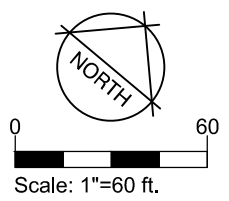


# KENMAR Road Opt. 1a FASTEST PATH

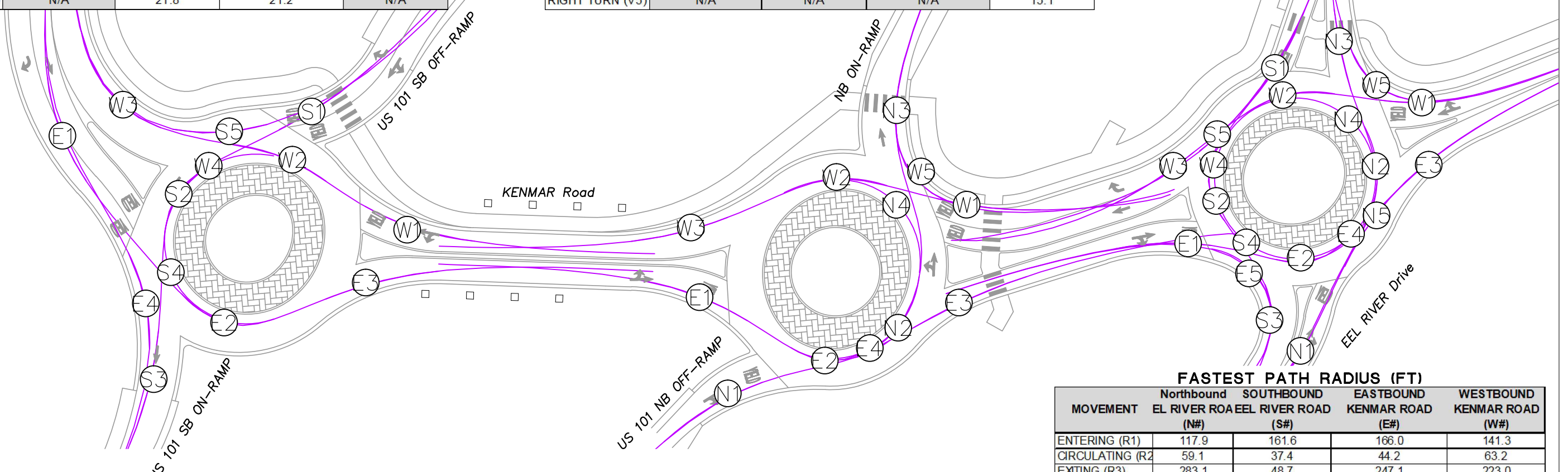


MOVEMENT	Northbound SB ON-RAMP (N#)	SOUTHBOUND SB OFF-RAMP (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)		257.8	131.7	154.5
CIRCULATING (R2)		52.0	46.9	111.1
EXITING (R3)		219.3	237.6	69.8
LEFT TURN (R4)		46.0		51.8
RIGHT TURN (R5)		119.0	110.5	

MOVEMENT	Northbound NB OFF-RAMP (N#)	SOUTHBOUND NB ON-RAMP (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)	163.0		168.7	219.8
CIRCULATING (R2)	55.5		48.0	74.6
EXITING (R3)	120.4		305.7	211.0
LEFT TURN (R4)	45.3		50.2	
RIGHT TURN (R5)				45.9

MOVEMENT	Northbound SB ON-RAMP (N#)	Southbound SB OFF-RAMP (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)	N/A	29.4	22.7	24.1
CIRCULATING (V2)	N/A	14.8	14.2	19.5
EXITING (V3)	N/A	27.6	28.4	17.7
LEFT TURN (V4)	N/A	14.1	N/A	14.8
RIGHT TURN (V5)	N/A	21.8	21.2	N/A

