	×	-	K	7	×	6	×	1	
Lane Group	SET	NWL	NWT	NEL	NET	SWL	SWT	SWR	· 医多见性 对外包有点 多数
Lane Group Flow (vph)	602	293	696	303	440	80	280	112	
v/c Ratio	0.93	0.90	0.83	1.05	0.70	0.71	0.81	0.45	
Control Delay	57.6	55.1	36.0	97.9	37.0	76.0	59.2	45.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.6	55.1	36.0	97.9	37.0	76.0	59.2	45.2	
Queue Length 50th (ft)	165	93	303	123	195	41	147	54	
Queue Length 95th (ft)	#340	#273	#766	#414	345	#88	#362	93	
Internal Link Dist (ft)	190		102		416		824		
Turn Bay Length (ft)		200		200		100		. 50	
Base Capacity (vph)	647	324	840	288	645	119	370	264	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.93	0.90	0.83	1.05	0.68	0.67	0.76	0.42	
			NAME AND ADDRESS OF TAXABLE PARTY.	THE SECURE SHAPE	The Street Wall	DOWN DATE: N	THE PARTY OF PERSONS ASSESSED.		

Intersection Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Z. Hallook of a Las	¥	×	2	1	K	*	7	1	a	4	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		नीक		7	F		Ĭ	1		ሻ	↑	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.98		1.00	0.99		1.00	0.99		1.00	1.00	0.86
Flpb, ped/bikes		1.00		1.00	1.00		0.99	1.00		0.97	1.00	1.00
Frt		0.94		1.00	0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00 1329
Satd. Flow (prot)		3203		1733	1774		1759	1773		1671	1827	1.00
Flt Permitted		0.83		0.25	1.00		0.20	1.00		0.48	1.00	1329
Satd. Flow (perm)		2653		457	1774	-	376	1773	47	852		72
Volume (vph)	25	264	209	237	551	81	279	280	47	53	260	0.64
Peak-hour factor, PHF	0.78	0.83	0.83	0.81	0.93	0.78	0.92	0.77	0.62	0.66	0.93	112
Adj. Flow (vph)	32	318	252	293	592	104	303	364	76	08	200	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	80	280	112
Lane Group Flow (vph)	0	602	0	293	696	0	303	440	20	20	200	85
Confl. Peds. (#/hr)	13		17	17	407	13	85	20/	6%	5%	4%	4%
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	070		4 /0	Perm
Turn Type	Perm	_		pm+pt	0		pm+pt	0		Perm	8	Pellii
Protected Phases		6		5	2		7	3		8	O	8
Permitted Phases	6			2	45.0		35.1	35.1		18.9	18.9	18.9
Actuated Green, G (s)		30.7		45.9	45.9 46.9		35.1	35.1		18.9	18.9	18.9
Effective Green, g (s)		31.7		46.9	0.47		0.35	0.35		0.19	0.19	0.19
Actuated g/C Ratio		0.32		0.47 5.0	5.0		4.0	4.0		4.0		4.0
Clearance Time (s)		5.0		3.0	3.0		3.0	3.0		3.0		
Vehicle Extension (s)		3.0			830		300	621		161	345	
Lane Grp Cap (vph)		839		357	c0.39		c0.12	0.25		101	0.15	
v/s Ratio Prot		0.00		0.09	00.39		c0.12	0.20		0.09		0.08
v/s Ratio Perm		0.23		0.29	0.84		1.01	0.71		0.50		
v/c Ratio		0.72 30.3		18.8	23.3		28.3	28.1		36.4		
Uniform Delay, d1		1.00		1.00			1.00	1.00		1.00		
Progression Factor		3.0		14.0			54.5			2.4		
Incremental Delay, d2		33.2		32.8			82.8			38.8		
Delay (s) Level of Service		33.2 C		02.0 C			F			D		
		33.2			31.4		10.3.29	52.6			46.5	
Approach Delay (s) Approach LOS		33.2 C			C			D			D	
Intersection Summary	400 A Land		N. S. 1535				J 10 10 10		THE WAY	Y Grade		
HCM Average Control I	Dolay	10000	39.9		HCM L	evel of	Service		D)		
HCM Volume to Capac			0.90		TIONE	010.01	0011100					
Actuated Cycle Length			100.2		Sum of	lost tim	ne (s)		18.2	2		
Intersection Capacity U		1	92.0%			vel of S	The state of the s		en wie F			
Analysis Period (min)	unzauoi		15									
c Critical Lane Group												
C Cittical Lane Cloup												

	×	-	K	7	×	6	×	×
Lane Group	SET	NWL	NWT	NEL	NET	SWL	SWT	SWR
Lane Group Flow (vph)	672	322	760	333	492	88	312	139
v/c Ratio	1.24	1.10	0.92	1.16	0.76	1.16	0.84	0.53
Control Delay	156.0	108.2	45.5	131.0	39.7	193.7	62.0	47.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	156.0	108.2	45.5	131.0	39.7	193.7	62.0	47.1
Queue Length 50th (ft)	~235	~119	351	~160	227	~55	167	69
Queue Length 95th (ft)	#429	#356	#872	#466	394	#129	#419	112
Internal Link Dist (ft)	190		102		416		824	
Turn Bay Length (ft)		200		200		100		50
Base Capacity (vph)	541	292	825	288	646	76	370	264
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	1.10	0.92	1.16	0.76	1.16	0.84	0.53

