
PM	0	0	0	0 NU	0	0	0	0	0	0	0	0	0	0	0	0 WU	TOTAL
4:00 PM	NL 0	NT 0	NR 0	NU	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	0	TOTAL 0
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	lő	0	0	0	0	Ö	Ö	0	0	0	0	0	0	0	Ö	Ö	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s:																	TOTAL
PEAK HR:		04:00 PM	- 05:00 PM		UTTOU FIN			U									TOTAL
	_ ^			_													
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL : PEAK HR FACTOR :	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

# National Data & Surveying Services Intersection Turning

Location: I-80 EB Ramps & Midway Rd

City: Vacaville

Movement Count
Project ID: 21-070207-003
Date: 12/2/2021

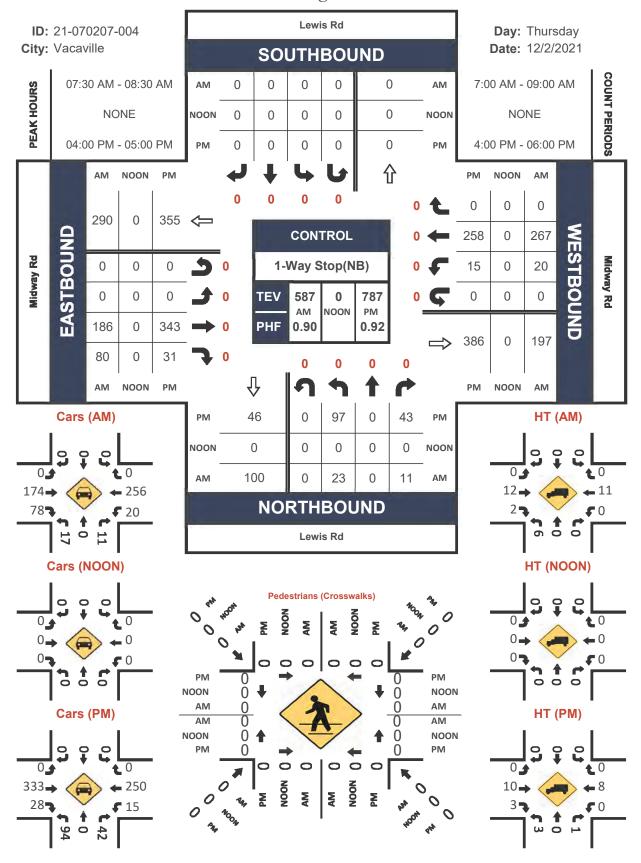
**Data - Pedestrians (Crosswalks)** 

NS/EW Streets:	I-80 EB Ramps		I-80 EB Ramps		Midw	ay Rd	Midw		
AM	NORTH LEG EB WB		SOUT EB	TH LEG WB	EAST NB	Γ LEG SB	WES <sup>1</sup>	TOTAL	
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	SB 0 0 0 0 0 0	0 0 0 0 0 0
TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	EB 0 <b>07:30 AM</b>	WB 0 - <b>08:30 AM</b> 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0 TOTAL 0

-	NODI	H LEG	COLIT	'H LEG	EACT	LEG	WEST	TIEC	
PM							_		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s:									
PEAK HR :	04:00 PM - 05:00 PM		04:00 PM 286		-3 -3				TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:									
					1		1		

### Lewis Rd & Midway Rd

#### Peak Hour Turning Movement Count



Location: Lewis Rd & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

NS/EW Streets:		Lewis	Rd .			Lew	is Rd			Midwa	y Rd			Midwa	y Rd		
AM	0 NL	NORTH 0 NT	0 NR	0 NU	0 SL	0 ST	HBOUND 0 SR	0 SU	0 EL	0 ET	O O ER	<mark>0</mark> EU	0 WL	WESTE 0 WT	0 WR	0 WU	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM	3 9 7 4	0 0 0 0	4 3 3 5	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	33 33 45 55	32 19 25 21	0 0 0	6 1 9 5	59 56 74 73	0 0 0	0 0 0	137 121 163 163
8:00 AM 8:15 AM 8:30 AM 8:45 AM	5 7 6 4	0 0 0	1 2 2 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	46 40 38 44	18 16 19 12	0 0 0	3 3 1 5	61 59 60 48	0 0 0	0 0 0	134 127 126 114
TOTAL VOLUMES : APPROACH %'s :	NL 45 68.18%	NT 0 0.00%	NR 21 31.82%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 334 67.34%	ER 162 32.66%	EU 0 0.00%	WL 33 6.31%	WT 490 93.69%	WR 0 0.00%	WU 0 0.00%	TOTAL 1085
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	23 0.821	07:30 AM - 0 0.000 0.8	11 0.550	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	186 0.845 0.8	80 0.800 75	0 0.000	20 0.556	267 0.902 0.86	0 0.000 54	0 0.000	TOTAL 587 0.900
PM	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	0 SU	0 FL	EASTE 0 ET	BOUND 0 ER	0 EU	0 WL	WESTE 0 WT	BOUND 0 WR	0 WU	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	22 25 33 17	0 0 0 0	7 18 7 11 6	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	81 87 87 88 69	4 11 10 6	0 0 0	2 6 1 6	59 60 75 64	0 0 0 0	0 0 0 0	175 207 213 192
5:15 PM 5:30 PM 5:45 PM	20 20 21 10	0 0 0	5 4 7	0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	89 82 58	5 3 7	1 0 0	6 4 4	47 36 48	0 0	0 0	173 150 134
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 168 72.10%	NT 0 0.00% <b>04:00 PM</b> -	NR 65 27.90% <b>05:00 PM</b>	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 641 91.57%	ER 57 8.14%	EU 2 0.29%	WL 32 6.79%	WT 439 93.21%	WR 0 0.00%	WU 0 0.00%	TOTAL 1404
PEAK HR VOL : PEAK HR FACTOR :	97 0.735	0.000	43 0.597	0 0.000	0 0.000	0.000	0.000	0.000	0 0.000	343 0.974	31 0.705	0 0.000	15 0.625	258 0.860	0.000	0.000	787 0.924

Location: Lewis Rd & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

-	-	_	

NS/EW Streets:	Lewis Rd				ets: Lewis Rd Lewis Rd							Midway Rd					
AM	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	0 SU	0 EL	EASTE 0 ET	OUND O ER	0 EU	0 WL	WESTE 0 WT	OUND 0 WR	0 WU	TOTAL
7:00 AM 7:15 AM 7:30 AM	2 8 5	0 0 0	4 3 3	0	0 0	0 0	0	0 0	0 0 0	29 28 43	29 18 24	0	4 1 9	56 53 70	0 0 0	0 0	124 111 154
7:45 AM 8:00 AM	3	0	5	0	0	0	0	0	0	51 41	21	0	5	70 70 57	0	0	155
8:15 AM 8:30 AM	4	0	2 2	0	0	0	0	0	0	39 34	16 18	0	3	59 58	0	0	123 119
8:45 AM	2	0	1	0	0	0	0	0	0	39	11	0	5	43	0	0	101 TOTAL
TOTAL VOLUMES : APPROACH %'s :	NL 35 62.50%	NT 0 0.00%	NR 21 37.50%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 304 66.38%	ER 154 33.62%	EU 0 0.00%	WL 31 6.24%	WT 466 93.76%	WR 0 0.00%	WU 0 0.00%	101AL 1011
PEAK HR : PEAK HR VOL :	17	<b>07:30 AM -</b>	11	0	0	0	0	0	0	174	78	0	20	256	0	0	TOTAL 556
PEAK HR FACTOR :	0.850	0.000	0.550 75	0.000	0.000	0.000	0.000	0.000	0.000	0.853 0.8	0.813 75	0.000	0.556	0.914	0.000 73	0.000	0.897
PM	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	0 SU	0 EL	EASTE 0 ET	BOUND 0 ER	0 EU	0 WL	WESTE 0 WT	OUND 0 WR	0 WU	TOTAL
4:00 PM 4:15 PM 4:30 PM	21 24 33	0 0	7 18 7	0	0	0 0	0	0	0 0	76 85 86	4 10 9	0 0	2 6 1	58 58 72	0 0	0 0	168 201 208
4:45 PM 4:45 PM 5:00 PM	16 20	0	10 6	0 0 0	0 0 0	0	0 0 0	0 0 0	0	86 68	5 11	0	6	62 49	0 0 0	0	185 158
5:15 PM 5:30 PM 5:45 PM	20 21 10	0 0 0	5 4 7	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	86 80 57	5 3 7	1 0 0	6 3 4	46 34 47	0 0 0	0 0 0	169 145 132
TOTAL VOLUMES : APPROACH %'s :	NL 165 72.05%	NT 0 0.00%	NR 64 27.95%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 624 91.76%	ER 54 7.94%	EU 2 0.29%	WL 31 6.78%	WT 426 93.22%	WR 0 0.00%	WU 0 0.00%	TOTAL 1366
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :		0 0 0.000 0.83	<b>05:00 PM</b> 42 0.583	0	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	333 0.968 0.9	28 0.700	0	15 0.625	250 0.868 0.90	0 0.000	0 0.000	TOTAL 762 0.916

## National Data & Surveying Services Intersection Turning Movement Count

Location: Lewis Rd & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

Project ID: 21-070207-004 Date: 12/2/2021

_								Data	- HT								
NS/EW Streets:		Lewis	s Rd			Lew	is Rd			Midwa	y Rd			Midwa	y Rd		
AM	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	0 SU	0 EL	EASTE 0 ET	BOUND 0 ER	0 EU	0 WL	WESTE 0 WT	BOUND 0 WR	0 WU	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	1 1 2 1 0 3 0 2	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	4 5 2 4 5 1 4 5	3 1 1 0 1 0 1 1	0 0 0 0 0	2 0 0 0 0 0 0	3 4 3 4 0 2 5	0 0 0 0 0 0	0 0 0 0 0 0	13 10 9 8 10 4 7 13
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 10 100.00%	NT 0 0.00% <b>07:30 AM</b> -	NR 0 0.00%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 30 78.95%	ER 8 21.05%	EU 0 0.00%	WL 2 7.69%	WT 24 92.31%	WR 0 0.00%	WU 0 0.00%	TOTAL 74
PEAK HR VOL : PEAK HR FACTOR :	6 0.500	0 0.000 0.5	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	12 0.600 0.5	2 0.500 83	0 0.000	0 0.000	11 0.688 0.68	0 0.000 88	0 0.000	31 0.775
PM	0 NL	NORTH 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTI 0 ST	HBOUND 0 SR	0 SU	0 EL	EASTE 0 ET	BOUND 0 ER	0 EU	0 WL	WESTE 0 WT	BOUND 0 WR	0 WU	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM	1 1 0 1	0 0 0 0	0 0 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	5 2 1 2	0 1 1 1	0 0 0	0 0 0	1 2 3 2	0 0 0	0 0	7 6 5 7
5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1 3 2 1	0 0 0	0 0 0	0 0 1 0	1 1 2 1	0 0 0	0 0 0	2 4 5 2
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 3 75.00%	NT 0 0.00%	NR 1 25.00%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0 0.00%	ET 17 85.00%	ER 3 15.00%	EU 0 0.00%	WL 1 7.14%	WT 13 92.86%	WR 0 0.00%	WU 0 0.00%	TOTAL 38
PEAK HR VOL : PEAK HR FACTOR :	3 0.750	0 0.000	1 0.250	0.000	0 0.000	0.000	0.000	0.000	0 0.000	10 0.500	3 0.750	0 0.000	0 0.000	8 0.667	0 0.000	0 0.000	25 0.893

## National Data & Surveying Services Intersection Turning Movement Count

Location: Lewis Rd & Midway Rd City: Vacaville Control: 1-Way Stop(NB)

Data - Rikos

Project ID: 21-070207-004 Date: 12/2/2021

NS/EW Streets:		Lewi	is Rd			Lewi	is Rd			Midw	ay Rd			Midw	ay Rd		
		NORTI	HBOUND			SOUTI	HBOUND			EAST	BOUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	TOT
PEAK HR:		07:30 AM	- 08:30 AM					The second second									101
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000			0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	
PEAK HR VOL:		0	0														
PEAK HR VOL : PEAK HR FACTOR :	0.000	0 0.000 NORTI	0 0.000 HBOUND	0.000	0.000	0.000 SOUTH	0.000 HBOUND	0.000	0.000	0.000 EAST	0.000 BOUND	0.000	0.000	0.000 WEST	0.000 BOUND	0.000	
PEAK HR VOL:	0.000	0 0.000 NORTI	0 0.000 HBOUND 0	0.000	0.000	0.000 SOUTH 0	0.000 HBOUND 0	0.000	0.000	0.000 EAST 0	0.000 BOUND 0	0.000	0.000	0.000 WEST 0	0.000 BOUND 0	0.000	0
PEAK HR VOL: PEAK HR FACTOR:	0.000 0 NL	0 0.000 NORTI 0 NT	0 0.000 HBOUND 0 NR	0.000 0 NU	0.000 0 SL	0.000 SOUTH 0 ST	0.000  HBOUND 0 SR	0.000 0 SU	0.000 0 EL	0.000  EAST 0 ET	0.000  BOUND 0 ER	0.000 0.000	0.000 0.000	0.000 WEST 0 WT	0.000 BOUND 0 WR	0.000 0 WU	ТОТ
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM	0.000 0 NL 0	0 0.000 NORTI 0 NT 0	0 0.000 HBOUND 0 NR 0	0.000 0 NU 0	0.000 0 SL 0	0.000 SOUTH 0 ST 0	0.000 HBOUND 0 SR 0	0.000 0 SU 0	0.000 0 EL 0	0.000 EAST 0 ET 0	0.000 BOUND 0 ER 0	0.000 0 EU 0	0.000 0.000 WL	0.000 WEST 0 WT	0.000 BOUND 0 WR 0	0.000 0 WU 0	TOT 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM	0.000 0 NL 0 0	0 0.000 NORTH 0 NT 0 0	0 0.000 HBOUND 0 NR 0 0	0.000 0 NU 0 0	0.000 0 SL 0	0.000 SOUTH 0 ST 0	0.000  HBOUND 0 SR 0 0	0.000 0 SU 0 0	0.000 0 EL 0 0	0.000 EAST 0 ET 0	0.000  BOUND 0 ER 0 0	0.000 0 EU 0 0	0.000 0.000 WL 0	0.000 WEST 0 WT 0	0.000  BOUND 0 WR 0 0	0.000 0 WU 0 0	TOT 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM  4:15 PM  4:30 PM	0.000 0 NL 0 0 0	0 0.000 NORTH 0 NT 0 0	0 0.000 HBOUND 0 NR 0 0	0.000 0 NU 0 0	0.000 0 SL 0 0	0.000 SOUTH 0 ST 0 0	0.000  HBOUND  0  SR  0  0  0	0.000 0 SU 0 0	0.000 0 EL 0 0	0.000  EAST 0 ET 0 0	0.000  BOUND 0 ER 0 0 0	0.000 0 EU 0 0	0.000 0 WL 0 0	0.000  WEST  0  WT  0  0	0.000  BOUND  WR  0  0  0	0.000 0 WU 0 0	TOT 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:35 PM 4:45 PM	0.000 0 NL 0 0 0 0	0 0.000 NORTH 0 NT 0 0 0	0 0.000 HBOUND 0 NR 0 0 0	0.000 0 NU 0 0 0 0	0.000 0 SL 0 0 0 0	0.000 SOUTH 0 ST 0 0 0	0.000  HBOUND 0 SR 0 0 0 0	0.000 0 SU 0 0 0 0	0.000 0 EL 0 0 0	0.000 EAST 0 ET 0 0 0	0.000  BOUND 0 ER 0 0 0	0.000 0 EU 0 0 0 0	0.000 WL 0 0 0	0.000  WEST 0 WT 0 0 0 0	0.000 BOUND 0 WR 0 0 0	0.000 0 WU 0 0 0 0	TOT 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM	0.000 0 NL 0 0 0 0	0 0.000 NORTI 0 NT 0 0 0 0	0 0.000 HBOUND 0 NR 0 0 0 0	0.000 0 NU 0 0 0 0	0.000 0 SL 0 0 0 0	0.000 SOUTH 0 ST 0 0 0	0.000  HBOUND 0 SR 0 0 0 0 0	0.000   SU	0.000 0 EL 0 0 0 0	0.000  EAST 0 ET 0 0 0 0 0	0.000 BOUND 0 ER 0 0 0	0.000 0 EU 0 0 0 0	0.000 WL 0 0 0 0	0.000  WEST 0 WT 0 0 0 0 0	0.000  (BOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 WU 0 0 0 0	TOT 0 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0.000 0 NL 0 0 0 0 0	0 0.000 NORTH 0 NT 0 0 0	0 0.000 HBOUND 0 NR 0 0 0	0.000 0 NU 0 0 0 0 0	0.000 0 SL 0 0 0 0 0	0.000 SOUTH 0 ST 0 0 0 0	0.000  HBOUND 0 SR 0 0 0 0 0	0.000 0 SU 0 0 0 0 0	0.000 0 EL 0 0 0 0 0 0 0	0.000  EAST 0 ET 0 0 0 0 0 0	0.000  BOUND 0 ER 0 0 0 0 0 0	0.000 0 EU 0 0 0 0 0	0.000 WL 0 0 0 0 0	0.000  WEST 0 WT 0 0 0 0 0	0.000  BOUND 0 WR 0 0 0 0 0 0	0.000 0 WU 0 0 0 0 0	TOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:10 PM 5:15 PM 5:30 PM	0.000 0.000 NL 0 0 0 0 0	0 0.000 NORTH 0 NT 0 0 0 0	0 0.000 HBOUND 0 NR 0 0 0 0	0.000 NU 0 0 0 0 0 0	0.000 0 SL 0 0 0 0 0	0.000 SOUTH 0 ST 0 0 0 0	0.000  HBOUND  O  SR  O  O  O  O  O  O  O	0.000 SU 0 0 0 0 0 0	0.000 0.000 EL 0 0 0 0 0	0.000  EAST 0 ET 0 0 0 0 0 0 0	0.000  BOUND 0 ER 0 0 0 0 0 0 0	0.000 EU 0 0 0 0 0	0.000 WL 0 0 0 0 0	0.000  WEST 0 WT 0 0 0 0 0 0	0.000  BOUND 0 WR 0 0 0 0 0 0 0	0.000 WU 0 0 0 0 0 0 0 0	TOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0.000 NL 0 0 0 0 0 0 0	0 0.000 NORTI 0 NT 0 0 0 0 0	0 0.000 HBOUND 0 NR 0 0 0 0 0	0.000 NU 0 0 0 0 0 0 0	0.000 SL 0 0 0 0 0 0	0.000 SOUTH 0 ST 0 0 0 0 0	0.000  HBOUND 0 SR 0 0 0 0 0 0	0.000   SU	0.000 0.000 EL 0 0 0 0 0	0.000  EAST 0  ET 0 0 0 0 0 0 0	0.000  BOUND 0 ER 0 0 0 0 0 0	0.000 EU 0 0 0 0 0 0	0.000 WL 0 0 0 0 0 0	0.000  WEST 0  WT 0 0 0 0 0 0 0	0.000  TBOUND 0 WR 0 0 0 0 0 0	0.000 WU 0 0 0 0 0 0 0 0	TOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:45 PM	0.000 0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.000 NORTH 0 NT 0 0 0 0 0 0 0	0 0.0000 HBOUND 0 NR 0 0 0 0 0 0 0	0.000 0 NU 0 0 0 0 0 0 0	0.000 0 SL 0 0 0 0 0 0 0 0 SL	0.000  SOUTH 0 ST 0 0 0 0 0 0 This is a second or a se	0.000  HBOUND  0  SR  0  0  0  0  0  SR  SR	0.000 SU 0 0 0 0 0 0 0 0 0 0 SU	0.000 0 EL 0 0 0 0 0 0 0 0	0.000  EAST 0  ET 0 0 0 0 0 0 ET ET This is a second or a second o	0.000  BOUND 0 ER 0 0 0 0 0 0 0 ER	0.000 0 EU 0 0 0 0 0 0 0	0.000 0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000  WEST 0 WT 0 0 0 0 0 0 WT WT	0.000  BOUND 0 WR 0 0 0 0 0 0 WR	0.000 0 WU 0 0 0 0 0 0 0 WU	TOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:39 PM 5:45 PM	0.000 NL 0 0 0 0 0 0 0	0 0.000 NORTI 0 NT 0 0 0 0 0	0 0.000 HBOUND 0 NR 0 0 0 0 0	0.000 NU 0 0 0 0 0 0 0	0.000 SL 0 0 0 0 0 0	0.000 SOUTH 0 ST 0 0 0 0 0	0.000  HBOUND 0 SR 0 0 0 0 0 0	0.000   SU	0.000 0.000 EL 0 0 0 0 0	0.000  EAST 0  ET 0 0 0 0 0 0 0	0.000  BOUND 0 ER 0 0 0 0 0 0	0.000 EU 0 0 0 0 0 0	0.000 WL 0 0 0 0 0 0	0.000  WEST 0  WT 0 0 0 0 0 0 0	0.000  TBOUND 0 WR 0 0 0 0 0 0	0.000 WU 0 0 0 0 0 0 0 0	TO1 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:45 PM	0.000 0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.000 NORTI 0 NT 0 0 0 0 0 0 0	0 0.0000 HBOUND 0 NR 0 0 0 0 0 0 0	0.000 0 NU 0 0 0 0 0 0 0	0.000 0 SL 0 0 0 0 0 0 0 0 SL	0.000  SOUTH 0 ST 0 0 0 0 0 0 This is a second or a se	0.000  HBOUND  0  SR  0  0  0  0  0  SR  SR	0.000 SU 0 0 0 0 0 0 0 0 0 0 SU	0.000 0 EL 0 0 0 0 0 0 0 0	0.000  EAST 0  ET 0 0 0 0 0 0 ET ET This is a second or a second o	0.000  BOUND 0 ER 0 0 0 0 0 0 0 ER	0.000 0 EU 0 0 0 0 0 0 0	0.000 0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000  WEST 0 WT 0 0 0 0 0 0 WT WT	0.000  BOUND 0 WR 0 0 0 0 0 0 WR	0.000 0 WU 0 0 0 0 0 0 0 WU	TOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL: PEAK HR FACTOR:  PM  4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s:	0.000 0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.000 NORTI 0 NT 0 0 0 0 0 0 0	0 0.0000 HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 0 NU 0 0 0 0 0 0 0	0.000 0 SL 0 0 0 0 0 0 0 0 SL	0.000  SOUTH 0 ST 0 0 0 0 0 0 This is a second or a se	0.000  HBOUND  0  SR  0  0  0  0  0  SR  SR	0.000 SU 0 0 0 0 0 0 0 0 0 0 SU	0.000 0 EL 0 0 0 0 0 0 0 0	0.000  EAST 0  ET 0 0 0 0 0 0 ET ET This is a second or a second o	0.000  BOUND 0 ER 0 0 0 0 0 0 0 ER	0.000 0 EU 0 0 0 0 0 0 0	0.000 0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000  WEST 0 WT 0 0 0 0 0 0 WT WT	0.000  BOUND 0 WR 0 0 0 0 0 0 WR	0.000 0 WU 0 0 0 0 0 0 0 WU	TOT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