MOVEMENT	Northbound NB OFF-RAMP (N#)	Southbound NB ON-RAMP (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)	24.6	N/A	24.9	27.6
CIRCULATING (V2)	15.1	N/A	14.3	16.9
EXITING (V3)	21.9	N/A	29.1	27.2
LEFT TURN (V4)	14.0	N/A	14.6	N/A
RIGHT TURN (V5)	N/A	N/A	N/A	15.1



MOVEMENT	Northbound EL RIVER ROAD (N#)	SOUTHBOUND ROA EEL RIVER ROAD (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)	117.9	161.6	166.0	141.3
CIRCULATING (R2)	59.1	37.4	44.2	63.2
EXITING (R3)	283.1	48.7	247.1	223.0
LEFT TURN (R4)	45.0	45.0	45.0	45.0
RIGHT TURN (R5)	161.6	156.9	40.1	41.9

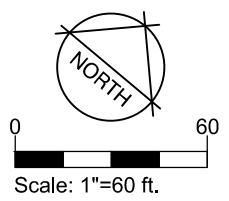
MOVEMENT	Northbound EEL RIVER ROAD (N#)	Southbound EEL RIVER ROAD (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)	21.7	24.5	24.8	23.3
CIRCULATING (V2)	15.5	13.1	13.9	15.9
EXITING (V3)	29.6	15.4	28.9	27.8
LEFT TURN (V4)	14.0	14.0	14.0	14.0
RIGHT TURN (V5)	24.5	24.2	14.3	14.6

- NOTES:**
- EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  
 $R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION RATE} \times \text{DISTANCE TO EXIT LEG CROSSWALK})$
  - N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
  - 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH



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# KENMAR Road Opt. 1b FASTEST PATH

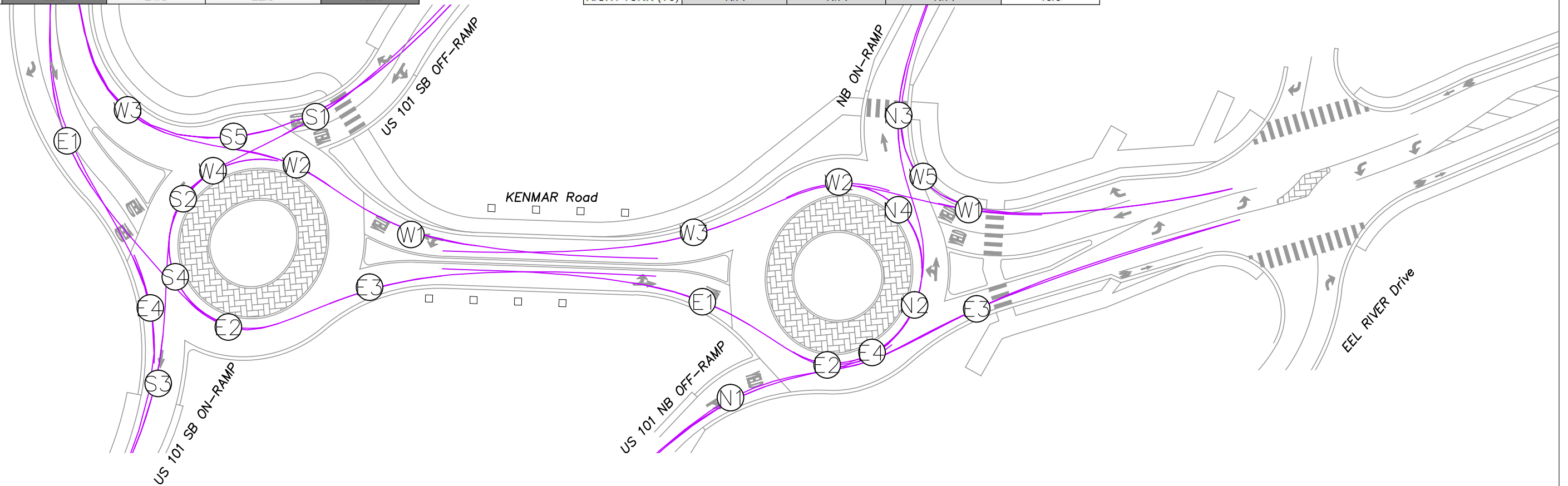


MOVEMENT	Northbound SB ON-RAMP (N#)	SOUTHBOUND SB OFF-RAMP (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)		257.0	131.7	124.0
CIRCULATING (R2)		50.8	45.6	112.8
EXITING (R3)		210.7	233.5	69.3
LEFT TURN (R4)		46.0		52.8
RIGHT TURN (R5)		119.0	135.0	