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	4	×	2	1	×	*	7	×	~	4	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		47>		7	P		M	f a		ሻ	↑	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.98		1.00	0.99		1.00	0.99		1.00	1.00	0.86
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		0.98	1.00	1.00
Frt		0.94		1.00	0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3204		1734	1774		1762	1775		1680	1827	1341
Flt Permitted		0.68		0.20	1.00		0.17	1.00		0.38	1.00	1.00
Satd. Flow (perm)		2173		374	1774		320	1775		677	1827	1341
Volume (vph)	36	264	229	237	601	81	306	315	47	53	290	89
Peak-hour factor, PHF	0.78	0.83	0.83	0.81	0.93	0.78	0.92	0.77	0.62	0.66	0.93	0.64
Growth Factor (vph)	100%	110%	100%	110%	100%	110%	100%	100%	110%	110%	100%	100%
Adj. Flow (vph)	46	350	276	322	646	114	333	409	83	88	312	139
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	672	0	322	760	0	333	492	0	88	312	139
Confl. Peds. (#/hr)	13		17	17		13	85		20	20		85
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	4%
Turn Type	Perm			pm+pt	THE RES		pm+pt			Perm		Perm
Protected Phases		6		5	2		7	3		. 0.711	8	1 01111
Permitted Phases	6			2	V = 1/4		3	Talle		8	,	8
Actuated Green, G (s)		30.5		45.7	45.7		36.6	36.6		20.4	20.4	20.4
Effective Green, g (s)		31.5		46.7	46.7		36.6	36.6		20.4	20.4	20.4
Actuated g/C Ratio		0.31		0.46	0.46		0.36	0.36		0.20	0.20	0.20
Clearance Time (s)		5.0		5.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		674		322	815		288	639		136	367	269
v/s Ratio Prot		014		0.11	c0.43		c0.14	0.28		100	0.17	200
v/s Ratio Perm		0.31		c0.35	00.40		c0.28	0.20		0.13	0.17	0.10
v/c Ratio		1.00		1.00	0.93		1.16	0.77		0.65	0.85	0.10
Uniform Delay, d1		35.0		22.7	26.0		27.4	28.8		37.3	39.1	36.2
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		33.7		50.2	17.3		102.1	5.6		10.1	16.9	1.7
Delay (s)		68.7		72.8	43.2		129.6	34.4		47.4	56.0	37.9
Level of Service		E		72.0 E	43.2 D		123.0	C		77.4 D	50.0 E	D D
Approach Delay (s)		68.7		<u></u>	52.0		100	72.8		U	49.9	
Approach LOS		60.7 E			D			12.0 E			43.3 D	
Intersection Summary	No Resident	MAKER			O WAY	Service Co.						
HCM Average Control D	Delay		60.8	ŀ	ICM Le	vel of S	ervice		E		77 - 77	-
HCM Volume to Capaci			1.04		.ON LO	.01010	51 4100					
Actuated Cycle Length			101.6		Sum of	ost time	(2)		18.3			
Intersection Capacity U		resident de la companya de la compan	99.9%			el of Se			F			
Analysis Period (min)	unzauon		15		OU LEV	01 01 06	VICE		III SAU			
c Critical Lane Group			10									

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\No-Build\Hancock_Squantum_AM No BETA Group, Inc.

	×	1		K	7	1	6	K	
Lane Group	SET	SER	NWL	NWT	NEL	NET	SWL	SWT	
Lane Group Flow (vph)	396	276	322	760	333	492	88	451	
v/c Ratio	0.89	0.52	0.55	0.46	0.90	0.76	0.65	0.92	
Control Delay	65.9	28.2	21.1	17.8	61.3	42.3	70.9	74.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.9	28.2	21.1	17.8	61.3	42.3	70.9	74.4	
Queue Length 50th (ft)	160	165	130	170	203	331	65	183	
Queue Length 95th (ft)	#215	223	#255	294	#374	370	87	#279	
Internal Link Dist (ft)	190			102		168		824	
Turn Bay Length (ft)		100	95				80		
Base Capacity (vph)	447	534	587	1648	369	653	136	497	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.89	0.52	0.55	0.46	0.90	0.75	0.65	0.91	
Intersection Summary		Name of the same						7. N. P. T.	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	4	×	1	~	K	*	7	×	1	Ĺ	K	1
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		44	7	7	47		ሻ	1		7	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		0.98	1.00	
Frt		1.00	0.85	1.00	0.98		1.00	0.97		1.00	0.95	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3438	1563	1734	3371		1762	1781		1686	3136	
Flt Permitted		0.78	1.00	0.24	1.00		0.18	1.00		0.48	1.00	
Satd. Flow (perm)		2681	1563	430	3371		325	1781		858	3136	
Volume (vph)	36	264	229	237	601	81	306	315	47	53	290	89
Peak-hour factor, PHF	0.78	0.83	0.83	0.81	0.93	0.78	0.92	0.77	0.62	0.66	0.93	0.64
Growth Factor (vph)	100%	110%	100%	110%	100%	110%	100%	100%	110%	110%	100%	100%
Adj. Flow (vph)	46	350	276	322	646	114	333	409	83	88	312	139
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	396	276	322	760	0	333	492	0	88	451	0
Confl. Peds. (#/hr)	13		17	17		13	85		20	20		85
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	4%
Turn Type	Perm		pm+ov	pm+pt			pm+pt			Perm		
Protected Phases		6	7	5	2		7	3			8	
Permitted Phases	6		6	2			3			8		
Actuated Green, G (s)		19.0	39.9	56.5	56.5		43.7	43.7		18.8	18.8	
Effective Green, g (s)		20.0	40.9	57.5	57.5		43.7	43.7		18.8	18.8	
Actuated g/C Ratio		0.17	0.34	0.48	0.48		0.36	0.36		0.16	0.16	
Clearance Time (s)		5.0	4.0	5.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		447	585	570	1615		369	649		134	491	
v/s Ratio Prot			0.08	c0.16	0.23		c0.16	0.28			0.14	
v/s Ratio Perm		c0.15	0.09	0.11			c0.17			0.10		
v/c Ratio		0.89	0.47	0.56	0.47		0.90	0.76		0.66	0.92	
Uniform Delay, d1		48.9	31.1	21.1	21.0		31.8	33.5		47.6	49.8	
Progression Factor		0.89	0.84	0.74	0.75		1.00	1.00		1.00	1.00	
Incremental Delay, d2		18.4	0.6	3.3	0.8		24.4	5.1		11.0	22.1	
Delay (s)		61.9	26.6	18.9	16.5		56.2	38.6		58.6	71.9	
Level of Service		E	C	В	В		E	D		E	E	
Approach Delay (s)		47.4			17.2			45.7			69.8	
Approach LOS		D			В			D			E	
Intersection Summary	- 1	West	1000	The man								
HCM Average Control D			40.3	ŀ	HCM Le	vel of S	ervice		D			
HCM Volume to Capaci			0.77									
Actuated Cycle Length			120.0		Sum of I				22.8			
Intersection Capacity Ut	tilization		74.1%	I	CU Lev	el of Se	rvice		D			
Analysis Period (min)			15									
c Critical Lane Group												