## National Data & Surveying Services Intersection Turning Movement Count Project ID: 21-070207-004 Date: 12/2/2021

Location: Lewis Rd & Midway Rd City: Vacaville

## **Data - Pedestrians (Crosswalks)**

NS/EW Streets:	Lew	is Rd	Lewi	s Rd	Midw	ay Rd	Midw	ay Rd	
AM		H LEG		H LEG		T LEG	_	T LEG	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR:	07:30 AM	- 08:30 AM	07:30 AM	38	1	12			TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

-	NODI	H LEG	COLIT	H LEG	EACT	LEG	WEST	TIEC	
PM							_		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s:									
PEAK HR :	04:00 PM	- 05:00 PM	04.00 PM	286	-3	-3			TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:									
			1		1		i .		

Irdersection												
Int Delay, a/veh	9.3											
Movement	EBL	EBT	EER	WEL	WET	WER	MBL	MET	NBR	88	SBT	SER
Lana Configurations		4/4		19	Ja.			44>			44	
Traffic Vol., vainty	0	0.	0	198	Ö	4	0	2	274	2	3	0
Future Vol, vehih	0	0	D	198	0	4	D	2	274	2	3	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelland			None	1	4	None			Free	-	-	None
Storage Length	-		-	0	-	50			-		- 5	7-
Veh in Median Storage	. F -	0			0		-	0	-	-	0	
Grade, %	4	0		- 4	0			0		16.	0	- 2
Peak Hour Fector	94	94	94	94	94.	94	94	94	94	94	94	94
Heavy Vahides, %	2	2	2	7	2	2	2	2	10	2	2	2
Mivent Flow	0	0			0	4	D	2	291	2	3	0
						-						
Major/Minor	Mirror2			Mirrart			Majort	٠.	3	Major2		
Conflicting Flow All	11	9	3		9	2	3	0	-	2	0	0
Stage 1	7	7	-		2			-	-	-	- 4	
Stage 2	4	2		7	7	-		-	_	-		
Critical Howy	7.12	6.52	6.22	7.17	6.52	8.22	4.12		-		- 14	-
Critical Howy Stg 1	6.12	5.52	-	8.17	5.52		No. of the last			(M)	- 4	
Critical Holmy Stg 2	6.12	5.52	-	B.17	5.52			-	-	-	-	W
Follow-up Hdwy	3.518	4.018	3.318	3.563	4.018	3.318				2.218	-	
Pot Cap-1 Maneuver	1007	886	1081	997	886	1082	1619	-	0	1620	-	- 10
Stage 1	1015	890	Toma C	40.00	884	1	1414		0	1000		-
Stepse 2	1018	894		1002	880				0	1		
Platoon blocked, %	1914			1000	200						-	
Mov Cap-1 Manauver	1002	865	1081	886	885	1082	1018		16.	1020		-
Mov Cap-2 Manauver	1002	865	Ivel	996	885			-	-			
Stage 1	1015	888		40.00	884			-				
Stage 2	1014	894		1001	889				-		-	
		200		200								
Approach	EB		-	WB			NB	-		38		
HCM Control Delay, a	0			9.6			0			29		
HCM LOS	A			A								
				- 11								
Minor Lane/Major Myn	nt	NEL	NBT	EBLIN	MBLITIN	WBLn2		SET	SER			
Capacity (win/h)		1618	н	(4)		1082		-	-			
HCM Lane V/C Ratio		-	- /÷		0.211	0.004	0.001	-	-			
HCM Control Delay (a)		0		0	9.6	8.3	7.2	0				
HCM Lene LOS		A	100	A	A	A	A	A				
HCM 95th Killo O(vehi	)	0	-	141	0.8	0	D	-				

Friersection						
int Delay, s/weh	3.9					
Mavement	EBL	EBT	WET	MBR	SBL	SER
Lana Configurations		न	T <sub>2</sub>	-	14	
Traffic Vol., vainty	14	132	68	262	120	81
Future Vol., veh/h	14	132	68	262	120	81
Conflicting Peds, Whr	0	0	0	0	0	0
Sign Control	Frae	Free	Free	Free	Stop	Stop
RT Channelland		None		None	camb	None
Storage Length		LAVID		HUR	0	THIRD
Veh in Median Stonage		0	0	-		
Grade, %	9 65	0	0			
Peak Hour Factor	95	95	95	95	95	95
Heavy Vahicles, %	2	6	6	11	5	2
Mivmt Flow	15	139	72	276	126	85
MARIN L. MYSSA.	140	100	16	25.0	1600	100
The second secon	Mejorl		Unjura.		Minor2	
Conflicting Flow All	348	0	-	0	-	210
Stage 1	-	(4)	- 4		210	-
Stage 2	-		4-	-0	169	-
Critical Howy	4.12	-	- 15	- 8	6.45	6.22
Critical Howy Stg 1	-		-	- 4	5.45	-
Critical Holwy Stg 2		- 01		-	5.45	
Follow-up Hdwy	2.218	100		- 4	3.545	3.318
Pot Cap-1 Maneuver	1211			- 16	617	830
Stege 1	- 1	- 4			818	
Stepse 2				-	854	
Platoon blocked, %		4				
Mov Cap-1 Manauver	1211		- 52		609	630
Mov Cap-2 Manauver		-			040	-
Stage 1		-		-	0.00	
Stage 2		-	-	-	0.74	
Assessed	25		(U)		PE	-
Approach	EB		WB		SB	
HCM Control Dalay, a	0,8		0		12.6	
HCM LOS					В	
Niver Lene/Major Myrr	ıt	EEL	EST	WET	WER	SBLITT
Capacity (win/h)		1211	-		(4	682
HCM Lane V/C Ratio		0.012	-	-	- 4/4	0.31
HCM Control Dalay (s)		8	D	78.		-
HCM Lana LOS		Ä	A	78		В
HCM 95th 16tile C(veh)	1	0	-		16	1.3
contra mater torsion off your					- 2	11.0

Irdersection												
Int Delay, s/veh	3.6											
Mavement	EBL	EBT	EER	WEL	WET	MER	MBL	MET	NBR	88	SBT	SER
Lana Configurations		ની			To			4	To the same			
Traffic Vol., vainty	69		0	0	303	34	27	9	179	0	0	0
Future Vol, vehih	69		D	0	303	34	27	1	179	0	0	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
RT Channelland			None	-	-	None	-	THE PERSON NAMED IN	Yield	-	-	artifection and
Storage Length			-	-	- 2	-	-	- 14	275		- 4	
Veh in Median Storage	. f -	0		-	0	-		0	-	-	0	- 0
Grade, %		-		- 4	0	- 4	- W	0		100	0	
Peak Hour Factor	94	84	94	94	94.	94	94	94	94	94	94	94
Heavy Vahidles, %	2		2	2	15	2	2	2	10	2	2	2
Mivent Flow	73	185	0	0	322	36	29	1	190	0	0	0
6 Parker B. Charles	Maria			Hand			Mary Mary					
	Majort			Major2			Minorl	pine	400			
Conflicting Flow All	358		1 1 1 1	-	- 4	0	681	699	195			
Stage 1	-				- 2	-	341	341	- 5			
Stage 2	200			- (*)		-	340	358	-			
Critical Hidwy	4.12			-	~	-	6.42	6.52	6.3			
Criscal Howy Stg 1	-			- /9-		-	5.42	5.52	- ( )			
Critical Howy Stg 2	0.040			/9:			5.42	5.52	2.20			
Follow-up Hdwy	2.218						3.518	4.016	3.39			
Pot Cap-1 Maneuver	1201		D	0			416	364	826			
Stage 1	-		D	0			720	639	- 17			
Stage 2			D	0			721	628				
Platoon blocked, %	Anna				-		000		000	-		
Mov Cap-1 Manauver							388	0	828			
Mov Cap-2 Manager	-	-	-	-	-	-	388	û				
Stage 1	-					-	871	0	-			
Stage 2			-	-	•	÷	721	α	•			
Approach	EB			WB			NB	-				
HCM Control Dalay, a	22			0			11,3					
HCM LOS							В					
Mirror Lene/Major Myrr	nd .	NBLn1	htts: no	EBL	EBT	WET	WER					
	36			1201		PALL	West					
Capacity (wit/h) HCM Lane V/C Ratio		358	0.231		-		-					
	r.	15				-						
HCM Control Dalay (a)					0		1					
HCM Lane LOS	v	C			A	*						
HCM 95th %tile O(veh)	1	0.2	0.9	0.2	9							

Minrection						
Int Delay, s/weh	-1					
THE PROPERTY OF	EET	EBR	WBL	WET	NBL	MER
		In Life		_		100
Lana Configurations	1	400	nn.	स्	M	46
Traffic Vol., vaint	263	103	23	310	27	13
Future Vol, vehih	263	109	23	310	27	13
Conflicting Peds, Whr	0	0	0	0	0	0
the state of the s	Free	Free	Free	Free	Stop	Shop
RT Channelland	-	None	-	None	-	Nonu
Storage Length	-		- 60	-	0	(1.34)
Veh in Median Storage, t		-		0	0	
Grade, %	0	- 6		- 70	0	- 4
Peak Hour Factor	90	90	-80	90	90	90
Heavy Vahicles, %	12	2	2	- 11	2	2
Myorit Flow	281	121	26	344	30	14
100,000,000				-		
Makes Million III	at all		Marine	0	Same	
	pior!		Vajor2		Minor1	-
Conflicting Flow All	0	0		0	100	342
Stage 1	-	- 8	-		-	-
Stage 2	-		- 17		396	-
Critical Howy	-	- 8	4.12		6.42	6.22
Critical Howy Stg 1		-		- 4	5.42	100
Critical Holmy Stg 2					5.42	
Follow-up Hdwy	- 0	-	2,218	- 4	3.518	3.318
Pot Cap-1 Maneuver	-	161	1157	/9	385	701
Stege 1		- 6		- 4	719	
Steps 2				/9	660	-
Platoon blocked, %				- 4	376	
Mov Cap-1 Manauver	-	-	1157	-	374	701
Mov Cap-2 Manauver	-	_	1190	-	-	1.00
Stage 1					77.00	
Stage 2					004	-
auga Z	-	-	-		201	
Approach	EB		WE		NB	
HCM Control Dalay, a	D		0,6		14.1	
HCM LOS					В	
PART TEA						
	- 1	NBLn1	EST	EBR	WELL	WET
Mirror Lone/Moire Mont		The State of	Sanday S		_	TYLL
Minor Lene/Major Mynt		444				
Capacity (veh/h)		441 0 101	-		1157	
Capacity (veh/h) HCM Lane V/C Ratio		0.101			0.022	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Daley (s)		0.101	÷	- 4	0.022	0
Capacity (veh/h) HCM Lane V/C Ratio		0.101			0.022 8.2 A	-

Intersection												
int Delay, s/veh	9											
Mavement	EBL	EBT	EBR	WEL	WET	MER	MBL	MET	NBR	881	SBT	SER
Lana Configurations		affe		19	To			*			4	
Traffic Vol., veints	0	3	2	163	3	2	2	3	222	6	5	0
Future Vol, vehih	0	3	2	163	3	2	2	3	222	6	- 5	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Charynelized		-	None	- Carolo		None	-		Free	-	-	Index.no.
Storage Length		- 0		0	- 12	50					-	
Veh in Median Storage	. F -	0	-	- 4	0	-	- 12	0		-	0	
Grade, %	i ii	0		-	0			0		100	0	
Peak Hour Fector	88	88	-88	88	88	68	88	88	88	88	88	88
Heavy Vahides, %	2		2	2	2	2	2	2	3	2	2	2
Myont Flow	0		2		3	2	2	3	252	7	6	0
INVOKT NOW	0	4	-	16-6	ū	-	6	· ·	Esta-	,	U.	
Major/Mirror	Minor2			Mirrar 1			Majort	7	- 1	Major2		
Conflicting Flow All	30	27	В		27	3	6	0	-	3	0	0
Stage 1	20	20	-		7			-	-	-	-	-
Stage 2	10	7		23	20		-	-	_	-	-	
Critical Howy	7.12	6.52	6.22	7.12	6.52	8.22	4.12		-	2.40	- 14	- 2
Criscal Howy Stg 1	6.12	5.52	-	6.12	5.52		No. 1 de			(M)	- 4	
Critical Howy Stg 2	6.12	5.52	1	B.12	5.52			-	-	-	-	- W
Follow-up Hdwy	3.518		3.318	3.518	4.018	3.318				2.218	- 4	
Pot Cap-1 Maneuver	979	866	1077	979	966	1081	1615		Q	1619	-	-
Stage 1	999	879	IMII	4010	890	INVI	10.10	- 0	0	1010		
Stepe 2	1011	890		ere m	876				0	-		
Platoon blocked, %	1411	300	- 3	500	214	-	- 12		4	-	-	
Mov Cap-1 Menauver	970	862	1077	970	882	1081	1015		4	1019		
Mov Cap-2 Manauver	970	862	IMII	-	882	1001	IAIM		-	1010	-	
Stage 1	998	875		a marie	889		-					
Stage 2	1004	889		985	875	-		-	-		-	-
Says 2	1004	900		800	9/3							-
Approach	EB			WB			NB	-		58		
HCM Control Dalay, #	8.9			9,5			20			3,9		
HCM LOS	A			A								
Minor Lene/Major Myn	rt	NEL			MBLmi		88L	SET	SBR			
Capacity (veh/h)		1615		937	970	936	1619	-	-			
HCM Lane V/C Ratio		0.001			0.179	the second second second		-	-			
HCM Control Dalay (s)		7.2		8.9	9.5	8.9	7.2	Ū				
HCM Lana LOS		A	A	A		A	A	A				
HCM 95th Killio O(veh	)	0		0	0.7	0	D					

Intersection						
Int Delay, s/weh	3					
Movement	EBL	EBT	WET	MER	SBL	SER
Lana Configurations	-	स्	13			Carl.
Traffic Vol., vaivits	16	-			35	123
791111 A C A C OF A C A C A C A C A C A C A C A C A C A			73	-	35	
Future Vol, vehih	16	170	73	209	35	123
Conflicting Peds, Mhr	0	0			0	0
Sign Control	Free		Free		Stop	Shop
RT Channelland		1 400 100		None	-	None
Storage Length			-		0	
Veh in Median Storage		0	0		0	
Grade, %	-	0	0			4
Peak Hour Factor	67	87	87	87	87	67
Heavy Vahides, %	2	6	2		2	2
Mivorit Flow	18	185	84	240	40	141
Major/Minor	Mejorl	- 1	Vajor2	1	Vinor2	
Conflicting Flow All	324	0	Daylor C			204
Stage 1	- SACTA			-	-	204
Stage 2			-		231	
Critical Hidwy	4.12	-			6.42	6.22
Critical Howy Stg 1	20000		-	-	5.42	0.22
	-	-	-			
Critical Holwy Stg 2			7		5.42	0.040
Follow-up Hdwy	2.218	- 10			3.518	
Pot Cap-1 Maneuver	1235		- 4	- 19	570	837
Stage 1		-	-		830	-
Stege 2			- 4	-	807	
Platoon blocked, %	-			- 4	-	
Mov Cap-1 Manauver	1235		- 0		-	637
Mov Cap-2 Manauver	-	-		-		
Siage 1	-			-	817	-
Stage 2	-			-	807	-
Approach	EB	-	WB		SB	
HCM Control Dalay, a	0.7		0		11.2	
HCM LOS	wet		-		В	
Tome and						
Minor Lene/Major Myrr	vit.	EBL	EBT	WETT	WBR	SPINT
Capacity (veh/h)	36	1236	1		71601	758
HCM Lane V/C Ratio		0.015			- 1	0.24
		0.015	D	-		A4100
HCM Control Dalay (s)	4		_		19	
HCM Lane LOS		A	A			B
HCM 95th Willia O(veh)	1	0		19.	79	0.9