MOVEMENT	Northbound NB OFF-RAMP (N#)	SOUTHBOUND NB ON-RAMP (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)	163.0		168.7	219.8
CIRCULATING (R2)	55.5		48.0	74.6
EXITING (R3)	120.4		566.0	211.0
LEFT TURN (R4)	45.3		50.2	
RIGHT TURN (R5)				47.4

MOVEMENT	Northbound SB ON-RAMP (N#)	Southbound SB OFF-RAMP (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)	N/A	29.3	22.7	22.1
CIRCULATING (V2)	N/A	14.6	14.1	19.6
EXITING (V3)	N/A	27.2	28.3	17.7
LEFT TURN (V4)	N/A	14.1	N/A	14.9
RIGHT TURN (V5)	N/A	21.8	22.9	N/A

MOVEMENT	Northbound NB OFF-RAMP (N#)	Southbound NB ON-RAMP (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)	24.6	N/A	24.9	27.6
CIRCULATING (V2)	15.1	N/A	14.3	16.9
EXITING (V3)	21.9	N/A	29.1	27.2
LEFT TURN (V4)	14.0	N/A	14.6	N/A
RIGHT TURN (V5)	N/A	N/A	N/A	15.3



**NOTES:**

1. EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  

$$R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION RATE} \times \text{DISTANCE TO EXIT LEG CROSSWALK})$$
2. N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
3. 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH



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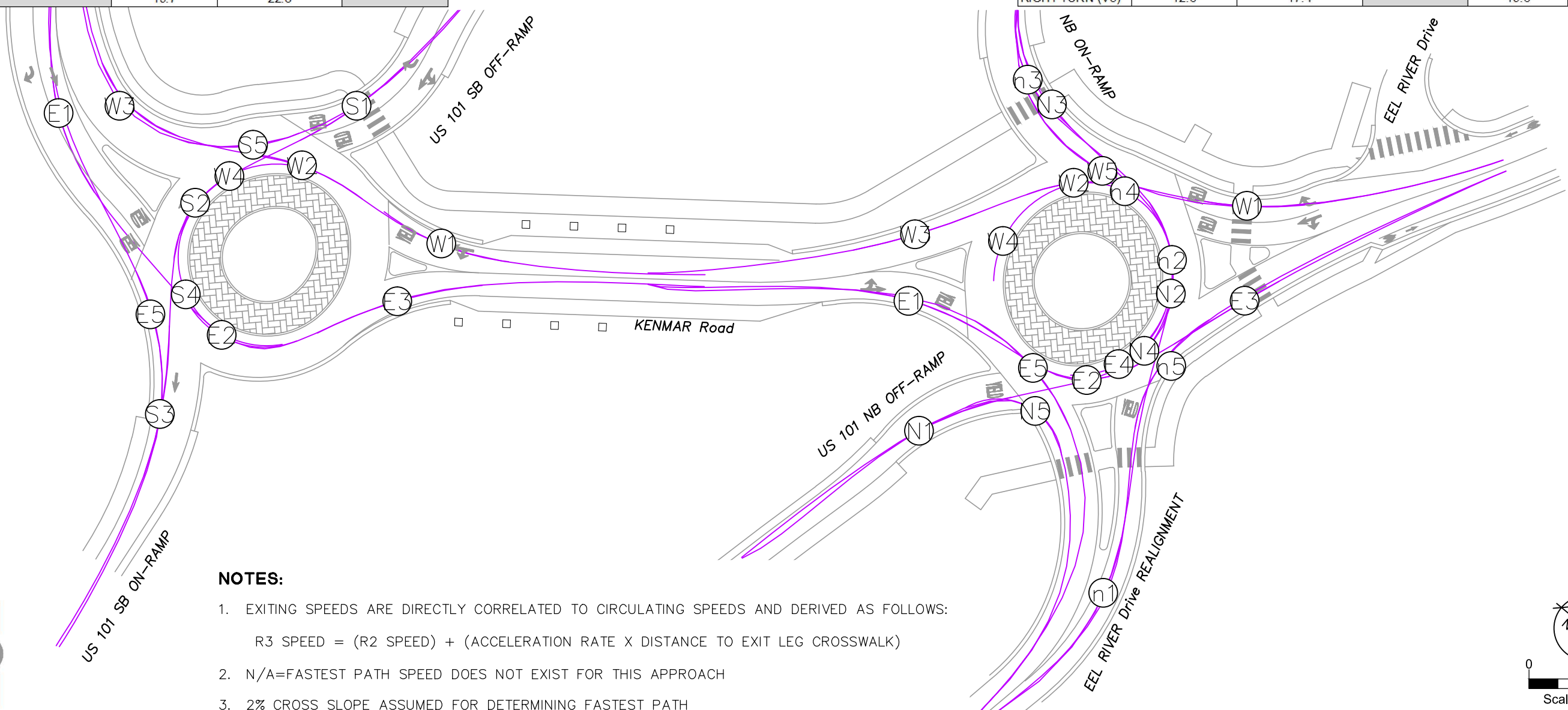
# KENMAR Road Opt. 2 FASTEST PATH