	×		K	7	×	6	K	K	
Lane Group	SET	NWL	NWT	NEL	NET	SWL	SWT	SWR	
Lane Group Flow (vph)	970	196	628	228	424	72	272	55	
v/c Ratio	1.49	0.72	0.76	0.79	0.69	0.59	0.80	0.19	
Control Delay	254.2	37.6	31.9	48.5	36.7	61.8	59.2	39.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	254.2	37.6	31.9	48.5	36.7	61.8	59.2	39.4	
Queue Length 50th (ft)	~389	58	259	87	187	36	142	25	
Queue Length 95th (ft)	#692	#188	#665	#273	#426	#111	#334	72	
Internal Link Dist (ft)	161		103		416		824		
Turn Bay Length (ft)		200		200		100		50	
Base Capacity (vph)	653	273	829	289	636	133	370	314	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.49	0.72	0.76	0.79	0.67	0.54	0.74	0.18	

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	4	×	1	100	K	*	7	×	a	6	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		नी		7	1		7	T _a		7	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.98		1.00	0.99		1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		0.98	1.00	1.00
Frt		0.96		1.00	0.96		1.00	0.96		1.00	1.00	0.85 1.00
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	1553
Satd. Flow (prot)		3269		1735	1740		1762	1747		1680	1827	1.00
Flt Permitted		0.79		0.11	1.00		0.21	1.00		0.51	1827	1553
Satd. Flow (perm)		2603	22. 9.994	205	1740	100	389	1747	00	911		48
Volume (vph)	37	554	247	161	434	106	205	289	89	61	239	
Peak-hour factor, PHF	0.58	0.89	0.87	0.82	0.93	0.66	0.90	0.90	0.86	0.85	0.88	0.87 55
Adj. Flow (vph)	64	622	284	196	467	161	228	321	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	72	272	55
Lane Group Flow (vph)	0	970	0	196	628	0	228	424	15	15	212	33
Confl. Peds. (#/hr)	8	40/	22	22	40/	8 5%	53 2%	3%	6%	5%	4%	4%
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%		370	070	Perm	4 70	Perm
Turn Type	Perm			pm+pt	0		pm+pt	2		Perm	8	rem
Protected Phases		6		5	2		7	3		8	O	8
Permitted Phases	6	00.7		2	45.0		34.6	34.6		18.4	18.4	18.4
Actuated Green, G (s)		30.7		45.9 46.9	45.9 46.9		34.6	34.6		18.4	18.4	18.4
Effective Green, g (s)		31.7		0.47	0.47		0.35	0.35		0.18	0.18	0.18
Actuated g/C Ratio		0.32 5.0		5.0	5.0		4.0	4.0		4.0	4.0	4.0
Clearance Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Vehicle Extension (s)				268	819		303	606		168	337	287
Lane Grp Cap (vph)		828		0.08	c0.36		0.09	c0.24		100	0.15	
v/s Ratio Prot		c0.37		0.06	CU.50		c0.17	00.24		0.08	0.10	0.04
v/s Ratio Perm		1.17		0.20	0.77		0.75	0.70		0.43	0.81	0.19
v/c Ratio		34.0		20.5	21.9		25.7	28.1		36.0		
Uniform Delay, d1		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Progression Factor		89.9		9.8	4.3		10.1	3.5		1.8		
Incremental Delay, d2		123.9		30.4	26.2		35.8			37.8		
Delay (s) Level of Service		123.5 F		C	20.2		D.O	C		D		
		123.9		J	27.2			33.1			47.1	
Approach LOS		123.9 F			0			C			D	
Approach LOS			er-eight		TO ESCHOL							THE AM
Intersection Summary	mild.		04.0		LIONAL	aval of C	No mino	- ET 1 S	E		1000	
HCM Average Control I			64.3		HCIVI L	evel of S	service					
HCM Volume to Capac	The state of the s		0.93		Cum of	loot tim	0 (0)		22.2	E		
Actuated Cycle Length			99.7			lost tim			22.2 F			
Intersection Capacity U	tilization		92.0%		ICU Le	vei oi Si	SIVICE		l.			
Analysis Period (min)			15)								
c Critical Lane Group												

	×	1	K	7	×	6	K	K	
Lane Group	SET	NWL	NWT	NEL	NET	SWL	SWT	SWR	
Lane Group Flow (vph)	1088	216	679	250	479	79	315	90	
v/c Ratio	2.10	0.81	0.84	0.87	0.75	0.91	0.85	0.29	
Control Delay	524.7	47.0	37.4	57.4	39.3	118.5	62.9	40.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	524.7	47.0	37.4	57.4	39.3	118.5	62.9	40.4	
Queue Length 50th (ft)	~505	68	294	97	220	43	169	42	
Queue Length 95th (ft)	#832	#223	#749	#315	#530	#154	#410	107	
Internal Link Dist (ft)	161		103		416		824		
Turn Bay Length (ft)		200		200		100		50	
Base Capacity (vph)	518	267	808	289	637	87	370	314	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	2.10	0.81	0.84	0.87	0.75	0.91	0.85	0.29	