Intersection												
Int Delay, s/weh	5.9											
Mavement	ESS	EBT	FER	WEL	WET	WER	MBL	MET	NBR	88	SET	SER
Lana Configurations		ન			To			4	P			
Traffic Vol., vaivity	110	95	0	0	258	121	24	3	369	0	0	0
Future Vol., vehih	110	95	D	0	258	121	24	3	369	0	0	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
RT Channelland			None	- 4	-	None	-		Yield	-		None
Storage Length	-		-	-	- 2				275	+ +2	- 4	
Veh in Median Storage	\$ -	0	-	- 10	0		-	0	-	-	0	-
Grade, %	-	0		- 5.4	0	- 4	- 4	0		, (H.	0	
Peak Hour Factor	69	88	89	89	89	69	89	89	89	89	88	B9
Heavy Vahides, %	2	5	2	2	15	2	2	2	10	2	2	2
Mivmt Flow	124	107	0	0	290	136	27	3	415	0	0	0
Major/Minor I	Major)			Major2			Minort					
	_			alchold.				704	407			
Conflicting Flow All	426	0		-	7	0	713	781	107			
Stage 1	-	- 4	-	-	- 8	-	355	355 426	~			
Stage 2	4.12	-	-	(7)		-	358 6.42	6.52	6.3			
Critical Howy	200000		-	-	- 2	-	5.42	5.52	100	-		
Critical Howy Stg 1				- 4		-	5.42	5.52	- ( )			
Critical Howy Stg 2	2.218			- /4-			3.518	4.016	3.39			
Follow-up Hdwy	1133	-	D	0	-	-	3.516	326	926			
Pot Cap-1 Maneuver Stage 1		-	D	0			710	630	19.75			
Steps 2			D	0		-	707	586	- 10			
Platoon blocked, %			II	U	-		IWI	300				
Mov Cap-1 Manauver	1133			-			952	0	928			
Mov Cap-2 Manauver	1100	-		-	-		352	a	020			
Stage 1				-			828	a	-			
Stage 2	-	-					707	a	-			
Sugge 2				-		i	ivi	u				
Approach	EB			WB			NB					
HCM Control Dalay, a	4.5			0			123					
HCM LOS							В					
Minor Lane/Major Mym	4	NBLn1	Mal na	EBL	EBT	WAT	WEEL					
Capacity (vsh/h)		352	_	1133			-					
HCM Lane V/C Ratio			0.448		1,4							
HCM Control Dalay (s)		16.2		6.6	0		-					
HCM Lana LOS		C		A	A							
HCM 95th Vide O(veh)		0.3			-		_					

Intersection						
Int Delay, s/weh	3.6	-				
ALCOHOL VIII.	EET	EBR	WBL	WET	NBL	MER
	_	CONF		_		COLUMN TO A STATE OF
Lana Configurations	13	46	10	el el	424	10
Traffic Vol., vainth	424	40	16	276	104	46
	424	40	16	276	104	46
Contlicting Peds, Whr	0	0	0	0	0	0
and the same of th	Free	Free	Free	Free	Stop	Shop
RT Channelland	-	1 444 144		None	-	- American
Storage Length			-	-	0	
Veh in Median Storage, a		-	-	0	0	
Grade, %	0	200	-	70	0	
Peak Hour Factor	92	92	92	17.00	92	1,000
Heavy Vehicles, %	10	3	2	8	3	
Miverit Flow	481	43	17	299	113	50
Major/Minor Me	irri.	1	Vajora.	1	Vinor1	
Conflicting Flow All	0	0	504	0	816	483
Stage 1	-	-	-		483	-
Stage 2				-		-
Critical Howy	-	- 4	4.12		200	6.22
Critical Howy Stg 1				- 4	5.43	
Critical Howy Stg 2					(m) (m)	
Follow-up Hdwy			2.218		3.527	
Pot Cap-1 Maneuver	-	101	-	76	20.00	584
Stage 1				- 4	618	
Stepe 2		101			724	
Platoon blocked, %		-	-		1007	
Mov Cap-1 Manauver	-		1001		338	584
Mov Cap-2 Manauver	-	-	Iwat	-	-	304
Stage 1	-			-	-	
Stage 2	-			_	740	
Suge 2					7 10	-
Approach	EB	-	WB		NB	
HCM Control Dalay, a	D		0,5		20,8	
HCM LOS	-		41714		C	
The state of the s						
Minor Lene/Major Munt	- 1	NBLn1	EBT	EDR	WELL	WET
Capacity (veh/h)		368	1		1061	-
HCM Lane V/C Ratio		0.42			Mary Walter	
HCM Control Dalay (a)		20.8	-		BANK MARKET	
HCM Lana LOS		C	-0.0		A	A
HCM 95th Kille C(veh)		2	-		100	
men anti Man of said		6			Mil	

Intersection												
Int Delay, s/weh	10.1											
Mavement	EBL	EBT	EST	WEL	WET	MER	MBL	MET	NBR	88	SET	SER
Lana Configurations		efe.		15	To			44>			474	
Traffic Vol., vainty	0.	0	0	-	Ø	4	0	2	375	2	3	0
Future Vol., veh/h	0	0	D	294	0	4	D	2	375	2	3	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelland	-	-	None			None	-		Free	-	-	more not un
Storage Length				0	7.0	50					-	
Veh in Median Storage	£ -	0		- 4	0		- 14	0	-	-	0	-
Grade, %	10	0			0			0		1	0	
Peak Hour Factor	94	94	94	94	94		94	94	94	94	94	94
Heavy Vahicles, %	2	2	2	7	2	2	2	2	10	2	2	2
Mivest Flow	0		0		D	-	D	2	399	2	3	0
MARK L WOR		ų.	V	919		4		-	000		- 40	
Major/Miror I	Viror2			Minart			Majort		3	Major2		
Conflicting Flow All	11	9	3	9	9	2	3	0		2	0	0
Stage 1	7	7	-		2	-	-	-	-		-	
Stage 2	- 4	2		7	7		-	-		-	-	-
Critical Howy	7.12	6.52	6.22	7.17	6.52	8.22	4.12	-	-	4.12	- 14	- 2
Critical Howy Stg 1	6.12	5.52	-	8.17	5.52					. (40)	- 4	
Critical Howy Stg 2	6.12	5.52		B.17	5.52						-	
Follow-up Hdwy	3.518		3.318	3.563	4.018	3.318	2.218			2.218	- 4	
Pot Cap-1 Maneuver	1007	886	1081	997	886	1082	1619		Q	1620	-	
Stage 1	1015	890		1008	894	10000			0			-
Steps 2	1018	894	-	1002	890				0	1		
Platoon blocked, %	1014			1.00	300				-	-		
Mov Cap-1 Manauver	1002	865	1081	996	885	1082	1818	-	14.	1020	-	-
Mov Cap-2 Maneuver	1002	865	Ivel	996	885					INE		
Stage 1	1015	888			884							
Stage 2	1014	894		1001	888		-				-	
- Congress	1014	SHI-F		1001	500							
Approach	EB			WB			NB			58		
HCM Control Dalay, a	0			10,3			0			29		
HCM LOS	A			В								
(Barrier State of Control		S. CONS.	1)07	EDI - 11	APPRIT OF	0.000 - 0	and C	- Common	ann			
Minor Lene/Major Mym	ı	NEL			MELITIN			881	SBR			
Capacity (wih/h)		1619	-			1082		-	-			
HCM Lane V/C Ratio		-		-		0.004		-				
HCM Control Dalay (s)		0	- 10		10.3	8.3	7.2	Ū				
HCM Lene LOS		A	100	A	В	A	A	A				
HCM 95th %tile O(veh)		0	- 0		1.4	0	0					

Index of the	5.6					
int Delay, a/veh	5.0					
Mavement	EBL	EBT	WET	MBR	SBL	SER
Lana Configurations		ની	13		1	1
Traffic Vol., vaintr	8	160	80	363	216	81
Future Vol, vehih	8	150	80	363	216	81
Conflicting Peds, Whr	0	0	0	0	0	0
Sign Control	Free		Free	Free	Stop	Stop
RT Charynelizad		and the same of th		None	1000	and the second second
Storage Length					0	-
Veh in Median Storage,	乘 -	0	0	-	0	
Grade, %	ii ii	0	0		0	
Peak Hour Factor	95	95	95	95	95	95
Heavy Vahides, %	2		6	11	5	2
Mivmt Flow	В		84	382	227	85
DATACLE L WYON	-	190	67	V46	ast.	~
Major/Minor A	leight	P	Unjura.		Winor2	
Conflicting Flow All	466	0	-	0	449	275
Stage 1	-	-	- 4		275	-
Stage 2	-	-	45	-	174	
Critical Howy	4.12	-	- 15	- 2	6.45	6.22
Criscal Howy Stg 1	-				5.45	-
Critical Holmy Stg 2		- 41		71	5.45	
	2218		-		CHECK	3.31B
		- 41	-		A NOW A POST	764
Stepe 1	Car.	-		- 4	764	
Stepe 2					المحكوا	
Platoon blocked, %				- 4	610	-
Mov Cap-1 Manauver	1095				558	784
	27.040	-	-	_		-
Mov Cap-2 Manauver	-	-	-	-	-	
Stage 1	-					-
Siage 2	-	- *			840	-
Approach	EB	-	WB		SB	
HCM Control Delay, a	0.4		0		17.3	
HCM LOS	an d		4		C	
I rest here					-	
Standard Land	6	Print.	PAT	1)),	Augram	MM(
Minor Lene/Major Mynd		EBL		WET		
Capacity (veh/h)		1095		- 14	-	
HCM Lane V/C Ratio		0.008	-	-		0.519
HCM Control Delay (s)		8.3	D	79.	19	17.3
HCM Lana LOS		A	A	(14)		
HCM 95th %tile O(veh)		0	-	79.	-	3

Intersection												
nt Delay, a/veh	4											
Movement	EB	EBT	EER	WEL	WET	HER	MBL	MET	NBR	88	SBT	SER
Lana Configurations		ન			To			AT.	P			
Traffic Vol., vaivity	63	303	0	0	415	138	27	1	277	0	0	0
Future Vol, veh/h	63		D	0	415	138	27	1	277	0	0	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
RT Charmelized		and the later of t	None	- 4		None			Yield	-		None
Storage Length		- 2	-	-	- 2	-			275		- 3	-
Veh in Median Storage,	京 -	0	-	-	0		- 6	0		-	0	-
Grade, %				- 4	0	- 4		-	- 4	100	0	
Peak Hour Factor	94		94	94	94.	94	94	94	94	94	94	94
Heavy Vehicles, %	2		2	2	15	2	2	2	10	2	2	2
Mivent Flow	67		0	0	441	147	29	1	285	0	a	0
Third I have	90	-	-	~	711	. 11	201		200			
Major/Mirror A	laior)		1	Major2			Minort					
Conflicting Flow All	588	0			- 14	0	971	1044	322	- [		
Stage 1	- SAULU		-	-	-	-	456	458	-			
Stage 2							515	588				
Critical Howy	4.12		-	-	-	-	6.42	6.52	6.3			
Criscal Howy Stg 1	70.16			- 4			5.42	5.52	May			
Critical Howy Stg 2				-			5.42	5.52				
	2.218		-	- /4			3.518		3.39			
Pot Cap-1 Maneuver	887		D	0			200	229	701			
Steps 1	mor	_	D	0			638	588	101			
Steps 2			D	0			800	496				
Platoon blocked, %			W	U			19kili/	400	-			
Mov Cap-1 Manauver	987						257	0	701			
THE RESIDENCE AND A PART LIMIT CO., NO. ADDRESS.	-						257	a	701			
Mov Cap-2 Manauver	-			-	-		585	a	-			
Stage 1					-			a	-			
Stage 2	-	-			-	-	800	u	-			
Approach	EB			WB			NB					
HCM Control Dalay, a	1.5			0			14.4					
HCM LOS	1.0			U			B					
I PAN PAG							В					
Minor Lane/Major Mym	t	NELn1	Malina.	EBL	EBT	West	WEEL					
Capacity (veh/h)		257	701	987	(4)							
HCM Lane V/C Ratio		0.116		0.068	-	-	-					
HCM Control Dalay (a)		20.8		6.9	0							
HCM Lana LOS		C	В	A	A		-					
HCM 95th 16th C(veh)		0.4	21	0.2	-							

led Dalest Abach	- 04											
Int Delay, a/weh	21											
Mavement	EBL	EBT	EER	WEL	WET	WER	MEL	MET	NBR	88	SBT	SER
Lana Configurations		4/4			4/4			4			4	
Traffic Vol., vaivity	211	268	101	22	318	48	25	13	14	40	19	211
Future Vol, vehih	211	268	101	22	318	48	25	13	14	40	19	211
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	6	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
RT Charmelized	-	Company of the Company	None	-	-	None			Name	-		None
Storage Length		- 2	-	- 4	-	-		-	-			-
Veh in Median Storage	虚 -	0	-		0	-	-	0		-	0	-
Grade, %		- 2			0	-		0			0	
Peak Hour Factor	92	90	-80	90	90	92	90	92	90	92	92	92
Heavy Vahicles, %	2	2.00	2	2	- 11	2	6	2	2	2	2	2
Mivent Flow	229		112	24	353	52	28	14	16	43	21	229
THEORY POST	-	2000	116	art	500	tiral:	and a	1-1	14	14	at	
Marine Milione	leior1		-	Main of		-	Missind		- 0	diam'r.	-	
The state of the s	_			Mejor2			Minort	4000		Minor2	1000	prom.
Conflicting Flow All	405		0	410	0	0	1364	1265	354	1254	1295	379
Stage 1	-			-	- 2	-	B12	812		-	427	- 14
Stage 2	-		- v		- 4		552	453	-	827	868	
Critical Howy	4.12			40.14			7.16	6.52	6.22	7.12	6.52	6.22
Critical Howy Stg 1	-			- 3		- 4	6.16	5.52		6.12	5.52	
Critical Holwy Stg 2					- 5	- 0	6.16	5.52		B.12	5.52	
Follow-up Hdwy	2218		1 16	2218	100	- 4	3.554	4.018		3.518		3.318
Pot Cap-1 Maneuver	1154			1149	- 9		122	169	690	149	162	668
Stage 1		-	1 - 10	- 0		- 4	367	392		806	585	1.0
Stege 2							511	570		388	370	
Platoon blocked, %		-	1			- 4				-		
Mov Cap-1 Menauver	1154			1149		- 4	55	122	880	104	110	888
Mov Cap-2 Manauver	-		-	- \-		-	- 55	122		104	110	-
Stage 1	-						271	290		448	589	
Stage 2	-		-	-			315	555		251	273	1.5
Approach	EB	4		WB			NB	-		SB		
HCM Control Dalay, a	3,2			0,5			100.3			74.3	1	
HCM LOS							F	-		F		
Minor Lene/Major Mym	1	HELMI	EaL	-	EBR	WEL	WBT	WER	SELn1			
Capacity (win/h)		_		- 6		1149	-		312			
HCM Lane V/C Ratio		0.646	0.199			0.021	- 14	-	0.841			
HCM Control Dalay (a)		100.3	8.9	0		-	D		2000			
HCM Lane LOS		F	A	A		-	A		F			
HCM 95th Kille Q(veh)		3.1	0.7	9		W 41			8.4			

Intersection						
int Delay, s/veh	1.1					
Movement	EBL	EBT	WET	HER	SBL	SER
	COL	_		man		GEAL.
Lana Configurations	40	ની	700		1	43
Traffic Vol., vaivits	34		354	2	2	34
Future Vol, vehih	34	287	364	2	2	34
Conflicting Peds, Whr		0	0	0	0	0
The state of the s	Frae	Free	Free	Free	Stop	Shop
RT Charmelland		1 4 444 144		None		None
Storage Length			- 0	-	0	
Veh in Median Storage,	-	0	0	-		
Grade, %	in man	0	0		0	- 4
Peak Hour Factor	92	92	92		92	92
Heavy Vahicles, %	90	12	11	90	90	80
Mivmt Flow	37	312	385	2	2	37
Major/Minor M	min'	1	Vajor2	- 1	Vinor2	
Conflicting Flow All	367	0	-	0	772	386
Stage 1	-	- 1	- 4		386	
Stage 2	-	_			386	-
Critical Howy	5	- 1			7.3	7.1
Critical Howy Stg 1	-	-			6.3	
Critical Holmy Stg 2		- 10			6.3	
Follow-up Hdwy	3.01	-	-		4.31	4.11
Pot Cap-1 Maneuver	818	100			a new	506
Stage 1	414	-			531	
Stepe 2					591	1
Platoon blocked, %					901	-
Mov Cap-1 Manauver	818				252	506
Mov Cap-2 Maneuver	010				OHO	5000
Stage 1	_				TOO	-
	-					-
Siage 2		-			991	-
William Control	-		755			
Approach	EB		WB		58	
HCM Control Dalay, a	1		0		13.2	
HCM LOS					В	
Minor Lane/Major Mynt		EBL	EST	WET	WER	SBLITT
Capacity (win/h)		818			(4	
HCM Lane V/C Ratio		0.045	-	-	- 4/4	0.082
HCM Control Dalay (a)		9.6	D	191		And the second
HCM Lana LOS		A	A		- 4	B
HCM 95th Killio Q(veh)		0.1			78	0.3
The same to have all sent		4.1	-			-