FASTEST PATH RADIUS (FT)				
MOVEMENT	Northbound SB ON-RAMP (N#)	SOUTHBOUND SB OFF-RAMP (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)		197.4	131.7	131.3
CIRCULATING (R2)		54.9	45.6	119.9
EXITING (R3)		239.1	233.5	64.7
LEFT TURN (R4)		46.0		51.9
RIGHT TURN (R5)		91.9	133.2	

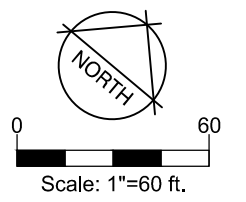
FASTEST PATH SPEED (MPH)				
MOVEMENT	Northbound SB ON-RAMP (N#)	Southbound SB OFF-RAMP (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)		26.5	22.7	22.6
CIRCULATING (V2)		15.1	14.1	20.1
EXITING (V3)		28.5	28.3	17.2
LEFT TURN (V4)		14.1		14.8
RIGHT TURN (V5)		19.7	22.8	

FASTEST PATH RADIUS (FT)					
MOVEMENT	NORTHBOUND NB OFF-RAMP (N#)	ORTHWESTBOUND EEL RIVER DRIVE (n#)	SOUTHBOUND NB ON-RAMP (S#)	EASTBOUND KENMAR ROAD (E#)	WESTBOUND KENMAR ROAD (W#)
ENTERING (R1)	164.0	127.6		153.0	195.5
CIRCULATING (R2)	63.2	63.2		50.5	98.1
EXITING (R3)	68.1	79.5		1000.0	381.5
LEFT TURN (R4)	53.2	63.7		49.4	53.0
RIGHT TURN (R5)	33.4	81.6		112.0	81.1

FASTEST PATH SPEED (MPH)					
MOVEMENT	NORTHBOUND NB OFF-RAMP (N#)	NORTHWESTBOUND EEL RIVER DRIVE (n#)	Southbound NB ON-RAMP (S#)	Eastbound KENMAR ROAD (E#)	Westbound KENMAR ROAD (W#)
ENTERING (V1)	24.7	22.4		24.0	26.4
CIRCULATING (V2)	15.9	15.9		14.6	18.7
EXITING (V3)	17.6	18.6		29.2	31.4
LEFT TURN (V4)	14.9	15.9		14.5	14.9
RIGHT TURN (V5)	12.6	17.4		19.6	17.4



- NOTES:**
- EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  
 $R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION RATE} \times \text{DISTANCE TO EXIT LEG CROSSWALK})$
  - N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
  - 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH