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	¥	×	2	1	K	ť	7	×	~	4	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		नी के		7	13		4	1		7	^	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.95		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.98		1.00	0.99		1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00		0.98	1.00	1.00
Frt		0.96		1.00	0.96		1.00	0.96		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3268		1735	1738		1765	1750		1689	1827	1553
Flt Permitted		0.65		0.11	1.00		0.17	1.00		0.41	1.00	1.00
Satd. Flow (perm)		2120		206	1738		311	1750		727	1827	1553
Volume (vph)	56	606	270	161	467	106	225	329	97	61	277	78
Peak-hour factor, PHF	0.58	0.89	0.87	0.82	0.93	0.66	0.90	0.90	0.86	0.85	0.88	0.87
Growth Factor (vph)	100%	100%	100%	110%	100%	110%	100%	100%	100%	110%	100%	100%
Adj. Flow (vph)	97	681	310	216	502	177	250	366	113	79	315	90
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1088	0	216	679	0	250	479	0	79	315	90
Confl. Peds. (#/hr)	8		22	22		8	53		15	15		
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	4%
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases	A PERMIT	6		5	2		7	3		G1 50140	8	in the Sections
Permitted Phases	6			2			3			8		8
Actuated Green, G (s)		30.5		45.7	45.7		36.6	36.6		20.4	20.4	20.4
Effective Green, g (s)		31.5		46.7	46.7		36.6	36.6		20.4	20.4	20.4
Actuated g/C Ratio		0.31		0.46	0.46		0.36	0.36		0.20	0.20	0.20
Clearance Time (s)		5.0		5.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		657		263	799		287	630		146	367	312
v/s Ratio Prot				0.09	c0.39		c0.10	0.27			0.17	
v/s Ratio Perm		c0.51		0.29	00.00		c0.21	0.21		0.11	U. 1.	0.06
v/c Ratio		1.66		0.82	0.85		0.87	0.76		0.54	0.86	0.29
Uniform Delay, d1		35.0		23.7	24.3		26.1	28.6		36.4	39.2	34.4
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		302.0		18.3	8.4		23.8			4.0	17.7	0.5
Delay (s)		337.0		42.0	32.8		49.9	34.0		40.5	56.9	35.0
Level of Service		F		D	C		D	С		D	E	C
Approach Delay (s)		337.0		_	35.0		11 III - 1 T	39.5	w.		50.1	
Approach LOS		F			C			D			D	
Intersection Summary											July 184	
HCM Average Control [Delay		141.1		HCM Le	vel of S	ervice		F	thus.		
HCM Volume to Capaci			1.18									
Actuated Cycle Length			101.6		Sum of	lost time	e (s)		22.3			
Intersection Capacity U		1	100.1%			el of Se			G			
Analysis Period (min)			15									
c Critical Lane Group												

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\No-Build\Hancock_Squantum_Comm\BETA Group, Inc.

	×			K	7	×	6	K	
Lane Group	SET	SER	NWL	NWT	NEL	NET	SWL	SWT	
Lane Group Flow (vph)	778	310	216	679	250	479	79	405	
v/c Ratio	0.81	0.35	0.93	0.38	0.80	0.86	0.71	0.73	
Control Delay	33.6	8.2	74.1	15.8	52.8	54.8	79.1	55.1	
Queue Delay	2.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.4	8.7	74.1	15.8	52.8	54.8	79.1	55.1	
Queue Length 50th (ft)	243	34	53	88	155	351	59	159	
Queue Length 95th (ft)	#506	117	#247	218	#236	458	105	198	
Internal Link Dist (ft)	161			103		168		824	
Turn Bay Length (ft)		100	95				80		
Base Capacity (vph)	966	884	232	1775	311	630	140	699	
Starvation Cap Reductn	101	234	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.90	0.48	0.93	0.38	0.80	0.76	0.56	0.58	
Intersection Summary			MANAUL I						

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	4	×	1	-	K	ť	7	×	~	4	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		41	7	ሻ	朴净		N	fà		7	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.96		1.00	0.97	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3440	1554	1734	3303		1762	1756		1700	3355	
Flt Permitted		0.71	1.00	0.26	1.00		0.22	1.00		0.30	1.00	
Satd. Flow (perm)		2455	1554	474	3303		417	1756		534	3355	
Volume (vph)	56	606	270	161	467	106	225	329	97	61	277	78
Peak-hour factor, PHF	0.58	0.89	0.87	0.82	0.93	0.66	0.90	0.90	0.86	0.85	0.88	0.87
Growth Factor (vph)	100%	100%	100%	110%	100%	110%	100%	100%	100%	110%	100%	100%
Adj. Flow (vph)	97	681	310	216	502	177	250	366	113	79	315	90
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	778	310	216	679	0	250	479	0	79	405	0
Confl. Peds. (#/hr)	8		22	22		8	53		15	15		
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	4%
Turn Type	Perm		pm+ov	pm+pt			pm+pt	X ' Ingle T		Perm	31	
Protected Phases		6	7	5	2		7	3			8	
Permitted Phases	6	بألياس	6	2			3			8		
Actuated Green, G (s)		52.3	66.3	62.3	62.3		37.9	37.9		19.9	19.9	
Effective Green, g (s)		53.3	67.3	63.3	63.3		37.9	37.9		19.9	19.9	
Actuated g/C Ratio		0.44	0.56	0.53	0.53		0.32	0.32		0.17	0.17	
Clearance Time (s)		5.0	4.0	5.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		1090	872	313	1742	NUTSEL STREET	289	555	M. IS	89	556	
v/s Ratio Prot		1000	0.04	c0.03	0.21		0.10	c0.27		1. 4 .2	0.12	
v/s Ratio Perm		c0.32	0.16	0.33	0.21		c0.17			0.15		
v/c Ratio		0.71	0.36	0.69	0.39		0.87	0.86		0.89	0.73	
Uniform Delay, d1		27.1	14.5	32.6	16.9		33.8	38.6		49.0	47.5	
Progression Factor		0.78	0.61	0.87	0.78		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.9	0.2	5.9	0.1		22.6			59.4	4.7	
Delay (s)		25.0	9.0	34.2	13.3		56.3	51.7		108.3	52.2	
Level of Service		C	A	C	В		E			F	D	
Approach Delay (s)		20.5	ACC NO		18.3			53.3			61.4	
Approach LOS		C C			В			D			E	
Intersection Summary					ration to					>-1010-1015	1/215/59	UA EN
HCM Average Control	Delay	SAME OF SAME	33.6	(-117-1	HCM Le	evel of S	Service		С			
HCM Volume to Capac			0.75				osti manis se					
Actuated Cycle Length			120.0	A-18 E	Sum of	lost tim	e (s)		18.8			
Intersection Capacity U		1	75.8%		ICU Lev				D			
Analysis Period (min)	anzadol		15			3. 3. 3.			أطها			
c Critical Lane Group)		10									