Intersection												
Int Delay, a/veh	9.6											
Movement	EBL	EBT	EER	WEL	WET	WER	MBL	MET	NBR	88	SET	SER
Lana Configurations		efe.		19	J.			44>			44	
Traffic Vol., vaivity	0		2	226	3	2	2	3	295	6	5	0
Future Vol, vehih	0	3	2	228	3	2	2	3	295	6	- 5	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Charmelized	1	-	None		1	None	100	-	Free	-	-	and the same
Storage Length				0	-	50			-	-	- 0	7.
Veh in Median Storage	京 -	0		- 4	0	-	-	0		-	0	-
Grade, %		0		- 4	0		- 4	0		100	0	
Peak Hour Fector	88	88	-88	88	88	66	88	88	88	88	88	88
Heavy Vahicles, %	2	2	2	2	2	2	2	2	3	2	2	2
Nivert Flow	0		2		3	2	2	3	335	7	6	0
Midal Fee				-	-	_			-		-	
Major/Miror )	linor2			Minart			Majort		1	Major2		
Conflicting Flow All	30	27	6	30	27	3	6	0		3	0	0
Stage 1	20	20	-	7	7			-	-	-	- 14	-
Stage 2	10	7	-	23	20		-	-		45	-	-
Critical Howy	7.12	6.52	6.22	7.12	6.52	8.22	4.12	-	-	4.12	- 14	-
Critical Howy Stg 1	6.12	5.52	-	6.12	5.52		1/6	- 0		- 70	- 4	
Critical Howy Stg 2	6.12	5.52		B.12	5.52				- 6		- 19	
Follow-up Hdwy	3.516	4.018	3.318	3.518	4.018	3.318	2.218		10	2.218	- 4	
Pot Cap-1 Maneuver	979	866	1077	979	866	1081	1615		0	1619	191	- 19
Stage 1	999	879		4010	890		, A	-0	0		-	
Steppe 2	1011	890		ere er	876				0			-
Platoon blocked, %								- 0			- 9	
Mov Cap-1 Menauver	970	862	1077	970	882	1081	1815		-	1019		
Mov Cap-2 Manauver	970	862	1	0700	882			-	-			
Stage 1	998	875		45000	889			-				
Stage 2	1004	889		985	875			-	-			g = q+
Managed	(m/gr			yabe			(a trie			-		
Approach	EB			WB			NB			38		
HCM Control Dalay, a	0.9			10			20			3,9		
HCM LOS	A			В								
Minor Lane/Major Myrn	6	NEL	NET	FRI HE	NEILI1	WP1 n2	SEL	SET	SER			
							1619					
Capacity (wit/h)		1615		937	970	936		-	-			
HCM Lane V/C Ratio		0.001			0.265				-			
HCM Control Dalay (s)		7.2		8.9	10	8.9	7.2	Ū				
HCM Lane LOS		A	A	A		A	A	A				
HCM 95th Willia O(veh)		0	- 1	0	1.1	0	D					

Intersection						
Int Delay, a/veh	4.4	-				
Mavement	EBL	EBT	WET	HBR	SBL	SER
	L	_		man		GERT
Lana Configurations	99	4	To.	- Const	420	400
Traffic Vol., vaint	14	182	83	282	108	123
Future Vol, vehih	14	182	83	282	108	123
Conflicting Peds, Whr	0	0	0	0	0	
Sign Control	Frae	Free	Free	Free	Stop	
RT Channelland	-	1 4 444 144		None	-	- Annual Control
Storage Length	-	-		-	0	-
Veh in Median Storage,	g -	0	0	-	0	
Grade, %	-	0	0	1.4	0	
Peak Hour Factor	67	87	87	87	87	67
Heavy Vahicles, %	2	6	6	2	2	2
Mivent Flow	15	208	95	324	124	141
Major/Minor N	(nor)	- 1	Vaior2	. 9	Minor2	
	419	0	_	0		257
Conflicting Flow All					-	
Stage 1	-	*	-		-	-
Stage 2		-				0.00
Critical Hidwy	4.12		- 15		Maria Carl	6.22
Critical Howy Stg 1	-	- *	-	-	340.00	-
Critical Holly Stg 2			- 5		Mr. Trees	
the state of the s	2218		-	- 4	3.518	
	1140		- 9	/9	532	782
Stege 1	- 1	- 4	- 6	- 4	788	- 4
Stege 2			-	-	799	
Platoon blocked, %		-				
	1140		-		523	782
Mov Cap-2 Maneuver			- 15	-	200	
Siage 1				-	COTON I	
Siage 2	-	-	-		maa	-
Approach	EB		WB		SB	
	0,6		0		14.7	
HCM Control Dalay, a HCM LOS	IVD		V		19.J	
LYM FOO					В	
Minor Lene/Major Mymi		EEL	EBT	WET	WER	SBLIT
Capacity (veh/h)		1140	-		71001	
HCM Lane V/C Ratio		0.014				D.41B
HCM Control Dalay (a)		82	D	-		MALARONO PROPERTY.
HCM Lane LOS		A	A	7.0		B
HCM 95th 16th O(veh)		Ü.	, A			100 DIT
LANNI SZIEL MENO CKINELI)		u.	-	19	9	21

Indersection	0.0												
nt Delay, s/veh	8.6												
Mavement	EBL	EBT	FER	WEL	WET	MER	MBL	MET	NBR	88	SBT	SER	
ana Configurations		ન			To			र्भ	P				
Fraffic Vol., vaivity	107	184	0	0	341	197	24	3	443	0	0	0	
uture Vol, vehih	107	184	0	0	341	197	24	3	443	D	0	0	
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop	
RT Charmelized	-		None	- 4	-	None	-		Yield	-	-	None	
Storage Length				7.0	- 2				275		- 2		
Veh in Median Storage,	£ -	0		- 4	0			0	-	-	0	- 4	
Grade, %		0			0		. 4	0		- 6	0		
eak Hour Factor	69	88	89	88	89	69	89	89	89	89	88	89	
Heavy Vahicles, %	5		2	2	9	2	2	2	4	2	2	2	
Nivert Flow	120	207	0	0	383	221	27	3	488	0	0	0	
ATUAT POW	,	-			-					-			
Anjor/Miror A	lajori			Major2			Minort						
Conflicting Flow All	604	- 0		-	14	0	241	1051	207				
Stage 1	-		-	-	- 2	-	447	447	-				
Stage 2	-	-	-	- (-)	-		494	604	-				
attical Howy	4.15	-	-	- 1	- 2	-	6.42	6.52	6.24				
critical Howy Stg 1		-		- 4		-	5.42	5.52					
rificel Howy Stg 2		-		- 14			5.42	5.52					
	2.245	-	4	- 40		-	3.518		3.336				
ot Cap-1 Maneuver	959	-	D	0			292	227	828				
Stage 1	-	-	D	0		-	644	573	-				
Steppe 2			D	0		-	013	488	100				
Tatoon blocked, %						-	214	100	-				
Viov Cap-1 Manauver	959		-	- 1	-		251	0	828				
Mov Cap-2 Manauver	200				-		251	a	-				
Stage 1							FEN	a					
Stage 2		-					813	a	- 1.5				
inprosects	EB		_	WB			NB	-					
HCM Control Dalay, a	3.4			0			16	1					
ICM LOS							C						
Minor Lene/Major Mym		NBLn1	Mai wa	EBL	EBT	West	West						
					_	TACK!							
Capacity (wh/h)		251	0.004	959		-	-						
ICM Cartes Dates (a)		and the second second	0.601			-	-						
ICM Control Dalay (a)		21.3		9.3	0								
ICM Lane LOS		C	C	A	A		19						
HCM 95th 16tile O(veh)		0.4	4.1	0.4	9.								

ribrection													
nt Delay, a/veh	54.3												
Movement	EBL	EBT	EER	WEL	WET	WER	MBL	MET	NBR	88	SBT	SER	
ana Configurations		afe.			a Fr			44>			44		
raffic Vol., vaint	180	408	39	15	271	33	101	14	45	46	12	188	
uture Vol, veh/h	180	408	39	15	271	33	101	14	45	46	12	166	
onlikting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0	
gn Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop	
T Charmelized		-	None	-	4	None	-		None	-	-	None	
lorage Length		_ 0	-	-	-	- Annual Con-		-	14000		- 2		
sh in Median Storage	. f -	0		-	0	-		0	-	-	0	-	
rade, %	9.00	0		-	D			0			0		
sak Hour Factor	92	92	92	92	92	92	9/2	92	92	92	92	92	
servy Vehicles, %	2	10	3	2	8	2	3	2	2	2	2	2	
very various, %	196	443	42	16	295	36	110	15	49	49	13	180	
ACLIC LATERA	130	492	46	10	280	30	110	19	50	48	19	180	
to Allera	Meior		- 14	Nestali	_		Mound		-	March 1	-		
	-			Mejor2	-		Minort	4846		Minor2	1000	845	
ordicting Flow All	331	0	0	485	0	0	1298	1219	464	1233	1222	313	
Stage 1	-	-	-	-	- 2		856	858	-	345	345		
Stage 2	-	-	-	-	- 4	-	442	363	-	888	877	-	
Hical Hidwy	4.12	- 4	(4)	4.12	- 2	-	7.13	6.52	6.22	7.12	6.52	6.22	
itical Howy Stg 1	-	-			u le e	- 4	6.13	5.52		6.12	5.52	1790	
ficel Howy Stg 2				- 10		- (6)	6.13	5.52		B.12	5.52		
flow-up Hdwy	2218	-	1 - 10	2218		- 4	3.527	4.018	3.318	3.518	4.018	3.318	
t Cap-1 Maneuver	1228			1078	- 19		138	180	598	154	180	727	
Stage 1		-	100	- (40)	- 10		351	374		871	636	1.00	
Stepe 2				19			502	625		338	300	Lec.	
atoon blocked, %						-							
ov Cap-1 Manauver	1228		-	1078		-	~ 70	138	598	107	138	727	
ov Cap-2 Manauver		-	-	-		_	~79	136	-	107	138	-	
Stage 1				-			274	282		200	625		
Stage 2	-	-	-				428	814		229	285		
200								100					
oproach	EB			WB			NB	-		SB			
CM Control Dalay, a	24			0.4		2	369,4			51,3	,		
CM LOS							F			F			
Sport Compliance St.	di i	MEX -4	EDI	CTOT .	EDD	10/01	Mean	1600	CDI -1				
inor Lene/Major Myn	316	NBLn1	EBL	EBT	EBR	WBL	WBT		SELn1				
spacity (veh/h)		110	1228	- 1	98	1078	-		303				
OM Lane V/C Ratio			0.159	-		0.015	-		0.8				
CM Control Dalay (a)		369.4	0.5	0		B.4	Ω		40,000				
CM Lana LOS		F	A	A	- 1	A	A	1.9	F				
CM 95th Willo O(veh	)	13	0.6	9		0			6.5				
Mest													
				seds 3		t: Com							platioon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WET	MBR	SBL	SER
	CDL			man		GEA.
Lana Configurations	- 10	र्न	Ta	-	P. S.	7
Traffic Vol., vaivits	7	100000	312	0	0	7
Future Vol, vehih	7	490	312	0	0	7
Conflicting Peds, Whr	0	0	0	0	0	0
Sign Control	Frae	Free	Free	Free	Stop	Stop
RT Channelland	-	1 4 444 144		None	-	None
Storage Length		-		-	0	
Veh in Median Storage,	_	0	0	-	0	
Grade, %	, a	0	0	5.41	0	+ A
Peak Hour Factor	92	92	92	-	92	92
Heavy Vahicles, %	90	10	0	90	90	90
Mivest Flow	8	533	339	0	0	8
Major/Minor M	mort.	1	Vajor2	- 1	vinor2	
Conflicting Flow All	339	0				339
Stage 1	-	-	- 4		339	-
Stage 2			- 15	-	549	-
Critical Hidwy	5	- +	- 3	- 2	7.3	7.1
Critical Howy Stg 1				- 4	6.3	
Critical Holmy Stg 2		ar.			6.3	-
Follow-up Hdwy	3.01	-	-		4.31	4.11
Pot Cap-1 Maneuver	858	100				541
Stage 1		-			561	
Stepe 2					(Marie)	-
Platoon blocked, %		-			100	
Mov Cap-1 Manauver	858				221	541
Mov Cap-2 Maneuver	000	-			004	5791
Stage 1	_				THE S	-
7	-				100	-
Singe 2	-		-		430	-
Approach	EB		WB		SB	
			D			
HCM Control Dalay, a	0.1		0		117	
HCM LOS					В	
(Secretary)		Prime.	FOR	)))pres	Augren	ani -
Minor Lene/Major Mynt		EBL	EBT	WET	WER.	
Capacity (veh/h)		858	-		- 2	541
HCM Lane V/C Ratio		0.008		-		0.014
HCM Control Dalay (s)		9.2	D			3333
HCM Lana LOS		A	A	(10)		B
HCM 95th 1/4tile C(veh)		0	- 0	19	19	0

Irilarsection												
Int Delay, s/veh	9.3											
Mavement	EBL	EBT	ER	WEL	WET	WER	MBL	MET	NBR	88	SET	SER
Lana Configurations		क्रीं		19	J.			44>			44	
Traffic Vol., vaivity	0		0		Ö	5	0	6	380	6	5	0
Future Vol., vehih	0	0	D	220	0	- 6	- 0	- 5	380	6	- 5	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	1	-	None		-	None			Free	-	-	moins on
Storage Length		- 0		0	10	50			-		- 0	7-
Veh in Median Storage	£ -	0		- 4	0		- 14	0		-	0	-
Grade, %	i i	0		- 1	0			0		100	0	
Peak Hour Factor	94	94	94	94	94.	94	94	94	94	94	94	94
Heavy Vahicles, %	2	2	2	7	2	2	2	2	10	2	2	2
Mymt Flow	0		0		D		D	5	404	5	5	0
INVAKI POR	-	9		Total S		,		-	101	-	-	
Major/Minor I	Mirror2			Minart			Majort		3	Major2		
Conflicting Flow All	23	20	5	20	20	- 5	E	0		5	g	0
Stage 1	15	15	-		5	-	-	-	-		- 14	- 1
Stage 2	8		-	2.0	15		-	-		-	- 4	-
Critical Howy	7.12	6.52	6.22	7.17	6.52	8.22	4.12	-	-	4.12	- 14	- 2
Critical Howy Stg 1	6.12	5.52	1	8.17	5.52		/ (6)	- 0	- 10	. /60	- 4	
Critical Howy Stg 2	6.12	5.52	ji i	B.17	5.52	- 6					-	
Follow-up Hdwy	3.518		3.318	3.583	4.018	3.318	2.218			2.218	- 4	
Pot Cap-1 Maneuver	069	874	1078	961	B74	1078	1616		Q	1616	-	- 10
Stage 1	1005	883		1004	892	1010			0			
Stepse 2	1013	892		and the	883				0			
Platoon blocked, %	1014	244			200			-	-		- 4	
Mov Cap-1 Manauver	982	871	1078	979	871	1078	1010		- 4	1016	-	
Mov Cap-2 Maneuver	982	871	1010	0.000	871	100						
Stage 1	1005	880		america.	892							-
Stage 2	1008	892		989	880							
ougo c	1000	STORE .		509	300							
Approach	EB			WB			NB			38		
HCM Control Delay, a	0			9.8			0			3,6		
HCM LOS	A			A								
			4/00/00		A MINISTER OF A STATE	0.000.6	-	-				
Minor Lane/Major Mym	1	NEL			MBLmi		SEL	881	SBR	1		
Capacity (veh/h)		1616	-	- 4				- 1	-			
HCM Lane V/C Ratio		-		- 4		0.005		-	-			
HCM Control Delay (a)		0			9.8	8.4	7.2	Ū				
HCM Lene LOS		A			A	A	A	A				
HCM 95th Willia C(veh)	(6	0	- 0	196	0.9	0	0	-				

Intersection						
int Delay, a/weh	4.1					
Movement	EBL	EBT	WET	MBR	SBL	SER
Lana Configurations		ન	1/2		14	
Traffic Vol., vainty	15		90	370	130	95
Future Vol., vehih	16	135	90	370	130	96
Conflicting Peds, Whr	0	0	0	0/0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
agn control RT Channelland		None		None	Serib	None
CODA SCHOOL OF ACCUSANCE		B 2 100,10		MODEL C		10/01/20/20
Storage Length			- 0	-	0	-
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0			ii ne
Peak Hour Factor	95	95	95	95	95	95
Heavy Vahicles, %	2	6	6	11	5	2
Miverit Flow	15	142	95	389	137	100
Major/Mirror I	Meiorl	1	Vajor2		Minor2	
Conflicting Flow All	484	0	Dales o	0		290
Stage 1	*902*9	-			290	200
100 ALM 200	_		- "			
Stage 2	-		- 17	-	27.7	-
Critical Howy	4.12	*	15	~	6.45	6.22
Critical Howy Stg 1	- 7	-	-		5.45	-
Critical Howy Stg 2		- 0			5.45	
Follow-up Hdwy	2218		-	- 4	3.545	3.318
Pot Cap-1 Maneuver	1079			- 10	551	749
Stege 1	- 0		-		753	
Stepe 2			-	-	849	-
Platoon blocked, %		-	-		010	
Mov Cap-1 Manauver	1079				542	748
		-	_			1:30
Mov Cap-2 Manauver	-					-
Stage 1						-
Stage 2	-				849	-
Approach	EB		WB		SB	
HCM Control Dalay, is	0.8		0		14.5	
HCM LOS					В	
Tient here						
	,	Arme		- Warner	Vitario	
Minor Lene/Major Mym	t	EBL	EST	WET	WBR.	
Capacity (veh/h)		1078	-	- 14	- 1	1000
HCM Lane V/C Ratio		0.015	-	-		0.386
HCM Control Dalay (a)		8.4	D	19	- 19	14.5
HCM Lana LOS		A	A	(4)	1.74	В
HCM 95th Willia O(veh)	P	0	- 41	79.	76	1.8
						777

Intersection												
int Delay, a/veh	3.2											
Mavement	EB	EBT	EBR	WEL	WET	WER	MBL	MET	NBR	88	SBT	SER
Lana Configurations		ની			To			न	T			
Traffic Vol., vaivity	60	200	0	0	430	40	25		185	0	0	0
Future Vol., vehih	60	200	D	0	430	40	26	1	185	0	0	0
Conflicting Peds, Whr	D		0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
RT Channelland			None			None			Yield	-	-	None
Storage Length		- 4	-					- 0	275		- 4	
Veh in Median Storage	. # -	0		-	0	-	-	0	-	-	0	- 19
Grade, %		0		- 4	0		. V	0		100	0	
Peak Hour Factor	94	94	94	94	94.	94	94		94	94	.94	94
Heavy Vahicles, %	2		2	2	15	2	2		10	2	2	2
Mivent Flow	64		0	0	457	43	27	1	197	0	0	0
Major/Minor I	Majort			Major2			Minort					
Conflicting Flow All	500	0			-	0	820	841	213			
Stage 1	-			-	-	-	341	341	-			
Stage 2	-	-		- (-)	-		479	500	-			
Critical Howy	4.12	-	-		-		6.42	6.52	6.3			
Critical Howy Stg 1				- 4		-,	5.42	5.52	- 1			
Critical Howy Stg 2			100	- 14		-	5.42	5.52				
Follow-up Hdwy	2218	-		· /90	-	-	3.518		3.39			
Pot Cap-1 Maneuver	1064		D	0	Je.		345	301	807			
Stege 1	- 0		-	0	- 10	-	720	639	- 19			
Stepse 2			D	0			023	543				
Platoon blocked, %						- 4		1.00				
Mov Cap-1 Menauver	1064					-	322	0	807			
Mov Cap-2 Manauver	-	-		- 1	-	-	322	a				
Stage 1	-						871	a	-			
Stage 2	-			-			823	a				
Approach	EB			WB			NB					
HCM Control Dalay, a	2			0			11.7					
HCM LOS							В					
Minor Lene/Najor Myrn	t	NBLn1	MULn2	EBL	EBT	Wet	WER					
Capacity (wit/h)		322			(#							
HCM Lane V/C Ratio			0.244	0.06	- 4		- 0-					
HCM Control Dalay (s)		17.2		6.6	0							
HCM Lana LOS		C		A	A	-	- 04					
HCM 95th Wille Q(veh)		0.3		0.2	-	-						