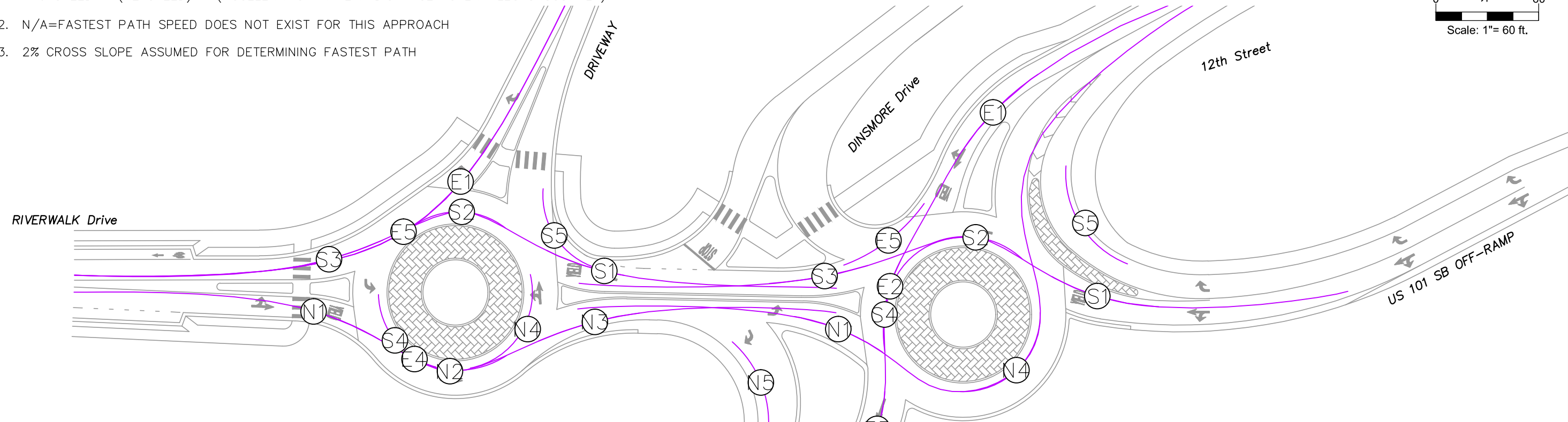
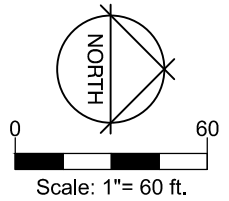


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# 12th Street SOUTH Opt. 1 FASTEST PATH

## NOTES:

1. EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  
 $R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION RATE} \times \text{DISTANCE TO EXIT LEG CROSSWALK})$
2. N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
3. 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH



**FASTEST PATH RADIUS (FT)**

MOVEMENT	Northbound	SOUTHBOUND	EASTBOUND	WESTBOUND
	RIVERWALK DRIVE (N#)	RIVERWALK DRIVE (S#)	DRIVEWAY (E#)	N/A (W#)
ENTERING (R1)	166.1	160.2	169.0	
CIRCULATING (R2)	52.0	44.9		
EXITING (R3)	226.9	223.7		
LEFT TURN (R4)	45.0		45.0	
RIGHT TURN (R5)		44.6	129.8	

**FASTEST PATH SPEED (MPH)**

MOVEMENT	Northbound	Southbound	Eastbound	Westbound
	RIVERWALK DRIVE (N#)	RIVERWALK DRIVE (S#)	DRIVEWAY (E#)	N/A (W#)
ENTERING (V1)	24.8	24.4	24.9	
CIRCULATING (V2)	14.8	14.0		
EXITING (V3)	27.9	27.8		
LEFT TURN (V4)	14.0		14.0	
RIGHT TURN (V5)		14.9	22.5	