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_Commute BETA Group, Inc.

Hancock	St/E	Squantum	St/W	Squantum	St
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Quincy, MA

Build Conditions

	×	1	10	K	7	1	6	K	
Lane Group	SET	SER	NWL	NWT	NEL	NET	SWL	SWT	
Lane Group Flow (vph)	396	276	322	760	333	492	88	451	
v/c Ratio	0.89	0.52	0.55	0.46	0.90	0.76	0.65	0.92	
Control Delay	65.9	28.2	21.1	17.8	61.3	42.3	70.9	74.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.9	28.2	21.1	17.8	61.3	42.3	70.9	74.4	
Queue Length 50th (ft)	160	165	130	170	203	331	65	183	
Queue Length 95th (ft)	#215	223	#255	294	#374	370	87	#279	
Internal Link Dist (ft)	190			102		168		824	
Turn Bay Length (ft)		100	95				80		
Base Capacity (vph)	447	534	587	1648	369	653	136	497	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.89	0.52	0.55	0.46	0.90	0.75	0.65	0.91	
Intersection Summary						66		A NEW YORK	
	and the second second	Annual Control of the	sometime and the	and the same of the same		All the second second second			

^{# 95}th percentile volume exceeds capacity, queue may be longer.

THE TOTAL OF GLEA		aritari			-196							
	-	×	1	K	K		7	×	1	6	K	K
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		44	7	7	44		ሻ	1		ሻ	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	0.95	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		0.98	1.00	
Frt		1.00	0.85	1.00	0.98		1.00	0.97		1.00	0.95	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3438	1563	1734	3371		1762	1781		1686	3136	
Flt Permitted		0.78	1.00	0.24	1.00		0.18	1.00		0.48	1.00	
Satd. Flow (perm)		2681	1563	430	3371		325	1781		858	3136	
Volume (vph)	36	264	229	237	601	81	306	315	47	53	290	89
Peak-hour factor, PHF	0.78	0.83	0.83	0.81	0.93	0.78	0.92	0.77	0.62	0.66	0.93	0.64
Growth Factor (vph)	100%	110%	100%	110%	100%	110%	100%	100%	110%	110%	100%	100%
Adj. Flow (vph)	46	350	276	322	646	114	333	409	83	88	312	139
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	396	276	322	760	0	333	492	0	88	451	0
Confl. Peds. (#/hr)	13		17	17		13	85	102	20	20	101	85
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	4%
Turn Type	Perm		pm+ov			0,0	pm+pt	0,0	0,0	Perm	170	- 70
Protected Phases	1 01111	6	7	5	2		7	3		Cilli	8	
Permitted Phases	6		6	2			3	3		8	U	
Actuated Green, G (s)		19.0	39.9	56.5	56.5		43.7	43.7		18.8	18.8	
Effective Green, g (s)		20.0	40.9	57.5	57.5		43.7	43.7		18.8	18.8	
Actuated g/C Ratio		0.17	0.34	0.48	0.48		0.36	0.36		0.16	0.16	
Clearance Time (s)		5.0	4.0	5.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		447	585	570	1615		369	649		134		
v/s Ratio Prot		771	0.08	c0.16	0.23		c0.16	0.28		134	491	
v/s Ratio Perm		c0.15	0.09	0.11	0.23		c0.16	0.20		0.40	0.14	
v/c Ratio		0.89	0.09	0.11	0.47			0.70		0.10	0.00	
Uniform Delay, d1		48.9	31.1	21.1			0.90	0.76		0.66	0.92	
Progression Factor		0.89	0.84	0.74	21.0		31.8	33.5		47.6	49.8	
Carlo Control					0.75		1.00	1.00		1.00	1.00	
Incremental Delay, d2 Delay (s)		18.4	0.6	3.3	0.8		24.4			11.0		
Level of Service		61.9	26.6	18.9	16.5		56.2	38.6		58.6	71.9	
		47.4	С	В	17.0		E	D			E	
Approach LOS		47.4			17.2			45.7			69.8	
Approach LOS		D			В			D			E	
Intersection Summary	100	Whele s		the man	Sin be					2)13/24		
HCM Average Control D			40.3	H	ICM Le	vel of S	ervice		D			
HCM Volume to Capaci			0.77									
Actuated Cycle Length (120.0		Sum of I				22.8			
Intersection Capacity Ut	tilization		74.1%	- 1	CU Lev	el of Se	rvice		D			
Analysis Period (min)			15									
c Critical Lane Group												

BETA Group, Inc.