Inhersection						
int Delay, a/veh	-1					
Mavement	221	EBR	WEL	WET	NBL	MER
Lana Configurations		An Article	3655-	_		
	120	110	he	el el	90	40
Traffic Vol., vaivity	276	110	25	436	30	10
Future Vol., veh/h	276	110	26	435	30	10
Conflicting Peds, Whr	0	0	0	0	0	0
and the second second	Free	Free	Free	Free	Stop	Shop
RT Charmelland	-	None		None	-	None
Storage Langth	-		-	-	0	-
Veh in Median Storage, a		-	ü	0	0	
Grade, %	0	160	-	- 70	0	-
Peak Hour Factor	90	90	-80	90	90	90
Heavy Vahides, %	10	3	2	8	2	2
Mivent Flow	306	122	28	483	33	11
	-		-			
Major/Miror Mi	hor	1	Vajor2	. 8	Minor1	100
Conflicting Flow All	0	0		0		367
Stage 1	-	- 4	Times.		-	DOI:
Stage 2						
Critical Howy					40.00	6.22
	-		4.12	~	6.77	1000
Critical Howy Stg 1			-		1000	
Critical Holly Stg 2			_		Maria Company	
Follow-up Hdwy			2,218	- 4	3.518	the second second second second
Pot Cap-1 Maneuver	- 1	(8)	1131	/9-	-	678
Stege 1	- 09		-	- 4	701	
Stepe 2			- 0	/9	585	
Platoon blocked, %		-		- 4		
Mov Cap-1 Manauver			1131		297	678
Mov Cap-2 Maneuver	-	-	-	- 0	0.00	
Stage 1		-			200	
Stage 2		-	-		200	
rampa c					900	
Approach	EB		WB		NB	
	_					
HCM Control Dalay, a	D		0,4		16.0	
HCM LOS					C	
		· Company	Two are		Name I	14000
Minor Lene/Major Mynt		NELn1	EST	EBR		WET
Capacity (vsh/h)		346			1131	*
HCM Lane V/C Ratio		0.128	17	-4	0.025	-
The second secon		16.8	100	79.	8.3	0
HCM Control Dalay (a)						
HCM Control Datey (s) HCM Lana LOS		C			A	A

Int Delay, s/weh	9.1											
Int respy, seven												
Movement	EBL	EBT	EER	WEL	WET	WER	HEL	MET	NBR	88	SBT	SER
Lana Configurations		of a		7	J.			4			4	
Traffic Vol., vain't	0		6	176	5	5	6	6	225	10	5	0
Future Vol, vehih	0	- 5	6	175	5	- 5	6	5	225	10	5	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelland		All Property and P	None		-	MINISTER AND	-	-	Free	-	-	None
Storage Length				0	-	50		- 0	-	- 50	- 0	
Veh in Median Storage	# -	0	-	- 4	0	-	- 14	0	-	-	0	-
Grade, %	-	0		- 14	0		- 4	0		100	0	
Peak Hour Fector	88	88	88	88	88	68	88	88	88	88	88	88
Heavy Vahicles, %	2	2	2	2	2	2	2	2	3	2	2	2
Mivent Flow	0		6	199	6		8	6	256	11	6	0
TO CHARLES TO THE PARTY OF THE								-				-
Major/Miror	linor2		- 1	Minart		-	Majort	-	9	Major2		-
	52				46			0		_	- 7	-
Conflicting Flow All			6	1.70		6	6	U	-	6	0	0
Stage 1	28	28	-	1100	18		- 6	- 5		-	-	-
Stage 2	24	18	e nn	34	28	0.00	4 40	-		# 4D	-	-
Critical Howy	7.12	6.52	6.22	7.12	6.52	8.22	4.12	-	- 3	4.12		
Critical Howy Stg 1	6.12	5.52	-	6.12	5.52				- 1	- 46	- 4	
Critical Howy Stg 2	6.12	5.52		B.12	5.52			100				
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318				2.218	- 4	
Pot Cap-1 Maneuver	947	846	1077	947	846	1077	1615	-	0	1615	/9	19
Stage 1	969	872	100	1001	980	- 4	11.74	0.9	0	110	-	
Stege 2	994	880		982	872			1.0	0			
Platoon blocked, %	7222	- 200			-			- ()		TOURS OF	- 9	
Mov Cap-1 Manauver	829	837	1077	929	837	1077	1015			1015	-	
Mov Cap-2 Manauver	929	837		929	837			-		3.0		100
Stage 1	965	866	- 6	-	870		18	-	-			
Stage 2	978	876	1100	964	800			-	-			g i ge
Approach	EB			WB			NB			SB		
HCM Control Dalay, a	0.9			9,6			3,6			4.6		
HCM LOS	A			A								
Marie Caral Salar Marie		SIDE	NOT	EDI - 81	AEN wat	2/01-0	-001	com	opp			
Minor Lene/Major Myrn	į.	NBL			MBLTI		80L	887	SBR			
Capacity (wit/h)		1615	4		929	942	1615	- 1	-			
HCM Lane V/C Ratio		0.004			0.214			-	-			
HCM Control Delay (s)		7.2		8.9	9.9	8.9	7.2	0				
HCM Lana LOS		A	A	A		A	A	A				
HCM 95th Willia O(veh)		0		0	0.8	0	D					

Intersection	20					
int Delay, a/weh	3.2					
Mavement	EBL	EBT	WET	MBR	SBL	SER
Lana Configurations		ની	13		1	
Traffic Vol., vaivity	16		85	215	40	140
Future Vol, vehih	15	205	86	215	40	140
Conflicting Peds, Whr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Charmelland		None		None	1	None
Storage Length		10 C 100,100		-	0	-
Veh in Median Storage		0	0	-	0	
Grade, %	10	0	0		D	
Peak Hour Factor	67	87	87	87	87	67
Heavy Vahicles, %	2	6	6	2	2	2
Nivmi Flow	17	236	96	247	46	161
LANAGLIK I., INTOM	11	200	915	Wet.	70	101
Major/Minor I	Major!	į	Vajora	- 1	vinor2	
Conflicting Flow All	345	0		0	492	222
Stage 1	-	- 1	- 4	-	222	
Stage 2	-		- 17		270	-
Critical Howy	4.12	- 4	- 8	-	6.42	6.22
Critical Howy Stg 1		-			5.42	
Critical Howy Stg 2		-			5.42	-
Follow-up Hdwy	2.218					3.318
Pot Cap-1 Maneuver	1214				and the second	816
Steps 1	3517				815	010
Stepe 2					775	
Platoon blocked, %		-	-		Ira	
Marketine at the first of the second	2044				ENT	040
Mov Cap-1 Manauver	1214	*	_		2.70	818
Mov Cap-2 Manauver	-	- 4	- 15	-	-	
Stage 1						-
Stage 2	-	-	-	-	775	-
Approach	EB	-	WB		SB	
HCM Control Dalay, is	0,5		0		11.0	
HCM LOS			-		В	
) John Boo						
		news.		Warm	Vicente	
Minor Lene/Major Mym	t	EBL	EBT	WET		
Capacity (veh/h)		1214	-	-		729
HCM Lane V/C Ratio		0.014	1	-		0.284
HCM Control Dalay (a)		8	D		19	11.9
HCM Lana LOS		A	A	- (4)	1.0	В
HCM 95th %tile Q(veh)	1	0	- 4	784	786	1.2

Indersection	20											
Int Delay, a/veh	6.8											
Mavement	FR	EBT	EER	WEL	WET	WER	MBL	MET	NBR	88	SBT	SER
Lana Configurations		ની			To			4	P			
Traffic Vol., vaivity	115	130	0	0	275	125	28	6	435	0	0	0
Future Vol, vehih	115	130	D	0	275	125	26	5	435	0	0	0
Conflicting Peds, Whr	D	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-		None	- 9	-	None	-		CONTRACT.	-	-	None
Storage Length			-	-	-	-			275		- 5	
Veh in Median Storage,	g -	0	-	-	0		-	0	-	-	0	-
Grade, %		0		- 14	0			0		100	0	
Peak Hour Factor	69	88	89	88	89	69	89	89	89	89	88	B9
Heavy Vahidles, %	5	30 70 30	2	2	9	2	2	2	4	2	2	2
Mivmt Flow	129		0	0	309	140	28	6	489	0	0	0
	Injuri			Major2			Minorl					
Conflicting Flow All	449	0	-	-	14	0	783	853	146			
Stage 1	-	- 4	- 4	- 19	- 8	-	404	404				
Stage 2	-		10 m	- (-)	-	-	379	449				
Critical Howy	4.15	-	- 8	- 8	- 8	-	6.42	6.52	6.24			
Critical Howy Stg 1	_	16		- 4	- 1, 40	-	5.42	5.52	-19			
Critical Howy Stg 2			- 0	/9:			5.42	5.52				
Follow-up Hdwy	2.245		100	· /90	100	- 1	3.518	4.016	3.336			
Pot Cap-1 Maneuver	1095		D	0	9		362	296	896			
Stage 1	- 0	- 4	D	0	1 - 1/4	- 4	674	599	- ( *)			
Stope 2			D	0			882	572				
Platoon blocked, %		- 4				- 4						
Mov Cap-1 Manauver	1006						916	0	888			
Mov Cap-2 Meneuver	-	-		- 1	-	-	318	ũ				
Stage 1	-						588	a				
Stage 2	-						802	à				
Assessed	EB			7410			300	-				
Approach				WB			NB					
HCM Control Daley, a HCM LOS	4.1			0			14 B					
Minor Lane/Major Mym		NBLn1	Mal_n2	EBL	EBT	WET	WER					
Capacity (veh/h)		316		1096	(H)							
HCM Lane V/C Ratio			0.545				-					
HCM Control Dalay (s)		17.7		6.7	0		-					
HCM Lana LOS		C	В	A	A		-					
HCM 95th %tile Q(veh)		0.4		0.4								

Intersection						
int Delay, s/weh	3.6					
Mavement	EET	EBR	WBL	WET	NBL	MER
		CON	AGEST.	_		Contract.
Lana Configurations	1>	42-	de	स्	400	ar.
Traffic Vol., vahit	525	45	16		100	45
Future Vol, vehih	526	45	18	296	100	45
Conflicting Peds, Whr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Shop
RT Channelland		None		None	-	None
Storage Length	-		- 50	-	0	
Veh in Median Storage,		-	-	0	0	-
Grade, %	0		-	0	0	+ 4
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	3	2	8	2	2
Myork Flow	571	48	16	321	109	49
	-					
Major/Minor M		- 1	Vajora.		Minor1	
Conflicting Flow All	0	0	620	0		596
Stage 1		_				
	-				-	
Stage 2	-	_ ~		- (-	353	
Critical Howy	- 1	~	4.12	-	MAY 17.30	6.22
Critical Howy Stg 1		-	-	- 19	5.42	-
Critical Holwy Stg 2					Maria Company	
Follow-up Hdwy	- 19	-	2,218	- 4	3.518	3.318
Pot Cap-1 Maneuver		(6)	960	- 14	289	504
Steps 1	- 0	- 10			550	
Stepse 2			-0	/9-	711	
Platoon blocked, %				- 4		
Mov Cap-1 Manauver	-		990	-	283	504
Mov Cap-2 Manauver	-	-	Mine		000	1004
	-	-			Tree.	
Stage 1	-		- 6			-
Singe 2			-		097	-
Approach	EB		WB		NB	
HCM Control Dalay, a	D		0.4		25.7	
HCM LOS					D	
44.00						
Ninor Lene/Major Munt		NBLnt	EST	EBR	WEL	WET
Capacity (win/h)		328	-		bel sed box	*
HCM Lane V/C Ratio		0.481			0.017	-
HCM Control Dalay (s)		25.7	- 0		Mache.	0
HCM Lane LOS HCM 95th Wale C(veh)		D			A	A
		2.5	- 61	761	0.1	-

Intersection	-											
Int Delay, a/veh	10.2											
Mavement	EBL	EBT	EER	WEL	WET	MER	MBL	MET	NBR	88	SET	SER
Lana Configurations		e fo		19	Ja.			44			4	
Traffic Vol., vainth	0		0	318	Ø	5	0	6	481	Б	5	0
Future Vol, vehih	0	0	D	316	0	- 5	0	5	481	6	5	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	.0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None	14	1	None	-		Free	-	-	None
Storage Length	-			0	-	50			-	100	-	1 2
Veh in Median Storage	. F -	0		-	0		-	0	-	-	0	-
Grade, %		0		1.4	0		W.	0	- 4	100	0	- 4
Peak Hour Fector	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vahidles, %	2	2	2	7	2	2	2	2	10	2	2	2
Myont Flow	0		0	336	D	- 5	0	5	512	5	5	0
Major/Minor	Mirror2			Minart			Majort		1	Major2		
Conflicting Flow All	23	20	5	20	20	5	E	0	- 3	5	0	0
Stage 1	15	15	-	5	5		-	- 2	-	(4)	- (4	- 14
Stage 2	8	- 5	-	15	15		-	-		-	- 9	14
Critical Howy	7.12	6.52	6.22	7.17	6.52	8.22	4.12	-	-	4.12	- 14	- 14
Critical Howy Stg 1	6.12	5.52	-	6.17	5.52		/6			. /60	- 4	
Critical Howy Stg 2	6.12	5.52		B.17	5.52						- 19	
Follow-up Hdwy	3.518	4.018	3.318	3.583	4.018	3.318	2.218		- 0	2.218	- 4	
Pot Cap-1 Maneuver	069	874	1078	961	H74	1078	1616		0	1616	-	19
Stege 1	1005	883		4000	882				0			
Stepe 2	1013	892		100	883				0			-
Platoon blocked, %		-			1950						- 4	
Mov Cap-1 Manauver	982	871	1078	979	871	1078	1010		-	1016		
Mov Cap-2 Maneuver	982	871		979	871	-		-	-			
Stage 1	1005	880		district.	892		-	-	-			
Stage 2	1008	892		989	880			-	- 1.			
Approach	EB			WB			NE			58		
HCM Control Dalay, a	0			10.6			D			3,6		
HCM LOS	A			В								
Minor Lene/Major Myn	nt	NEL	NRT	E8Ln1\	AFII was	MBI n2	SEL	957	SBR			
Capacity (veh/h)		1616	1 10111			1078		-	-			
HCM Lane V/C Ratio		1010			0.343							
HCM Control Delay (a)	V	0	-	-	10.6	B.4	7.2	0				
HCM Lane LOS		Ā			10.0	Α.4	A	A				
HCM 95th %tile C(veh	N.	0	_			O	D	A				
I WANT GOTEL THOU ON NEW	1	V.	- 10	. 9	1,0	0	M					

Minsection	-					
int Delay, s/veh	6.6	-				
Movement	EBL	EBT	WET	MBR	SBL	SER
Lana Configurations	L-Sit-	नी	To.	INGIN	AND .	Carr
Traffic Vol., vaints	9	163	102	471	226	95
Future Vol, vehih	9	153	102	471	225	95
Conflicting Peds, Whr	0	0	0	9/1	O.	0
Sign Control	Free	Free	Free	Free	Stop	Shop
RT Channelland	LIMB	TOTAL SCHOOL SECTION S		None	omb	None
Storage Length		INOUS		None		LAISIUM
Veh in Median Storage		0	0	-	0	-
BY CALL SALES AND ADDRESS OF CHARLES AND ADDR					_	
Grade, % Peak Hour Factor	95	0	0	20	0	nic i
940 BK3 CBF Q 1 4, 20 30 50 KB		95	95	95	95	95
Heavy Vahicles, %	2	6	6	11	5	2
Mivest Flow	9	161	107	496	238	100
Major/Mirror I	Majori	j	dajor2		Winor2	-
Conflicting Flow All	603	0		0		355
Stage 1	-	-	-	-	355	
Stage 2			-	-	-	-
Critical Howy	4.12	-	-	- 2	6.45	6.22
Critical Howy Stg 1	70.15				5.45	WEE
Critical Holly Stg 2					5.45	
Follow-up Hdwy	2.218				3.545	
Pot Cap-1 Maneuver	875				502	589
	137.00		-	- 14	703	DOR
Stage 1					10000	
Stage 2	-		*	/9	040	
Platoon blocked, %	0.75	-	-	- *	2000	pon
Mov Cap-1 Manauver	975				1000	688
Mov Cap-2 Manauver		-	- 15	-		
Stage 1					-	-
Stage 2	-				845	to a few
Approach	EB	-	WB		SB	
HCM Control Dalay, a	0,5		0		22	
HCM LOS	(all a)		-		C	
440						
Minor Lene/Major Myrr	6	EL	FRT	West	WER	SPINS
Capacity (veh/h)		975	-		YYDN	542
HCM Lane V/C Ratio		0.01	- 7	-		0.623
HCM Control Dalay (s)		8.7	D	79.		22
HCM Lane LOS		A	A	(14)		0
HCM 95th Willia O(veh)	Comment	0		(9)	19	4.3

Intersection												
Int Delay, s/veh	3.6											
Mavement	ESS	EBT	ESR	WEL	WET	WER	MBL	MET	NBR	88	SET	SER
Lana Configurations		ની			Pa			1	T			
Traffic Vol., vainty	54		0	0	542	144	25	1	283	0	0	Ö
Future Vol, vehih	64		D	0	542	144	26	1	283	0	0	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	and the later of t	None	- 4		None			Yield	-	-	None
Storage Length			-	-	- 2		-	- 10	275		- 4	
Veh in Median Storage	. F -	0		- 14	0	-		0	100	-	0	-
Grade, %				- 4	0	- 4		0		100	0	- 1
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	.94	94
Heavy Vehicles, %	2		2	2	15	2	2	2	10	2	2	2
Mivent Flow	57		0	0	577	153	27	1	301	0	0	0
	Majori			Major2			Minorl					
Conflicting Flow All	730	0	1	-	19	0	1108	1184	340	1		
Stage 1	-	- 4		- +	~ ~	-	454	454				
Stage 2	-		- U-	- 9		_ =	654	730				
Critical Holiny	4.12	- 4			~ ~		6.42	6.52	6.3			
Critical Howy Stg 1	-	1		- 4	- 1,40	- 4	5.42	5.52	- (9)	_		
Critical Holmy Stg 2			- 0	/9:			5.42	5.52				
Follow-up Hdwy	2218			/#		- *	3.518		3.39			
Pot Cap-1 Maneuver	874		D	0			232	189	684			
Stage 1	- (4	-	D	0	1000	- 4	640	589				
Stege 2			D	0			517	428				
Platoon blocked, %		-			-	- 4			12.20			
Mov Cap-1 Manauver	874					-	213	0	884			
Mov Cap-2 Manauver	-		-	-	-	-	213	à	- (*			
Stage 1		-					1757	a	-			
Stage 2	-	-		-		-:	517	α				
Approach	EB			WB			NB					
HCM Control Dalay, a	_			0			15.1					
HOM LOS							C					
Minor Lene/Major Myn	nd .	NBLn1	MAI no	EBL	EBT	Wat	WER					
	36		684	374		TVL.	Wat.					
Capacity (wit/h) HCM Lane V/C Ratio		213	0.44			-	-					
	10				- 7	-	-					
HCM Control Delay (a)		24.4		9.4	0							
HCM Lane LOS	V.	C	B	A	A							
HCM 95th Willia Cilvety	1	0.4	2.3	0.2								