**FASTEST PATH RADIUS (FT)**

MOVEMENT	Northbound	SOUTHBOUND	EASTBOUND	WESTBOUND
	RIVERWALK DRIVE (N#)	SB OFF-RAMP (S#)	12TH STREET (E#)	SB ON-RAMP (W#)
ENTERING (R1)	132.7	139.9	160.2	
CIRCULATING (R2)		49.2	86.9	
EXITING (R3)		274.8	76.4	
LEFT TURN (R4)	45.0	45.0		
RIGHT TURN (R5)	63.0	56.2	100.8	

**FASTEST PATH SPEED (MPH)**

MOVEMENT	Northbound	Southbound	Eastbound	Westbound
	RIVERWALK DRIVE (N#)	SB OFF-RAMP (S#)	12TH STREET (E#)	SB ON-RAMP (W#)
ENTERING (V1)	22.7	23.2	24.4	
CIRCULATING (V2)		14.5	17.8	
EXITING (V3)		29.1	18.4	
LEFT TURN (V4)	14.0	14.0		
RIGHT TURN (V5)	17.0	16.3	20.4	

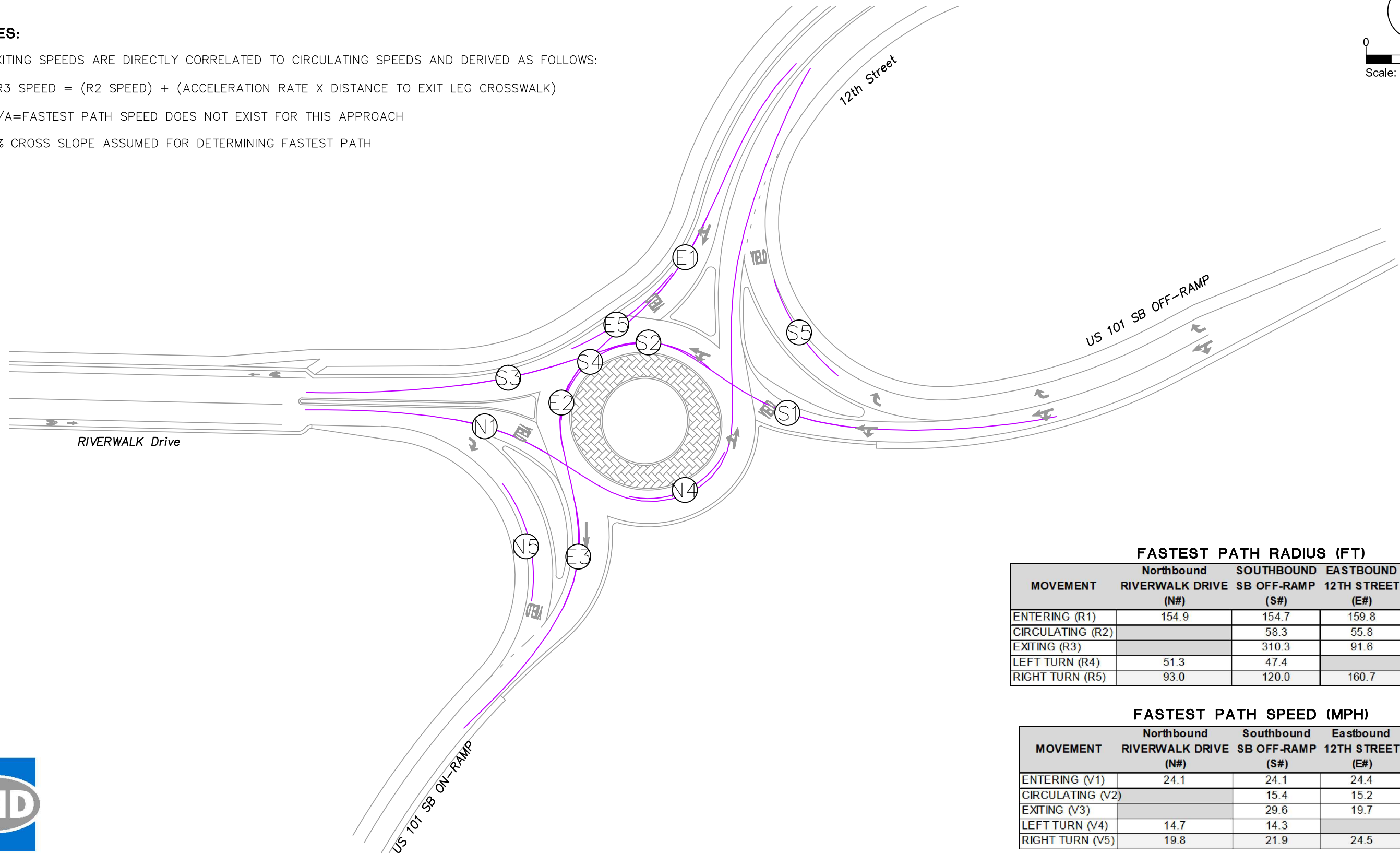
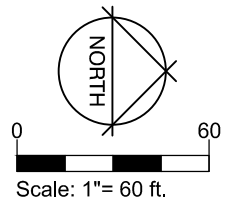
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# 12th Street SOUTH Opt. 2 FASTEST PATH