5: Hancock St & McDonald's North Driveway

	×	1	-	K	7	1	
Movement	SET	SER	NWL	NWT	NEL	NER	20
Lane Configurations	ት ኈ			414	7	7	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Volume (veh/h)	572	1	2	964	11	12	
Peak Hour Factor	0.92	0.25	0.25	0.92	0.69	0.75	
Hourly flow rate (vph)	622	4	9	1048	18	18	
Pedestrians					W0000	100000	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)						1	
Median type					None		
Median storage veh)							
Upstream signal (ft)	318			50			
pX, platoon unblocked	123102		0.96		0.97	0.96	
vC, conflicting volume			626		1165	313	
vC1, stage 1 conf vol			00		1100	010	
vC2, stage 2 conf vol							
vCu, unblocked vol			562		1003	234	
tC, single (s)			4.1		7.0	6.9	
tC, 2 stage (s)			20100.00		7.0	0.0	
tF (s)			2.2		3.6	3.3	
p0 queue free %			99		92	98	
cM capacity (veh/h)			974		219	740	
						140	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1		
Volume Total	414	212	358	699	35		
Volume Left	0	0	9	0	18		
Volume Right	0	4	0	0	18		
cSH	1700	1700	974	1700	438		
Volume to Capacity	0.24	0.12	0.01	0.41	0.08		
Queue Length 95th (ft)	0	0	1	0	7		
Control Delay (s)	0.0	0.0	0.3	0.0	16.4		
Lane LOS			Α		С		
Approach Delay (s)	0.0		0.1		16.4		
Approach LOS					С		
Intersection Summary	a hisk						
Average Delay			0.4				
Intersection Capacity Ut	ilization		38.2%	10	CULeve	el of Servi	ice
Analysis Period (min)			15	-10-	O LOVE	, or our vi	100
Fig. 19 1 Silver (11111)			10				

	×	X	6
Lane Group	SET	NWT	SWL
Lane Group Flow (vph)	461	974	97
v/c Ratio	0.33	0.69	0.52
Control Delay	12.8	11.5	27.6
Queue Delay	0.0	0.0	0.0
Total Delay	12.8	11.5	27.6
Queue Length 50th (ft)	241	178	16
Queue Length 95th (ft)	m330	660	0
Internal Link Dist (ft)	414	399	536
Turn Bay Length (ft)			
Base Capacity (vph)	1377	1409	188
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.33	0.69	0.52
Intersection Summary	136.05	For The	
m Volume for 95th per	centile (TURIUR IS	metero

	4	1	K	1	G	K		
Movement	SEL	SET	NIVA/T		0144	011/0		
Lane Configurations	OLL		NWT	NWR	SWL	SWR		
Ideal Flow (vphpl)	1900	1900	1000	4000	4000	1000		
Total Lost time (s)	1900		1900	1900	1900	1900		
Lane Util. Factor		4.0	4.0		4.0			
Frpb, ped/bikes		1.00	1.00		1.00			
Flpb, ped/bikes		1.00	1.00		0.88			
Frt			1.00		1.00			
Fit Protected		1.00	1.00		0.90			
Satd. Flow (prot)		1.00	1.00		0.99			
Flt Permitted		1760	1792		1429			
Satd. Flow (perm)		0.99	1.00		0.99			
		1750	1792		1429			
Volume (vph)	2	407	829	1	8	47		
Peak-hour factor, PHF	0.50	0.89	0.94	0.25	0.40	0.69		
Growth Factor (vph)	110%	100%	110%	100%	110%	110%		
Adj. Flow (vph)	4	457	970	4	22	75		
RTOR Reduction (vph)	0	0	0	0	69	0		
Lane Group Flow (vph)	0	461	974	0	28	0		
Confl. Peds. (#/hr)	38			38	10	24		
Heavy Vehicles (%)	0%	8%	6%	0%	0%	4%		
Turn Type	Perm				THE PERSON		Land the first on the April 200 and the second	
Protected Phases		6	2		8			
Permitted Phases	6							
Actuated Green, G (s)		93.2	93.2		10.0			
Effective Green, g (s)		93.2	93.2		10.0			
Actuated g/C Ratio		0.78	0.78		0.08			
Clearance Time (s)		4.0	4.0		4.0			
Vehicle Extension (s)		3.0	3.0		3.0			
Lane Grp Cap (vph)		1359	1392	14-7-	119			_
v/s Ratio Prot		1000	c0.54		c0.02			
v/s Ratio Perm		0.26	00.04		CU.U2			
v/c Ratio		0.34	0.70		0.24			
Uniform Delay, d1		4.1	6.6					
Progression Factor		2.44	1.00		51.4			
Incremental Delay, d2		0.1	2.9		1.00			
Delay (s)		10.0			1.0			
Level of Service		10.0 B	9.5		52.5			
Approach Delay (s)			A		D			
Approach LOS		10.0	9.5		52.5			
Service Control of the Control of th		В	Α		D			
Intersection Summary	J. Die	Part of	STATE OF	AMMERI	HALL BY			
HCM Average Control De	elav	10.75	12.4	Н	CM Lev	el of Service	P. Company	88
HCM Volume to Capacity	/ ratio		0.65	11	CIVI LEV	er or service	В	
Actuated Cycle Length (s			120.0	2	ım of la	et time (a)	40.0	
Intersection Capacity Util	ization		55.8%			st time (s) I of Service	16.8	
Analysis Period (min)			15	10	Leve	or service	С	
c Critical Lane Group			10					

BETA Group, Inc.