Intersection	40.0												
int Delay, a/veh	44.8												
Mavement	EBL	EBT	EER	WEL	WET	HER	MBL	MET	NBR	88	SBT	SER	
ana Configurations		4/4			a Francisco			44			4		
Traffic Vol., vainty	211	290	102	24	443	48	28	13	11	40	19	211	
Future Vol., vehih	211	290	102	24	443	48	28	13	11	40	19	211	
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop	
RT Channelland		-	None	-	-	None			Name		-	CONTRACTOR SPECIAL PROPERTY.	
Storage Length		- 2		- 2	- 2						- 5		
Veh in Median Storage,	# -	0	-	- 4	0	-		0		-	0	-	
Grade, %		0		- 14	0			0			0		
Peak Hour Factor	92	90	-80	90	90	92	90	92	90	92	92	92	
Heavy Vahides, %	2	12	2	2	- 11	2	6	2	2	2	2	2	
Myont Flow	229	322	113	27	482	52	31	14	12	43	21	229	
A000000			-										
Vajor/Minor A	leiori			Mejor2			Minort		- 9	Minor2			
Conflicting Flow All	544	0	0	435	0	0	1534	1435	379	1422	1465	518	
Stage 1	-	-	-	-	10		837	837		572	572	-	
Stage 2	-	-	-	-	- 4	-	697	598		850	893	100	
Ortical Howy	4.12	-	- 1	4.12	- 4		7.16	6.52	6.22	7.12	6.52	6.22	
Criscal Howy Stg 1		100		-		- 4	6.16	5.52		6.12	5.52		
Critical Holwy Stg 2	-	100		-	-	-	6.16	5.52		B.12	5.52	-	
	2218	- 4	4	2218		-	3.554	4.018	3.318	3.518		3,318	
Pot Cap-1 Maneuver	1025			1125	-		93	134	668	114	128	558	
Stage 1		-	-6	- 4	1.0	-	355	382		505	504		
Steppe 2				- 19	-		425	491		Annual Publish	380	-	
Platoon blocked, %		-	-		1.5	- 4	-						
Wov Cap-1 Meneuver	1025		-	1125	-	-	34	91	889	74	87	558	
Mov Cap-2 Maneuver				-	-	-	34	91		74	87	-	
Stage 1	-		-	- 21	-		248	287	-	and the second second	480		
Stage 2	-			-		-	231	474	4 65	231	252	-	
Approach	EB			WB			NB			SB			
HCM Control Dalay, a	3.3			0.4			274.8			180,3			
HCM LOS							F			F			
Miner I mad bis 15-1	( )	MEN -4	EN	200	EDE	WEL	War	16900	ODE -4				
Minor Lene/Major Mym		HBLn1	EBL	EBT	EBR			WER					
Capacity (win/h)			1025	-		1125	-		237				
HCM Lane V/C Ratio		1.084		-		0.024	-		1.238				
HCM Control Delay (a)		274.8	9.5	0	9.	B.3	Ω		180.3				
HCM Lane LOS		F	A	A	- 4	A	A	_	F				
HCM 95th %tile O(veh)		4.8	0.9	(9)	(9)	0.1	/E		14.6				

Intersection						
int Delay, a/veh	-1					
ALCOHOL TOUR	EBL	EBT	WET	HER	SBL	SER
			_	man		GEAL.
Lana Configurations	44	र्न	134	-	S. A.	44
Traffic Vol., vain/h	34	311	481	2	2	34
Future Vol., veh/h	34	311	481	2	2	34
Conflicting Peds, Whr	0	0	0	0	0	0
Mr.	Frae	Free	Free	Free	Stop	Shop
RT Charmelland	-	1 444 144		None	-	None
Storage Langth	-	-	-	-	0	-
Veh in Median Storage, t		0	0	-	0	-
Grade, %	-	0	0		0	* A
Peak Hour Factor	92	92	92		92	92
Heavy Vahidles, %	90	12	11	90	90	80
Mivorit Flow	37	338	523	2	2	37
Major/Miror Mi	in'i	j.	dajor2	. 1	Vinor2	
Conflicting Flow All	525	0	Dalest C	0	1000	524
Stage 1	-	-			524	PARTY
Stage 2		-			412	
Critical Howy	5	-			7.3	7.1
Critical Howy Stg 1	-		- 75			1477.00
	-	-	-			
Critical Howy Stg 2	7.04				6.3	446
the state of the s	3.01		-		4.31	4.11
Pot Cap-1 Maneuver	713	- #	- 0		208	414
Stege 1	- 4	-			448	
Stage 2	-		-		515	
Platoon blocked, %	STAR EN	- 10	-		- CATH	
Mov Cap-1 Manauver	713			- 1	105	414
Mov Cap-2 Maneuver	-	-	1.5	- 6	185	
Stage 1	-				420	-
Siage 2	-			-	515	-
Approach	EB	-	WB		SB	
HCM Control Dalay, a	1		0		15.3	
HCM LOS	- 1		W		C	
LOW FOO					-	
		Person		Marro	Name (	mm(
Minor Lene/Major Mynyt		EBL	EBT	WEIT	WER!	_
Capacity (veh/h)		713	-	- 4	-	300
LICHAI Loone 1/00 Dolle		0.052	-	-	12	0.1
HCM Lane V/C Ratio		A 400 CH	- 20			453
HCM Control Dalay (s)		10.3	D		19.	15.3
		10.3 B	A		-	C 0.3

Irdersection	_											
Int Delay, a/weh	10											
Mavement	EBL	EBT	EBR	WEL	WET	HER	MBL	MET	NBR	88	SBT	SER
Lana Configurations		474		17	Pa			44			44	
Traffic Vol., vainty	0		6	248	5	5	6	6	298	10	8	0
Future Vol, vehih	0	- 5	6	248	- 5	- 6	6	5	298	10	- 5	0
Conflicting Peds, Whr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Slop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelland			None			None	-		Free	-	-	None
Storage Length				0	- 2	50			-		-	-
Veh in Median Storage	AF -	0		- 4	0		-	0	-		0	- 4
Grade, %		0		- 14	0	-	· 4	0		100	0	1.4
Peak Hour Fector	88	88	88	88	88	68	88	88	88	88	88	88
Heavy Vahides, %	2	2	2	7	2	2	2	2	10	2	2	2
Miverit Flow	0	6	6	282	6	6	8	6	339	11	6	0
Major/Minor	Mirror2			Mirsor 1		-	Majort		- 4	Major2		
The state of the s	52				10					_	- 0	0
Conflicting Flow All		46	6		46	6	6	0	-	6	0	
Stage 1	28	28	-	18	15 28	-	- 5		-	-	*	
Sizge 2	24	18 6.52	a nn	7.17		8 727	4 47	-		840	-	- 4
Critical Hidwy	7.12 6.12	5.52	6.22	6.17	6.52 5.52	8.22	4.12	-	- 3	14.194	-	_
Critical Howy Stg 1	6.12	5.52	-		5.52		/ /6		-	(4)	- 4	
Critical Holmy Sig 2	97.70	4.018	3.318	1000	4.018	7 240	2.218	-	-	2.218	- 4	
Follow-up Hdwy	3.518		Market Street,	3.583		3.318			0			
Pot Cap-1 Maneuver	947	846	1077	935	846	1077	1615		0	1615	79	
Stage 1	989	872 880		988	880		/6		0			
Stage 2	894	000		900	872				Q			
Platoon blocked, %	000	837	1/577	917	837	1077	1015			1015	-	-
Mov Cap-1 Meneuver	929 929	837	1077	817	837	IVII		-		1015		
Mov Cap-2 Maneuver	985	886		200	870	-		-			-	
Stage 1	978	876	-	951	888							
Stage 2	010	0/0		वरा	000							-
Approach	EB			WB			NE			58		
HCM Control Dalay, a	0.9			10.6			3,6			4.8		
HCM LOS	A			8								
Minor Lene/Major Myn	ut	NBL	NET	EBI nti	MELITI	WEL n2	89L	SET	SER			
Capacity (wh/h)		1615		942	917	942		-	-			
HCM Lane V/C Ratio		0.004			0.307							
HCM Control Dalay (a)		7.2		8.9	10.7	B.9	7.2	0				
HCM Lane LOS		A					A	A				
HCM 95th %tile Q(veh)	1	0					0	A				
LIVANI GOTEL MORE OF NEW	-	U.	-	0	1,0	- 0	M.					

Intersection						
Int Delay, a/veh	4.9					
Movement	ER	EBT	WET	MBR	SBL	SER
	Link	_		man.	PA .	GET !
Lana Configurations	40	ની	Ta	- COA		246
Traffic Vol., valvits	13		26	288	113	140
Future Vol, vehih	13		96	288	113	140
Conflicting Peds, Whr	.0		0	0	0	
Sign Control	Frae	Free	Free	Free	Stop	
RT Channelland	-	1 4 444 144		None	-	- American
Storage Length		(F )		-	0	( -
Veh in Median Stonege	1, F -	0	0	- 4	0	
Grade, %	-	0	0	14	0	
Peak Hour Factor	87		87	87	87	67
Heavy Vahicles, %	2	6	6	2	2	2
Mivmt Flow	15	248	109	331	130	181
Major/Minor	Majort	- 1	Vajor2	9	Minor2	
	440					775
Conflicting Flow All		0		0		275
Stage 1	-	*	- "		275	
Stage 2	-	-				
Critical Howy	4.12		- 5		Mary Laborat	6.22
Critical Howy Stg 1	-	-	-		1000	
Critical Holmy Stg 2			- 2		Mr. Town	
Follow-up Hdwy	2218			- 4	3.518	the second second
Pot Cap-1 Maneuver	1120			79	493	7154
Stage 1		-		- A	771	- +
Stepe 2			-	-	768	
Platoon blocked, %						
Mov Cap-1 Manauver	1120		- 52	-	485	784
Mov Cap-2 Meneuver	-			-	100	-
Stage 1		-		-	men.	
Stage 2				-	man	
range E					, 00	
Version II	1 000		(0.00		-	
Approach	EB		WB		SB	
HCM Control Daley, a	0,5		0		16.2	
HCM LOS					C	
-						
Minor Lene/Major Myn	nt	EL	EST	WET	WER	SELIT
Capacity (win/h)		1120	-	- (4)	(4	608
HCM Lane V/C Ratio		0.013			/-	0.478
HCM Control Dalay (a)	1	8.3	D	764		MARKET AND ADDRESS OF
HCM Lane LOS	-	A	A	78		C
HCM 95th %tile Q(veh	1	0			160	1000
men was tone of sail	1	-		-		

Intersection													
nt Delay, a/veh	B.6												
Movement	EBL	EBT	FER	WEL	WET	WER	MBL	MET	NBR	88	SBT	SSR	
ana Configurations		न			To			4	To the same				
Traffic Vol., vaivity	112	219	0	0	368	201	28	6	509	0	0	0	
Future Vol., vehih	112	219	D	0	358	201	26	5	509	D	0	0	
Conflicting Peds, 1/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Charmelized	-		None	- 4	-	None	-		Yield		-	None	
Storage Length	-		-	-	- 14				275		-	-	
Veh in Median Storage,	# -	0	-	- 10	0	-	-	0	-	- 4	0	-	
Grade, %	- 1	0		- 54	0	- 4		0	-	- 6	0		
Peak Hour Factor	89	88	89	88	89	69	89	89	89	89	88	B9	
Heavy Vahidles, %	5	8	2	2	9	2	2	2	4	2	2	2	
Www.Flow	125	246	0	0	402	226	28	6	572	0	0	0	
Major/Minor I	leiori			Major2			Minort		-				
Conflicting Flow All	628	0		-	-	0	1013	1126	246				
Stage 1	-	-	-	-	-	-	498	498					
Stage 2	-			- (-)	-		515	628					
Intical Howy	4.15	-	-	-	- 2	-	6.42	6.52	6.24				
Critical Howy Stg 1				- 4			5.42	5.52					
Critical Holwy Stg 2				/4			5.42	5.52					
	2.245			· /w		-	3.518		3.336				
ot Cap-1 Maneuver	840		D	0			265	205	788				
Stage 1		- 4	D	0		-	611	544					
Steppe 2			D	0			800	476					
Platoon blocked, %			-			-	- American	-					
Wov Cap-1 Manauver	940						224	0	788				
Vov Cap-2 Meneuver	-	-	-	- 1	-		224	a					
Stage 1				-			518	a	-				
Stage 2			•	-			800	a					
Approach	EB			WB			NB						
HCM Control Dalay, a	3.2			0			20.0						
ICM LOS							C						
Ninor Lene/Major Myny	1	NBLn1	MHLn2	EBL	EBT	Wat	WER						
Capacity (veh/h)		224	788	940	(4)	-	-						
HCM Lane V/C Ratio		0.15	0.728	0.134	-	-	- 04						
HCM Control Dalay (a)		23.8	20.7	9.4	0								
HCM Lane LOS		C	C	A	A	-	- 1						
HCM 95th Killio O(veh)		0.5	6.4	0.5	191								

Int Delay, s/veh	74.3											
Movement	EB	EBT	EBR	WEL	WET	WER	NBL	MET	NBR	88	SBT	SER
Lana Configurations		all a	Andrew or	1100	क्रीक	ESSA!	11200	44>	19000	- Company	47.	3000
Traffic Vol., vaivity	180		44	14	291	33	97	14	44	46	12	188
Future Vol., vehih	180		44	14	291	33	97	14	44	46	12	166
Conflicting Peds, Why	I DC		0	0	0	0	91	0	0	0	0	100
The state of the s	Free		Free	Free	Free	Free	Slop	Stop	Stop	Stop	Stop	Stop
Sign Control RT Channelland	FIBE	and the later of	None	Ligg	Linn	None	OKUP	aup	Name	omb	Sup	STATE OF STREET
Total Control of State Control			LACSING			14m/s			Lernie			No. of Concession,
Storage Length				-			-		-			
Veh in Median Stonage	_	-			0			0			0	
Grade, %	inc.			00		200	00		200	92	0	- 00
Peak Hour Factor	92		92	92	92	92	92	92	92		92	92
Heavy Vahicles, %	200			2	8	2	3	2	2	2	2	2
Mivest Flow	196	553	48	15	316	36	105	15	48	49	13	180
Major/Miror	Mejor			Mejor2			Minort		1	Minor2		
Conflicting Flow All	352			601	0	0	1430	1351	577	1365	1357	334
Stage 1				(A)	- 2		969	969	-	364	364	H
Stage 2				-	-		461	382	-	1001	993	-
Critical Howy	4.12	-	- 14	4.12	-		7.13	6.52	6.22	7.12	6.52	6.22
Criscal Howy Stg 1				-		- :	6.13	5.52	-	6.12	5.52	MI PROPERTY.
Critical Howy Stg 2				-			6.13	5.52		B.12	5.52	-
Follow-up Hdwy	2.218		100	2218	-		3.527		3.318	3.518		3.318
Pot Cap-1 Maneuver	1207			976	- In		112	150	516	125	149	708
Stage 1	1201	_		010			304	332	010	855	624	100
Stage 2				-			570	613		100.00	323	
Platoon blocked, %							91.9	910	-	EUW.	MEN	-
Mov Cap-1 Manauver	1207			978			~ 01	111	510	82	110	708
Mov Cap-2 Maneuver	LOUI			UI U			~ 61	111	919	82	110	100
Stage 1							220	250		494	812	
Stage 2					-		414	801	-	188	244	
onge z							717	301	-	100	244	
Approach	E			WB			NB			SB		
HCM Control Daley, a	21			0.4		- 1	551,6			921		
HCM LOS							F			F		
Minor Lane/Major Myrr	rd .	NBLnt	EBL	EET	EBR	WBL	WAT	WER	SSI nd			
Capacity (veh/h)	36	86		-	LUIS	976	-	31643	250			
HCM Lane V/C Ratio			0.162		-				-			
		\$ 551.6		0		8.7	0	-	The second second			
HCM Control Dalay (s)		A SERVICE STREET		-	9		Ω					
HCM Lane LOS		F		A	-	A	A		F			
HCM 95th 16th Q(veh)	1	14.6	0.6	9		0			9.1			
Notes												

Minway Plaza KD Anderson & Associates Synchro 11 Report Page 4

Intersection						
int Dalay, s/weh	0.2					
Mavement	EBL	EBT	WET	HBR	SBL	SER
Lana Configurations		AT.	Ta		P. F	Same V
Traffic Vol., valvit	7		331	0	0	7
Future Vol, vehih	7	690	331	0	0	7
Conflicting Peds, Whr	0	0	0	0	0	0
CONTRACTOR OF THE PARTY OF THE	Free	Free	Free	Free	Stop	Shop
RT Channelland		None		None	100	None
Storage Length	-	-		-	0	
Veh in Median Storage,	<b>#</b> -	0	0	-	0	
Grade, %		0	0	1.0	0	+ 41
Paak Hour Factor	92	92	92	92	92	92
Heavy Vahicles, %	90	10	- 8	90	90	90
Mivmt Flow	B	641	360	0	D	8
ALL ALL PORT	-	211	A TOP OF			
Material Comment	City Call		Animar.		San and	
	200		Vajor2		Vinor2	900
Conflicting Flow All	360	0	-		1017	380
Stage 1	-		-		MMM	- "
Stage 2	-					70
Critical Hidwy	5	-	- 15			7.1
Critical Howy Stg 1	- 4	- *	-		6.3	- 10
Critical Holmy Stg 2			- 2		Mr. Sc.	
Follow-up Hdwy	3.01		-		4.31	4.11
Pot Cap-1 Maneuver	840			1	15.70	525
Stage 1	-	-			548	
Stage 2	-		- 4		382	
Platoon blocked, %	ALC:		-		- 110	-
Mov Cap-1 Manauver	840				0.00	525
Mov Cap-2 Manauver	-				181	-
Stage 1	-		- 6			-
Stage 2	-			-	382	line &
Approach	EB		WB		SB	
HCM Control Dalay, a	_		0		12	
HCM LOS	an j		4		В	
OF THE REAL PROPERTY.		- Artist		No.	Augment	must
Minor Lene/Major Mynt		EEL		WET		
Capacity (wh/h)		840	-	- 1	- 1	
HCM Lane V/C Ratio		0.009	-	-	1/2	0.014
HCM Control Dalay (a)		9.3	D		19	10.00
HCM Lane LOS		Á	A		- 1	В
HCM 95th 16th O(veh)		0	1	-	19	0

## 4: Lewis Rd/Project Access & Midway Rd

	1	-	1	-	1	1	1	
Lane Group	EH!	ENT	WBL	WET	NBT	587	SBA	
Lane Group Flow (vph)	229	410	24	405	58	64	229	
vda Rustia	0.55	0.34	0.12	0.65	0.23	0.29	0,35	
Control Dalay	30,5	8,8	36.1	24.4	27.0	38.3	4.5	
Queure Delary	0.0	0,0	0.0	0,0	0,0	0,0	0.0	
Total Dalay	30,5	9,8	36.1	24.4	27.0	30.9	4.5	
Queue Langth 50th (ft)	83	77	10	150	17	27	0	
Queue Length 85th (ff)	175	195	35	270	54	70	44	
Internal Link Dirt (ft)	27	778		392	952	590		
Turn Bey Length (ff)	200		100					
Base Capacity (vph)	628	1205	195	846	348	235	829	
Starvation Cap Reducts	0	0	0	0	D	0	0	
Spillback Cap Reducto	0	0	0	0	D	0	0	
Storage Cap Reductn	0	0	0	0	D	0	0	
Reduced v/c Rutio	0.36	0,34	0.12	0.43	0.17	0.27	0.28	
himsedian Saveney								