**NOTES:**

1. EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  
 $R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION RATE} \times \text{DISTANCE TO EXIT LEG CROSSWALK})$
2. N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
3. 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH



**FASTEST PATH RADIUS (FT)**

MOVEMENT	Northbound	SOUTHBOUND	EASTBOUND	WESTBOUND
	RIVERWALK DRIVE (N#)	SB OFF-RAMP (S#)	12TH STREET (E#)	SB ON-RAMP (W#)
ENTERING (R1)	154.9	154.7	159.8	
CIRCULATING (R2)		58.3	55.8	
EXITING (R3)		310.3	91.6	
LEFT TURN (R4)	51.3	47.4		
RIGHT TURN (R5)	93.0	120.0	160.7	

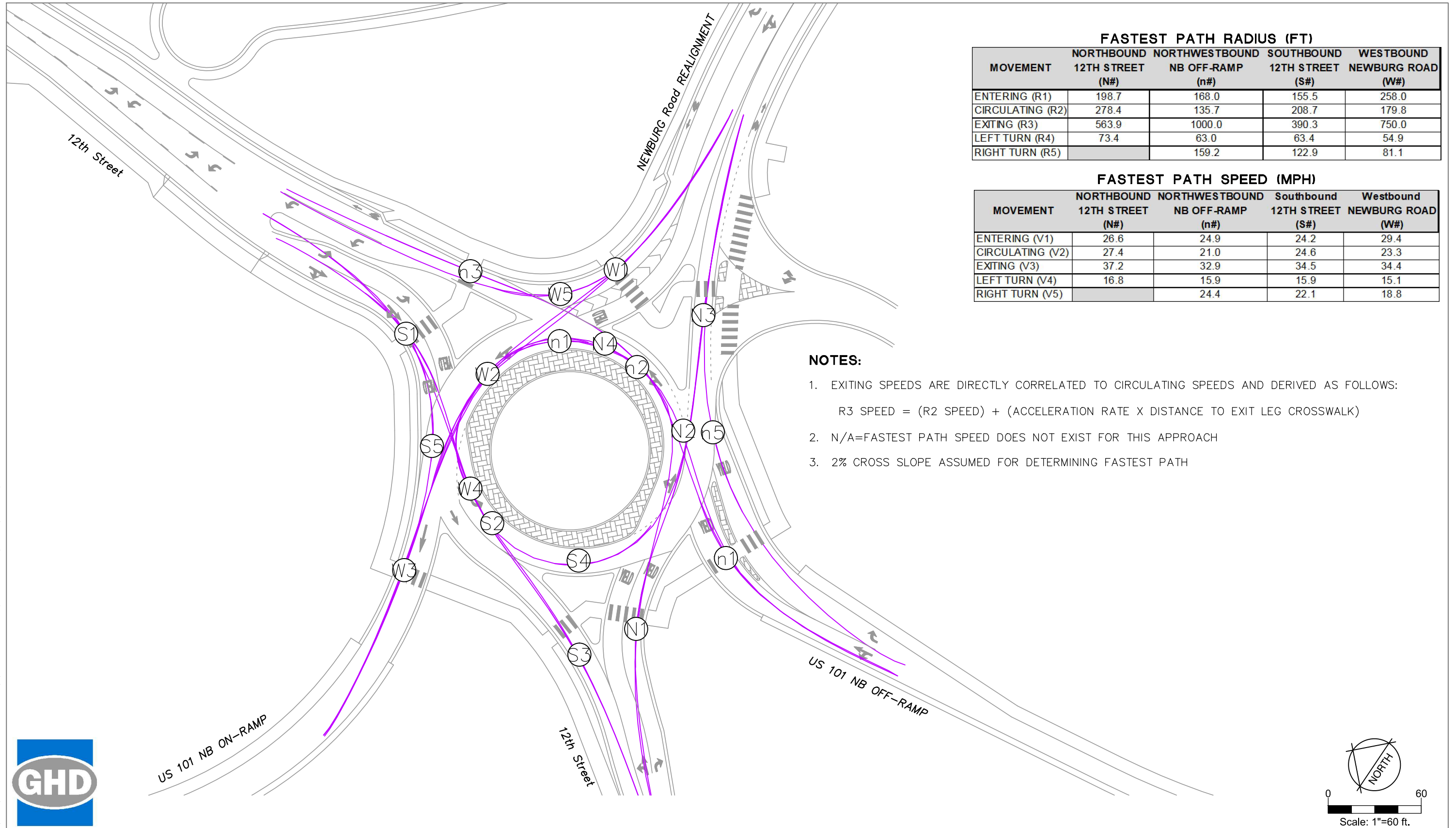
**FASTEST PATH SPEED (MPH)**

MOVEMENT	Northbound	Southbound	Eastbound	Westbound
	RIVERWALK DRIVE (N#)	SB OFF-RAMP (S#)	12TH STREET (E#)	SB ON-RAMP (W#)
ENTERING (V1)	24.1	24.1	24.4	
CIRCULATING (V2)		15.4	15.2	
EXITING (V3)		29.6	19.7	
LEFT TURN (V4)	14.7	14.3		
RIGHT TURN (V5)	19.8	21.9	24.5	

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# 12th Street NORTH FASTEST PATH