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_AM Build 2

	4	×	K	*	L	K	
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations		414	作		W		
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Volume (veh/h)	26	378	861	18	16	73	
Peak Hour Factor	0.72	0.92	0.92	0.30	0.57	0.58	
Hourly flow rate (vph)	36	411	936	66	31	126	
Pedestrians		15	3		47		
Lane Width (ft)		12.0	12.0		12.0		
Walking Speed (ft/s)		4.0	4.0		4.0		
Percent Blockage		1	0		4		
Right turn flare (veh)					8		
Median type					None		
Median storage veh)					10071170		
Upstream signal (ft)		182	494				
X, platoon unblocked					0.91		
vC, conflicting volume	1049				1297	563	
C1, stage 1 conf vol					.201	000	
C2, stage 2 conf vol							
Cu, unblocked vol	1049				1226	563	
C, single (s)	4.2				6.9	6.9	
tC, 2 stage (s)	17.7				0.0	0.0	
F (s)	2.2				3.6	3.3	
00 queue free %	94				77	72	
cM capacity (veh/h)	622				136	450	
		05.0	NINALA	ND 44 0		400	
Oirection, Lane # Volume Total	SE 1	SE 2	NW 1	NW 2	SW 1		
Volume Left		274	624	378	157		
	36	0	0	0	31		
Volume Right SH	0	0	0	66	126		
	622	1700	1700	1700	309		
Volume to Capacity	0.06	0.16	0.37	0.22	0.51		
Queue Length 95th (ft)	5	0	0	0	68		
Control Delay (s)	2.9	0.0	0.0	0.0	28.0		
Lane LOS	Α				D		
Approach Delay (s)	1.1		0.0		28.0		
Approach LOS					D		
ntersection Summary			MACHE T				
Average Delay			3.0				
ntersection Capacity Ut	ilization		46.1%	K	CU Leve	el of Servic	e A
Analysis Period (min)			15				
PERSONAL PROPERTY AND ASSESSMENT							

BETA Group, Inc.

Synchro 6 Report

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_AM Build 2

	×	K
Lane Group	SET	NWT
Lane Group Flow (vph)	665	1098
v/c Ratio	0.21	0.34
Control Delay	0.3	1.6
Queue Delay	0.0	0.0
Total Delay	0.3	1.7
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	4	m92
Internal Link Dist (ft)	1	63
Turn Bay Length (ft)		
Base Capacity (vph)	3225	3225
Starvation Cap Reductn	384	263
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.23	0.37
Intersection Summary		
m Volume for 95th per	centile o	queue is

BETA Group, Inc. Synchro 6 Report

	×	1	-	K	7	74			
Movement	SET	SER	NWL	NWT	NEL	NER	ENST LINE PRINTERIN	d a New York	
Lane Configurations	44			44		IVEN			the state of the s
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)	4.0	N-8-7-8-	ALTO TOTAL	4.0	1000	1000			
Lane Util. Factor	0.95			0.95					
Frt	1.00			1.00					
Flt Protected	1.00			1.00					
Satd. Flow (prot)	3505			3505					
Flt Permitted	1.00			1.00					
Satd. Flow (perm)	3505			3505					
Volume (vph)	585	0	0	966	0	0			
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88			
Growth Factor (vph)	100%	100%	100%	100%	100%	100%			
Adj. Flow (vph)	665	0	0	1098	0	0			
RTOR Reduction (vph)	0	0	0	0	0	0			
Lane Group Flow (vph)	665	0	0	1098	0	0			
Turn Type									
Protected Phases	6			2					
Permitted Phases									
Actuated Green, G (s)	105.8			105.8					
Effective Green, g (s)	106.8			106.8					
Actuated g/C Ratio	0.89			0.89					
Clearance Time (s)	5.0			5.0					
Vehicle Extension (s)	3.0			3.0					
Lane Grp Cap (vph)	3119			3119			2 II 3 II I E I I		
v/s Ratio Prot	0.19			c0.31					
v/s Ratio Perm									
v/c Ratio	0.21			0.35					
Uniform Delay, d1	0.9			1.1					
Progression Factor	0.11			0.81					
Incremental Delay, d2	0.0			0.2					
Delay (s)	0.1			1.1					
Level of Service	Α			Α					
Approach Delay (s)	0.1			1.1	0.0				
Approach LOS	Α			Α	Α				
Intersection Summary		ATTI-		the first	15211561	LKATS STORY		N. C. LOSENSON	ALCO STATE OF THE
HCM Average Control D	elay	III guju	0.7	Н	CM Lev	el of Service	A		
HCM Volume to Capacit			0.35						
Actuated Cycle Length (s	s)		120.0	S	um of lo	st time (s)	13.2		
Intersection Capacity Uti	lization		30.0%			l of Service	A		
Analysis Period (min)			15	N 1 171					
c Critical Lane Group									

	×	X	×	~
Lane Group	SET	NWT	NET	NER
Lane Group Flow (vph)	846	988	87	37
v/c Ratio	0.43	0.65	0.55	0.31
Control Delay	8.3	10.0	64.1	55.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.3	10.1	64.1	55.3
Queue Length 50th (ft)	96	151	65	27
Queue Length 95th (ft)	226	224	102	53
Internal Link Dist (ft)	168	238	121	
Turn Bay Length (ft)				
Base Capacity (vph)	1981	1524	234	182
Starvation Cap Reductn	0	22	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.66	0.37	0.20
Intersection Summary	MILES			