	*	-	1	1	-	1	1	1	-	1	1	1
Movement	EBL	EBT	EBR	WIBL	Wet	WOR	NBL	NET	NER	SBL	SOT	388
Lene Configurations	7	В		19	To-			434			4	7
Traffic Volume (velvh)	211	268	101	22	318	48	25	13	14	40	19	21
Future Volume (veh/h)	211	268	101	22	318	48	25	13	14	40	19	211
Iritial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	1
Ped-Bike Adj(A_pbT)	1.00		1.00	1,00		1.00	1.00		1.00	1.00		1.00
Parking Bue, Adj	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, velvivin	1870	1722	1870	1870	1737	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	298	112	24	353	52	28	14	18	43	21	228
Peak Hour Factor	0.92	0.90	0.30	0.90	0.90	0.82	0.90	0.82	0.00	0.92	0,82	0.82
Percent Heavy Veh, %	2	12	2	2	11	2	2	2	2	2	2	2
Cap, weh/h	289	535	201	50	465	68	45	22	26	141	89	441
Arrive On Green	0.18	0.45	0.45	0.03	0.31	0.31	0.05	0.05	0.05	0.12	0.12	0.12
Sat Flow, vehilh	1781	1193	448	1781	1480	218	841	420	481	1216	594	1585
Grp Volume(v), velvh	229	0	410	24	0	405	58	0	0	64	0	228
Grp Set Flow(e), veh/h/in	1781	0	1841	1781	а	1898	1742	0	0	1810	0	1585
Q Serve(g_s), s	6.8	0.0	10.2	0.7	0.0	11.9	1.8	0.0	0.0	1.8	0.0	6.4
Cycle O Clear(g_c), s	8.8	0.0	10.2	0.7	0.0	11.9	1.8	0.0	0.0	1.8	0.0	0.4
Prop in Lane	1.00	4400	0.27	1.00	-	0.13	0.48	454	0.28	0.87	-	1.00
Laine Grp Cap(c), vah/h	288	0	738	50	0	533	93	0	0	210	0	441
V/C Rafo(X)	0.79	0.00	0.56	0.48	0.00	0.78	0.62	0.00	0.00	0.31	0.00	0.52
Avail Cap(c_s), veh/h	581	Ö	1164	174	0	635	296	0	0	210	Ü	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/vsh	22.3	0.0	11.2	26.5	0.0	17.1	25.6	0.0	0.0	22.4	0.0	16.8
Incr Delay (62), a/veh	4.9	0.0	1.3	7.1	0.0	4.3	6.7	0.0	0.0	0.8	0.0	1.1
Initial O Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	3.0	0.0	3.3	0.4	0.0	4.7	0.8	0.0	0.0	0.7	0.0	2.3
Unsig. Movement Delay, s/veh		0.40	41.42	9075		76.0	0.0	35.00	0.0	Mat	0.9	611
LnGrp Delay(d),s/veh	27.1	0.0	12.5	33.6	0.0	21.4	32.3	0.0	0.0	23.2	0.0	17.9
LnGrp LOS	C	A	В	C	- A	C	C	A	A	C	A	B
Approach Vol., velvh		838	-		429	_		58			293	
Approach Delay, s/veh		17.7			22.1			323			19.1	
Approach LOS		В			Č			C			В	
Timer - Assigned Phs		2	3	4		- 6	7	8				
Pha Duration (G+Y+Rc), a		7.5	0.1	30.6		11.0	13.6	23.2				
Change Period (Y+Rc), a		4.0	4.0	5.8		4.6	4.6	5.8				
Max Green Setting (Gmax), in		8.4	5.4	39.2		8.4	17.4	27.2				
Max Q Clear Time (g_c+1), a		3.8	2.7	12.2		8.4	8.6	13.9				
Green Ext Time (p_c), a		0.1	0.0	5.0		0.0	0.4	3.5				
Intersection Summary												
HCM 6th Clri Dalay			19.9									
HCM 6th LOS			В									

# Site: 4 [Midway Rd / Lewis Rd / Project Access (Site Folder: General)]

Existing + Project AM Site Category: (None) Roundabout

	Turn	iMb		DEM		Deg.	Aver	Level of		ACK OF	Prop.		Aver.	Aver
D		VOLL   Total	HVT	FLO (Total	HVI	Satn		Service	[ Vah.	EUE Dist	Que	Stop Rate	No. Cycles	Spaec
Cant	h: Lewis	veh/h	%	veh/n	%	v/c	SEC	_	vah	11	_	_	-	mp
								5 255 1						
3	L2	25	6.0	27	6.0	0.079	6.0	LOSA	0.3	7.6	0.56	0.50	0.56	33.3
8	T1	13	3.0	14	3.0	0.079	5.8	LOSA	0.3	7.8	0.56	0.50	0.56	33.4
18	R2	14	3.0	15	3.0	0.079	5.8	LOSA	0.3	7.8	0.56	0.50	0.56	32.4
Аррі	roach	52	4.4	57	4.4	0.079	5.9	LOSA	0.3	7.8	0.56	0.50	0.58	33.
East	: Midwa	y Rd												
1	L2	22	3.0	24	3.0	0.445	8.8	LOSA	2.4	63.4	0,55	0.44	0.55	33.0
6	T1	318	11.0	346	11.0	0.445	9.1	LOSA	2.4	63.4	0.55	0.44	0.55	32.
18	R2	48	3.0	52	3.0	0.445	8.8	LOS A	2.4	63.4	0.55	0.44	0.55	32.
Аррі	roach	388	9.6	422	9.6	0.445	9.0	LOSA	2.4	63.4	0,55	0.44	0.55	32.
Nort	h: Projec	t Access	3											
7	L2	40	3.0	43	3.0	0.342	8.1	LOSA	1.7	42.4	0.60	0.55	0.60	33.
4	T1	19	3.0	21	3.0	0.342	8.1	LOSA	1.7	42.4	0.60	0.55	0.60	33.
14	R2	211	3.0	229	3.0	0.342	8.1	LOSA	1.7	42.4	0.60	0.55	0.60	32.
Аррі	roach	270	3.0	293	3.0	0.342	8.1	LOSA	1.7	42.4	0.60	0.55	0.60	32.4
Wes	t: Midwa	y Rd												
5	L2	211	3.0	229	3.0	0.537	9.1	LO\$ A	3.8	101.0	0.38	0.21	0.38	32.
2	T1	268	12.0	291	12.0	0.537	9.4	LOSA	3.8	101.0	0.38	0.21	0.38	31.
12	R2	101	3.0	110	3.0	0.537	9.1	LOSA	3.8	101.0	0.38	0.21	0.38	31.
Аррі	roach	580	7.2	630	7.2	0.537	9.2	LO\$ A	3.8	101.0	0,38	0.21	0.38	31.
All V	ehicles	1290	6.9	1402	6.9	0.537	8.8	LOSA	3.8	101.0	0.48	0.36	0.48	32.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6), Site LOS Method is specified in the Parameter Settings dialog (Site tab), Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irraspective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6). Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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## 4: Lewis Rd/Project Access & Midway Rd

	1	-	1	-	1	1	1	
Lane Group	FRI	ENT	WEL	WET	NBT	587	SBA	
Lane Group Flow (vph)	196	485	16	331	174	62	180	
yda Rutia	0.55	0.46	0,10	0.81	0.51	0.27	0,30	
Control Dalay	34.1	14.7	36.3	27.7	30,0	34.8	4.8	
Cueue Delay	0.0	0,0	0.0	0,0	0,0	0.0	0.0	
Total Delay	34.1	14.7	36.3	27.7	30.0	34.8	4.8	
Queue Langih 50th (ft)	82	133	7	129	64	28	0	
Queue Length 95th (16)	159	309	27	233	129	99	40	
Internal Link Dirt (fl)		778		392	852	590	300	
Turn Bay Length (ff)	200		100	-				
Sues Capacity (vph)	477	1051	185	729	514	282	688	
Starvation Cap Reductn	0	0	0	0	D	0	0	
Spillback Cap Reductn	0	0	0	0	D	0	0	
Storage Cap Reductn	0	0	0	0	D	0	0	
Reduced v/c Rutio	0.41	0.46	0.10	0.45	0.34	0.22	0.28	
himselin Saviney								

Midwey Pleze KD Anderson & Associates

	*	-	1	1	+	1	1	1	-	1	1	1
Movement	EBL	EBT	EBR	WEL	Wet	WOR	NEL	NET	NER	SBL	SOT	388
Lene Configurations	7	b		19	The			434			4	1
Traffic Volume (velvh)	180	408	39	15	271	33	101	14	45	45	12	16
Future Volume (veh/h)	180	408	39	15	271	33	101	14	45	45	12	166
Initial Q (Qb), yeh	D	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1,00		1.00	1.00		1.00	1.00		1.00
Paulking Bus, Adj	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Work Zone On Approach	3000	No	200		No			No			No	-
Adj Sat Flow, velvh/trr	1870	1752	1858	1070	1761	1870	1858	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	443	42	18	295	36	110	15	49	40	13	180
Peak Hour Factor	0.92	0.82	0.92	0.92	0.92	0.82	0.62	0.92	0.82	0.92	0,82	0.82
Percent Heavy Veh, %	2	10	9	2	8	2	3	2	2	2	2	- 1
Cap, welt/h	249	588	56	35	392	48	144	20	184	182	48	425
Arrive On Green	0.14	0.37	0.37	0.02	0.25	0.25	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, vehilh	1781	1578	149	1781	1557	190	1092	149	487	1422	377	1585
Grp Volume(v), velvh	198	0	485	16	0	331	174	0	0	62	0	180
Grp Set Flow(e), veh/h/in	1781	0	1725	1781	a	1747	1726	0	0	1700	0	1585
Q Serve(g_s), s	6.0	0.0	13.8	0.5	0.0	8.8	5.5	0.0	0.0	1.7	0.0	5.3
Cycle O Clear(g_c), s	8.0	0.0	13.8	0,5	0.0	9.8	5.5	0.0	0.0	1.7	0.0	5.5
Prop in Lane	1.00	4.4	0.08	1.00	-	0.11	0.63	4.4	0.28	0.79	-	1.00
Lane Grp Cap(c), veh/h	248	0	642	35	0	440	228	0	0	231	0	425
V/C Rafio(X)	0.70	0.00	0.76	0.46	0.00	0.75	0.76	0.00	0.00	0.27	0.00	0.42
Avail Cap(c_s), veh/h	458	Ö	969	158	0	690	473	0	0	289	Ü	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/vsh	28.4	0.0	15.4	27.3	0.0	19.4	23.6	0.0	0.0	221	0.0	17.0
incr Delay (d2), a/veh	5.4	0.0	3.6	9.0	0.0	5.0	5.3	0.0	0.0	0.8	0.0	0.7
initial O Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%lle BackOrO(50%),veh/ln	2.7	0.0	5.3	0.3	0.0	4.2	2.3	0.0	0.0	0.7	0.0	1.8
Unsig. Movement Delay, s/veh			-	501,02	-	70.00		30.0	0.4	-	9.0	- 110
LnGrp Delay(d),s/reh	28.8	0.0	19.0	36.3	0.0	24.5	28.8	0.0	0.0	22.8	0.0	17.7
LnGrp LOS	C	A	В	D	A	C	C	A	A	C	Α.	E
Approach Vol., veh/h		881			347		_	174			242	
Approach Delay, s/veh		21.8			25.0			28.8			19.0	
Approach LOS		C			C			C			В	
Timer - Assigned Phs		2	3	4		6	7	8				
Pha Duration (G+Y+Rc), a		12.0	5.7	26.7		11.5	125	20.0				
Change Period (Y+Rc), a		4.0	4.0	5.8		4.6	4.6	5.8				
Mex Green Setting (Grow), n		15.4	5.0	31.6		8.4	14.4	22.2				
Max Q Clear Time (g_c+11), a		7.5	2.5	15.8		7.3	8.0	11.8				
Green Ext Time (p_c), a		0.5	0.0	4,7		0.1	0.3	23				
Intersection Summary												
HCM 6th Chi Delay			22.9									
HCM 6th LOS			C									

## Site: 4 [Midway Rd / Lewis Rd / Project Access (Site Folder: General)]

Existing + Project PM Site Category: (None) Roundabout

	Turn	İMb		DEM		Deg.	Aver	Level of		ACK OF	Prop.	Effective	Aver.	Aver
ID		VOLL [ Total	HVT	FLO [Total	HV]	Satn		Servica	[ Veh.	EUE Dist	Que	Stop Rate	No. Cycles	Spaec
		veh/h	%	veh/n	36	v/c	SEC		vah	- ft		_		mp
Sout	h: Lewis	i Hd												
3	L2	101	3.0	110	3.0	0.276	9.3	LOSA	1.1	29.3	0.67	0.67	0.67	31.5
8	T1	14	3.0	15	3.0	0.276	9.3	LOSA	1.1	29.3	0.67	0.67	0.67	31.4
18	R2	45	3.0	49	3.0	0.276	9.3	LOSA	1,1	29.3	0.67	0.67	0.67	30,6
Appr	oach	160	3.0	174	3.0	0.276	9.3	LOSA	1.1	29.3	0.67	0.67	0.67	31.2
East:	Midwa	y Rd												
1	L2	15	3.0	16	3.0	0.377	0.8	LOSA	1.9	49.6	0,55	0.46	0.55	33.5
6	T1	271	8.0	295	8.0	0.377	8.2	LOSA	1.9	49.6	0.55	0.48	0.55	33.4
18	R2	33	3.0	36	3.0	0.377	8.0	LOSA	1.9	49.8	0.55	0.48	0.55	32.5
Appr	oach	319	7.2	347	7.2	0.377	8.2	LOSA	1.9	49.6	0.55	0.46	0.55	33.3
North	: Proje	ct Access	3											
7	L2	45	3.0	49	3.0	0.286	7.4	LOSA	1.3	33.7	0.58	0.53	0.58	33.4
4	T1	12	3.0	13	3.0	0.286	7.4	LOSA	1.3	33.7	0.58	0.53	0.58	33.3
14	R2	166	3.0	180	3.0	0.286	7.4	LOSA	1.3	33.7	0.58	0.53	0.58	32.4
Аррг	oach	223	3.0	242	3.0	0.286	7.4	LOSA	1.3	33.7	0.58	0.53	0.58	32.6
West	: Midwa	y Rd												
5	L2	180	3.0	196	3.0	0.577	9.9	LO\$ A	4.4	116,5	0.38	0.20	0.38	32.0
2	T1	408	10.0	443	10.0	0.577	10.1	LOS B	4.4	116.5	0.38	0.20	0.38	31.8
12	R2	39	3.0	42	3.0	0.577	9.9	LOSA	4.4	116.5	0.38	0.20	0.38	31.1
Appr	oach	627	7.6	682	7.6	0.577	10.0	LO\$ A	4.4	116.5	0,38	0.20	0.38	31.8
All W	ehicles	1329	6.2	1445	6.2	0.577	9.0	LOSA	4.4	116.5	0.49	0.37	0.49	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irraspective of movement delay value (does not apply for approaches and intarsection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6). Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model; HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection						
int Delay, s/veh	27					
Movement	EET	EBR	WEL	WET	NBL	MER
Lana Configurations	1>	AND DESCRIPTION OF THE PERSON	1		A.	Comme or
Traffic Vol., vaivit	526	45	16	296	100	45
Future Vol, vehih	526	45	18	296	100	46
Conflicting Peds, Whr	DZD D	0	0	230	0	90
CONTRACTOR OF THE PARTY OF THE	Free	Free	Free	Free	Stop	
aigh Conirbi RT Channelland	-198	INCOME SHOULD SERVE	1-16661	the contract to the contract t	SKIP	Stop
CORP. SCHOOL ON THE CONTRACTOR	-	97,400,00		MACHINE TO THE		10/01/20/20
Storage Length	4 n		50		0	-
Veh in Median Storage,		-		0	1	-
Grade, %	0	200	- 00	0	0	200
Peak Hour Factor	92	92	92		92	92
Heavy Vahicles, %	10	3	2	8	2	2
Mivest Flow	571	48	16	321	109	49
Major/Miror M	mor)	1	Vajor2	1	Pronily	100
Conflicting Flow All	0	0	620	0		596
Stage 1	-	-			596	-
Stage 2	-	_ ~		-	353	-
Critical Howy	-	- 4	4.12		Sec. of the	6.22
Criscal Howy Stg 1				- 4	5.42	-
Critical Holwy Stg 2					10000	
Follow-up Hdwy			2.218		3.518	
Pot Cap-1 Maneuver			960	-	289	504
Stage 1	-		Antara	-	550	207
Steps 2						
Platoon blocked, %		-	- 2	-	111	-
Mov Cap-1 Manauver	-		990		284	504
	-	-				-
Mov Cap-2 Manauver	-	-		-		
Stage 1	-					
Stage 2				-	669	-
Approach	EB		WB		NB	
HCM Control Dalay, a	D		0.4		18	
HCM LOS					C	
24 m-144						
Minor I man Advisor Libert		NBLnt	EBT	EBR	WEL	WET
Minor Lene/Major Mynt		_				
Capacity (veh/h)		433	-		District Control	
HCM Lane V/C Ratio		0.364	-		0.017	-
HCM Control Dalay (s)		18			Miche)	
HCM Lana LOS		C			A	-
HCM 95th Killia Q(veh)		1.6	- 61	791	0.1	

	1	-	1	*-	1	1	1	
Lamo Group	EBL	ENT	WEL	WET	NBT	587	SBR	
Lane Group Flow (vph)	229	435	27	544	57	64	229	
vdc Rvetica	0,00	0.36	0.16	0.76	0,26	0.34	0,36	
Control Dalay	33,5	10.1	37.0	29.8	29.8	38.5	4.7	
Careur Delay	0.0	0,0	0.0	0,0	0,0	0.0	0.0	
Total Delay	33,5	10.1	37.0	29.8	29.8	38.5	4.7	
Queue Length 50th (ft)	100	85	12	231	20	29	0	
Queue Length 95th (ff)	175	212	38	#455	55	70	44	
nternal Link Diet (fl)	270	778		392	952	590		
Furn Bay Length (ff)	200	44.5	100					
Stesa Capacity (vph)	535	1211	185	807	202	200	752	
Starvation Cap Reductn	0	0	0	0	D	0	0	
Spillback Cap Reducts	0	0	0	0	D	0	0	
Storage Cap Reductn	0	0	0	0	D	0	0	
Reduced v/c Rutio	0.43	0,36	0.18	0.87	0.20	0.32	0.30	
Character of the Company								

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

Midway Pleze KD Anderson & Associates

Queue shown is maximum after two cycles.