MOVEMENT	FASTEST PATH RADIUS (FT)			
	NORTHBOUND 12TH STREET (N#)	NORTHWESTBOUND NB OFF-RAMP (n#)	SOUTHBOUND 12TH STREET (S#)	WESTBOUND NEWBURG ROAD (W#)
ENTERING (R1)	198.7	168.0	155.5	258.0
CIRCULATING (R2)	278.4	135.7	208.7	179.8
EXITING (R3)	563.9	1000.0	390.3	750.0
LEFT TURN (R4)	73.4	63.0	63.4	54.9
RIGHT TURN (R5)		159.2	122.9	81.1

MOVEMENT	FASTEST PATH SPEED (MPH)			
	NORTHBOUND 12TH STREET (N#)	NORTHWESTBOUND NB OFF-RAMP (n#)	Southbound 12TH STREET (S#)	Westbound NEWBURG ROAD (W#)
ENTERING (V1)	26.6	24.9	24.2	29.4
CIRCULATING (V2)	27.4	21.0	24.6	23.3
EXITING (V3)	37.2	32.9	34.5	34.4
LEFT TURN (V4)	16.8	15.9	15.9	15.1
RIGHT TURN (V5)		24.4	22.1	18.8

**NOTES:**

- EXITING SPEEDS ARE DIRECTLY CORRELATED TO CIRCULATING SPEEDS AND DERIVED AS FOLLOWS:  

$$R3 \text{ SPEED} = (R2 \text{ SPEED}) + (\text{ACCELERATION RATE} \times \text{DISTANCE TO EXIT LEG CROSSWALK})$$
- N/A=FASTEST PATH SPEED DOES NOT EXIST FOR THIS APPROACH
- 2% CROSS SLOPE ASSUMED FOR DETERMINING FASTEST PATH

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