	*	-	1	1	-	1	1	1	-	1	1	1
Movement	EBL	EBT	EBR	WIBL	Wet	WOR	NBL	NET	NER	SBL	SOT	SSF
Lene Configurations	7	b		15	To-			434			4	7
Traffic Volume (velvh)	211	290	102	24	443	48	26	13	11	40	19	211
Future Volume (veh/h)	211	290	102	24	443	48	28	13	11	40	19	211
fritial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bue, Adj	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, velvivin	1870	1722	1870	1870	1737	1870	1811	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	322	113	27	492	52	31	14	12	43	21	228
Peak Hour Factor	0.92	0:00	0.80	0.90	0.90	0.92	0.80	0.82	0.00	0.92	0,82	0.82
Percent Heavy Veh, %	2	12	2	2	11	2	6	2	2	2	2	2
Cap, veh/h	284	812	215	53	5/7	61	48	22	19	125	81	415
Arrive On Green	0.18	0.50	0.50	0.03	0.37	0.37	0.05	0.05	0.05	0.10	0.10	0.10
Sat Flow, vehilh	1781	1218	427	1781	1544	163	955	431	370	1216	594	1585
Grp Volume(v), velvh	229	0	435	27	0	544	57	0	0	84	٥	229
Grp Set Flow(e), veh/h/in	1781	0	1845	1781	0	1705	1756	0	0	1810	0	1585
Q Serve(g_s), s	7.7	0.0	11.1	8.0	0,0	18.3	2.0	0.0	0.0	2.1	0.0	6.4
Cycle O Clear(g_c), s	7.7	0.0	11.1	8,0	0.0	183	20	0,0	0.0	21	0.0	0.4
Prop in Lane	1.00	7,500	0.28	1.00	1000	0.10	0.54	1771	0.21	0.87	7,00	1.00
Laine Grp Cap(c), vehilh	284	0	827	53	0	539	88	0	0	188	Ð	415
V/C Rato(X)	0.81	0.00	0.53	0.51	0.00	0.85	0.65	0.00	0.00	0.34	0.00	0.55
Avail Cap(c_a), veh/h	497	Ö	1034	154	0	745	265	0	0	188	Ü	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	10.5	29.8	0.0	16.0	29.1	0.0	0.0	26.0	0.0	19.9
Incr Delay (d2), s/veh	5.4	0.0	1.0	72	0.0	9.8	7.6	0.0	0.0	1.1	0.0	1.6
Initial C Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%lle BackOrO(50%), vehiln	3.5	0.0	3.6	0.5	0.0	8.1	0.9	0.0	0.0	0.9	0.0	2.8
Unsig. Movement Delay, s/veh											21,10	
LnGrp Delay(d),s/veh	36.7	0.0	11.5	37.0	0.0	27.8	36.7	0.0	0.0	27.1	0.0	21.4
LnGrp LOS	C	A	В	D	- A	C	D	A	A	C	A	C
Approach Vol., velvh		884			571			57			293	
Approach Delay, s/veh		18.1			28.2			38.7			22.7	
Approach LOS		В			C			D			C	
Timer - Assigned Phs	-	2	3	4.		- 6	7	8	-			-
Pha Duration (G+Y+Rc), a		7.7	6.5	37.2		11.0	14.5	29.1				
Change Period (Y+Rc), a		4.0	4.8	5.8		4.8	4.6	5.8				
Mex Green Setting (Grow), n		8.4	5.4	39.2		8.4	17.4	27.2				
Max Q Clear Time (g_c+1), s		4.0	2.8	13.1		8.4	9.7	20.3				
Green Ext Time (p_c), a		0.1	0.0	5,3		0.0	0.4	3.0				
Intersection Summary												
HCM 6th Chi Dalay			23.3									
HCM 6th LOS			C									

# Site: 4 [Midway Rd / Lewis Rd / Project Access (Site Folder: General)]

Cumulative 2040 + Project AM

Site Category: (None)

Roundabout

	Turn	ÍΝο		DEM		Deg.		Level of		ACK OF	Prop.	Effective	Aver,	Aver
D.		VOLL		FLO [Total		Satn	Delay	Service		EUE	Que	Stop Rate	No.	Spaec
		Total   veh/h	HVT %	veh/n	HV)	v/c	SEC		[V≥h. vsh	Dist		Rate	Cycles	mpl
Sout	h: Lewis	Rd						700						
3	L2	28	6.0	30	6.0	0.082	6.2	LOSA	0.3	8.0	0.57	0.52	0.57	33.
8	T1	13	3.0	14	3.0	0.082	6.0	LOSA	0.3	8.0	0.57	0.52	0.57	33.
18	R2	11	3.0	12	3.0	0.082	6.0	LOSA	0.3	8.0	0.57	0.52	0.57	32.
Аррі	roach	52	4.6	57	4.6	0.082	6.1	LOSA	0.3	8.0	0.57	0.52	0.57	32.
East	: Midwa	Rd												
1	L2	24	3.0	26	3.0	0.595	12.0	LOS B	5.5	147.2	0.64	0.65	0.88	31.6
6	T1	443	11.0	482	11.0	0.595	12.3	LOS B	5.5	147.2	0.64	0.65	0.88	31.
16	R2	48	3.0	52	3.0	0.595	12.0	LOS B	5.5	147.2	0.64	0.65	0.88	30.
Аррі	roach	515	9.9	560	9.9	0.595	12.3	LOS B	5.5	147.2	0.64	0.65	0.88	31.4
Nort	h: Projec	t Access	6											
7	L2	40	3.0	43	3.0	0.401	10.2	LOS B	2.1	54.9	0.68	0.73	0.81	32.
4	T1	19	3.0	21	3.0	0.401	10.2	LOS B	2.1	54.9	0.68	0.73	0.81	32.
14	R2	211	3.0	229	3.0	0.401	10.2	LOS B	2.1	54.9	0.68	0.73	0.81	31.
Аррі	roach	270	3.0	293	3.0	0.401	10.2	LOS B	2.1	54.9	0.68	0.73	0.81	31.4
Wes	t: Midwa	y Rd												
5	L2	211	3.0	229	3.0	0.560	9.6	LO\$ A	4.1	109.0	0.40	0.22	0.40	31.9
2	T1	290	12.0	315	12.0	0.560	9.9	LOSA	4.1	109.0	0.40	0.22	0.40	31.
12	R2	102	3.0	111	3.0	0.560	9.6	LOSA	4.1	109.0	0.40	0.22	0.40	31.0
Аррі	roach	603	7.3	655	7.3	0.560	9.7	LO\$ A	4.1	109,0	0,40	0.22	0.40	31.
Allas	ehicles	1440	7.3	1565	7.3	0.595	10.6	LOSB	5.5	147.2	0.55	0.48	0.66	31.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6), Site LOS Method is specified in the Parameter Settings dialog (Site tab), Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irraspective of movement delay value (does not apply for approaches and intarsection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model; HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

	1	-	1	-	1	1	1	
Lano Group		Est	WELL	WET	NBT	587	SBR	
Lame Group Flow (vph)	196	801	15	352	168	62	180	
vdc Retia	0.56	0.57	0,09	0.64	0,50	0.27	0,30	
Control Dalay	34.4	17.5	36.3	28.5	30,2	34.0	4.8	
Queue Delay	0.0	0.0	0,0	0,0	0.0	0,0	0.0	
Total Delay	34.4	17.5	36.3	28.5	30.2	34.8	4.8	
Queue Length 50th (ft)	84	182	7	140	63	27	0	
Queue Length 85th (ff)	159	#470	26	#271	124	99	40	
Internal Link Diet (fi)		778	100	392	952	590		
Turn Bay Longth (ff)	200	40.00	100					
Base Capacity (vph)	470	1057	163	718	508	277	882	
Starvation Cap Reducts	0	a	0	.0	D	0	0	
Spillback Cap Reductry	0	0	0	0	D	0	0	
Storage Cap Reductn	0	0	0	0	D	0	0	
Reduced vic Rutio	0.42	0,57	0.09	0.48	0.83	0.22	0.28	

### Filmreedlen Surmary

Midway Pleze KD Anderson & Associates

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

Queue shown is maximum after two cycles.

	1	-	1	1	-	1	1	1	1	1	1	1
Movement	EBL	EBT	EBR	WBL	Wet	WER	NBL	NET	NER	SBL	SOT	386
Lene Configurations	7	b		15	To-			434			4	1
Truffic Volume (velvh)	180	509	44	14	291	33	97	14	44	45	12	166
Future Volume (veh/h)	180	509	44	14	291	33	97	14	44	45	12	166
fritial Q (Qb), yeh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1,00		1.00	1.00		1.00	1.00		1.00
Parking Bue, Adi	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, velvivin	1870	1752	1858	1070	1761	1870	1858	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	553	48	15	316	36	105	15	48	40	13	180
Peak Hour Factor	0.92	0.82	0.92	0.92	0.92	0.92	0.02	0.82	0.02	0.92	0,82	0.82
Percent Heavy Veh, %	2	10	9	2	8	2	3	2	2	2	2	2
Cap, veh/h	248	657	57	33	462	53	137	20	B3	178	47	417
Arrive On Green	0.14	0.41	0.41	0.02	0.29	0.29	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, versitin	1781	1589	138	1781	1570	179	1080	154	494	1422	377	1585
Grp Volume(v), velvh	199	0	801	15	0	352	168	0	0	62	0	180
Grp Set Flow(e), veh/h/in	1781	0	1727	1781	0	1749	1726	D	0	1799	0	1585
Q Serve(g_s), s	6.6	0.0	19.4	0.5	0.0	11.0	5.8	0.0	0.0	1.0	0.0	5.8
Cycle O Clear(g_c), s	8.8	0.0	19.4	0,5	0.0	11.0	5.8	0.0	0.0	1.0	0.0	5.9
Prop In Lane	1.00	7,00	0.08	1.00	-	0.10	0.62	1771	0.29	0.79	1140	1.00
Laine Grp Cap(c), vehilh	248	0	714	33	0	514	219	. 0	0	228	0	417
V/C Ratio(X)	0.80	0.00	0.84	0.46	0.00	0.68	0.77	0.00	0.00	0.27	0.00	0.43
Avail Cap(c_a), veh/h	413	Ö	879	144	0	626	429	0	0	244	Ð	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	16.4	30.2	0.0	19.4	28.2	0.0	0.0	24.6	0.0	19.0
Incr Delay (d2), a/veh	5.9	0.0	7.7	9.7	0.0	3.7	5.6	0.0	0.0	0.7	0.0	0.7
Initial C Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%lle BackOrO(50%),veh/in	29	0.0	7.5	0.3	0.0	4.3	28	0.0	0.0	O.B	0.0	1.9
Unsig. Movement Delay, s/veh									71-71			
LnGrp Delay(d),s/vsh	31.8	0.0	24.0	39.8	0.0	23.0	31.8	0.0	0.0	25.2	0.0	19.7
LnGrp LOS	C	A	C	D	A	C	C	A	A	C	A	В
Approach Vol, veh/h		797			367			188			242	
Approach Delay, s/veh		25.9			23.7			31.8			21.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phys		2	3	4		6	7	8				-
Pha Duretion (G+Y+Rc), a		12.5	5.7	31.5		124	13.2	24.0				
Change Period (Y+Rc), a		4.0	4.8	5.8		4.6	4.6	5.8				
Max Green Setting (Gmax), n		15.4	5.0	31.6		8.4	14.4	22.2				
Max Q Clear Time (q_c+1), a		7.8	2.5	21.4		7.9	8.6	13.0				
Green Ext Time (p_c), a		0.5	0.0	42		0.1	0.2	21				
Intersection Summary												
HCM 6th Chi Dalay			25,3									
HCM 6th LOS			C									

# Site: 4 [Midway Rd / Lewis Rd / Project Access (Site Folder: General)]

Cumulative 2040 + Project PM

Site Category: (None)

Roundabout

Mov Turn		INPUT VOLUMES		DEMAND		Deg.		Level of	CONTRACTOR OF THE PARTY OF THE		Prop.	Effective	Aver	Ave
D		[ Total	HVT	FLC [Total	HVI	Satn	Delay	Service	[Vah.	EUE Dist	Que	Stop Rate	No. Cycles	Spae
	-	veh/h	%	veh/n	74	v/c	SEC		valt	B		77,911		mp
Sout	h: Lewis	Rd												
3	L2	97	3.0	105	3.0	0.302	10.8	LOS B	1.3	32.3	0.70	0.71	0.75	30.
8	T1	14	3.0	15	3.0	0.302	10.8	LOS B	1.3	32.3	0.70	0.71	0.75	30.
18	R2	44	3.0	48	3.0	0.302	10.8	LOS B	1.3	32.3	0.70	0.71	0.75	30.
Appr	oach	155	3.0	168	3.0	0.302	10.8	LOS B	1.3	32.3	0.70	0.71	0.75	30.
East	: Midwa	y Rd												
1	L2	14	3.0	15	3.0	0.398	8,3	LOSA	2.0	53.5	0.56	0.47	0.56	33.
6	T1	291	8.0	316	8.0	0.398	8.5	LOSA	2.0	53.5	0.56	0.47	0.56	33.
18	R2	33	3.0	36	3.0	0.398	8.3	LOS A	2.0	53.5	0.56	0.47	0.56	32
Appr	oach	338	7.3	367	7.3	0,398	8.5	LOSA	2.0	53.5	0.56	0.47	0.56	33
Norti	r: Projec	ct Access	ŝ											
7	L2	45	3.0	49	3.0	0.291	7.5	LOSA	1.3	34.3	0.59	0.54	0.59	33.
4	T1	12	3.0	13	3.0	0.291	7.5	LOSA	1.3	34.3	0.59	0.54	0.59	33.
14	R2	166	3.0	180	3.0	0.291	7.5	LOS A	1.3	34.3	0.59	0.54	0.59	32.
Appr	oach	223	3.0	242	3.0	0.291	7.5	LOSA	1.3	34.3	0.59	0.54	0.59	32
Wes	t: Midwa	y Rd												
5	L2	180	3.0	196	3.0	0.675	12.4	LOS B	6.1	163.3	0.46	0.24	0.46	31.
2	T1	509	10.0	553	10.0	0.675	12.6	LOS B	6.1	163.3	0.46	0.24	0.46	30.
12	R2	44	3.0	46	3.0	0.675	12.4	LOS B	6.1	163.3	0.46	0.24	0.46	30.
Appr	oach	733	7.9	797	7.9	0.675	12.5	LOS B	6.1	163.3	0.46	0.24	0.46	30
All W	ehicles	1449	6.5	1575	6.5	0.675	10.6	LOSB	6.1	163.3	0.53	0.39	0.53	31.

Site Level of Service (LOS) Method: Delay & v/c (HCM 6), Site LOS Method is specified in the Parameter Settings dialog (Site tab), Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irraspective of movement delay value (does not apply for approaches and intersection).

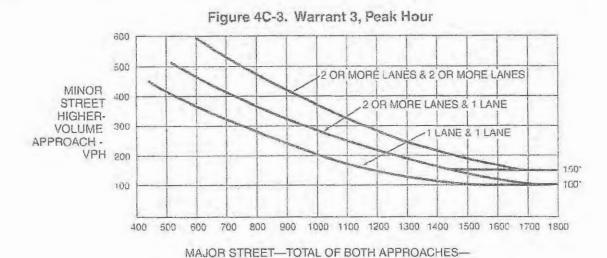
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

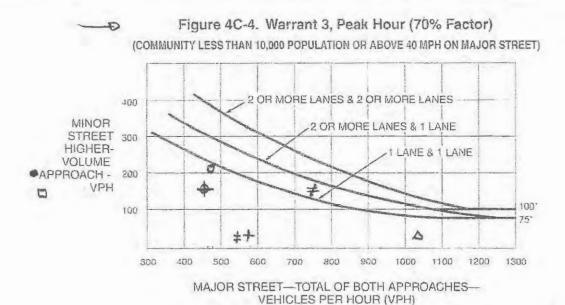
Queue Model; HCM Queue Formula. Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

VEHICLES PER HOUR (VPH)

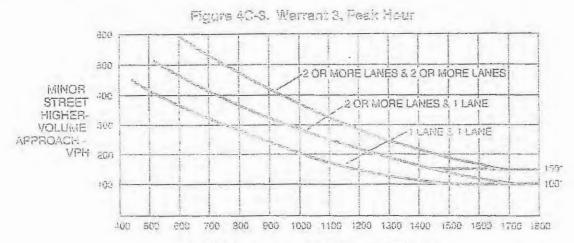


'Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

	EXIST AM	EXIT PM				1
ODAY WB RAMPS		0 (	EVELUDES	FREE	RIGHT NB M	OVEMENT)
MID WAY /ODAY	0	•				
MIDWAY/EB RAMPS	+	+				
MIDWAY /LEWIS	Δ	#				
4	24					

Chapter 4C - Traffic Control Signal Needs Studies Part 4 - Highway Traffic Signals November 7, 2014

EXISTING



#### MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

\*Note: 150 vph applies as the tower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

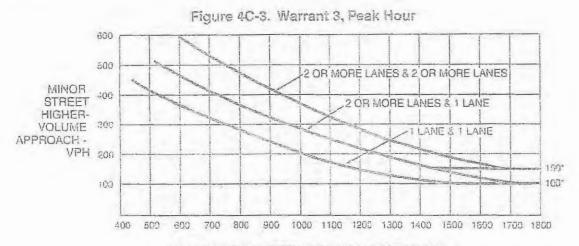
MIDWAY/LEWIS/DW#1
MIDWAY/LEWIS/DW#1
MIDWAY/LEWIS/DW#1

E+P AM E+P PM

C+P PM

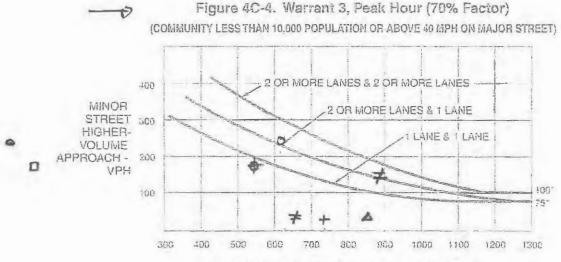
(EXELLOSS FREE RIGHT NB MOVEMENT)

EXIGT + PROJECT



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.



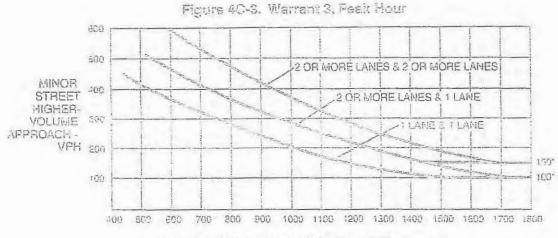
MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

'Note: 100 vph applies ag the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

1	2040 AM	2040 PM		
ODAY/NB RAMPS	400	口	(EXCLUDES	FREE RIGHT NB MUMENT)
MIDWAI/ODEY	0	+		)
MIDWAY/EB RAMPS	+	<b>‡</b>		
MIDWAY/LEWIS	4	*		

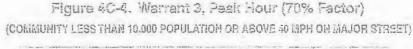
CUMULATIVE 2040

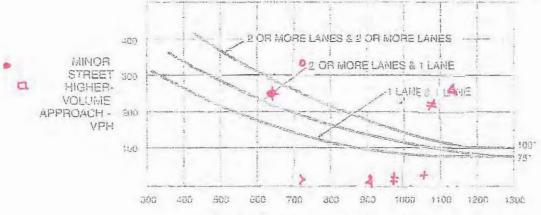
November 7, 2014



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2040+PRO PM

MIDWAY/BRAMPS

MIDWAY/EBRAMPS

MIDWAY/EBRAMPS

MIDWAY/LEWIS/DW#1

MIDWAY/DW#2

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2040+PROJ PM

2040 + PRIJECT November 7, 2014

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