·			*								121	4/2009
	'	×	7	1	K	*	7	×	1	6	K	K
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		र्नी			नी	V.		र्स	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		0.95			0.95			1.00	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	0.67			
Flpb, ped/bikes Frt		1.00			1.00			0.77	1.00			
		0.97			1.00			1.00	0.85			
Flt Protected		1.00			0.99			0.95	1.00			
Satd. Flow (prot)		3370			3455			1386	1083			
Flt Permitted		0.78			0.63			0.95	1.00			
Satd. Flow (perm)		2653			2200			1386	1083			
Volume (vph)	53	544	161	141	728	15	63	0	27	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.80	0.80	0.80	0.25	0.25	0.25
Growth Factor (vph)	110%	100%	110%	110%	100%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	63	591	192	170	800	18	87	0	37	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	846	0	0	987	0	0	87	37	0	0	0
Confl. Peds. (#/hr)	3					3	67		121		U	U
Heavy Vehicles (%)	1%	4%	1%	0%	4%	2%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Is I A	pm+pt			Perm	0,70	Perm	070	0 70	0 70
Protected Phases		6		5	2		1 0.111	4	Citi			
Permitted Phases	6			2			4	144	4			
Actuated Green, G (s)		88.1			88.1		14:07	10.4	10.4			
Effective Green, g (s)		89.1			89.1			10.4	10.4			
Actuated g/C Ratio		0.74			0.74			0.09	0.09			
Clearance Time (s)		5.0			5.0			4.0	4.0			
Vehicle Extension (s)		3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1 1 1 1 1	1970			1634	TALL TO		120	94			_
v/s Ratio Prot					1001			120	94			
v/s Ratio Perm		0.32			c0.45			0.06	0.03			
v/c Ratio		0.43			0.60			0.72	0.03			
Uniform Delay, d1		5.8			7.2			53.4	51.8			
Progression Factor		1.00			0.76			1.00				
Incremental Delay, d2		0.7			0.6			19.4	1.00			
Delay (s)		6.5			6.1			72.8	2.7			
Level of Service		Α			A			12.0 E	54.5 D			
Approach Delay (s)		6.5			6.1			67.4	D		0.0	
Approach LOS		Α			A			67.4 E			0.0 A	
Intersection Summary	San W				W.W.			I Make I	TANK SECT	SHAR		James Com
HCM Average Control D	elay		10.1	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacity	y ratio		0.62	2 20		-1 01 00	. 1100		D			
Actuated Cycle Length (s	s)		120.0	S	um of lo	st time	(s)		20.5			
Intersection Capacity Uti	lization		70.8%	IC	U Leve	of Sen	vice		20.5 C			
Analysis Period (min)			15			. 5. 551			C			
c Critical Lane Group												

BETA Group, Inc.

Synchro 6 Report

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_AM Build 2

	×	1	1	X	7	×	6	K	
Lane Group	SET	SER	NWL	NWT	NEL	NET	SWL	SWT	
Lane Group Flow (vph)	506	189	239	619	189	414	80	410	
v/c Ratio	0.48	0.23	0.54	0.32	0.74	0.80	0.70	0.81	
Control Delay	21.7	6.1	18.7	9.7	46.9	45.8	71.2	54.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.7	6.1	18.7	9.7	46.9	45.8	71.2	54.2	
Queue Length 50th (ft)	110	20	39	53	94	241	49	133	
Queue Length 95th (ft)	#258	39 r	m#131	111	#158	#378	#122	#200	
Internal Link Dist (ft)	161			103		168		824	
Turn Bay Length (ft)		100	95				80		
Base Capacity (vph)	1054	821	443	1927	255	527	120	528	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.48	0.23	0.54	0.32	0.74	0.79	0.67	0.78	
Intersection Summary					William .	7.Zen T			

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	4	×	1		K	~	7	×	7	4	K	K
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		41	7	7	† \$		7	4		5	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0	1202020	4.0	4.0	
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.97	1.00	0.99		1.00	0.99		1.00	0.98	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		0.97	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	0.97		1.00	0.96	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3435	1541	1729	3343		1766	1758		1672	3295	
Flt Permitted		0.81	1.00	0.41	1.00		0.21	1.00		0.42	1.00	
Satd. Flow (perm)		2814	1541	737	3343		386	1758		731	3295	
Volume (vph)	53	402	170	198	468	87	168	288	80	67	288	89
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	110%	100%	110%	100%	100%	100%	110%	100%	100%
Adj. Flow (vph)	59	447	189	239	514	105	189	324	90	80	313	97
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	506	189	239	619	0	189	414	0	80	410	0
Confl. Peds. (#/hr)	46	-	38	38	010	46	29	717	28	28	410	0
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	29
Turn Type	Perm		pm+ov		7 70	370		370	076		470	4%
Protected Phases	i Citi	6	7	5	2		pm+pt	2		Perm		
Permitted Phases	6	J	6	2			7	3		0	8	
Actuated Green, G (s)	0	41.2	51.2	55.2	55.2			29.4		8	45.4	
Effective Green, g (s)		42.2	52.2	56.2	56.2		29.4	29.4		15.4	15.4	
Actuated g/C Ratio		0.42	0.52	0.56	0.56		0.29			15.4	15.4	
Clearance Time (s)		5.0	4.0	5.0	5.0		4.0	0.29		0.15	0.15	
Vehicle Extension (s)		3.0	3.0	3.0	3.0			4.0		4.0	4.0	
Lane Grp Cap (vph)		1188	804				3.0	3.0		3.0	3.0	
v/s Ratio Prot		1100		513	1879		251	517		113	507	
v/s Ratio Perm		0.40	0.02	c0.05	0.19		0.08	c0.24			0.12	
v/c Ratio		0.18	0.10	c0.21	0.00		0.15			0.11	5 1110	
Uniform Delay, d1		20.4	0.24	0.47	0.33		0.75	0.80		0.71	0.81	
Progression Factor			13.0	17.3	11.8		28.7	32.6		40.2	40.9	
Incremental Delay, d2		0.85	0.64	0.72	0.72		1.00	1.00		1.00	1.00	
The state of the s		1.1	0.1	0.6	0.4		12.0	8.7		18.3	9.2	
Delay (s) Level of Service		18.5	8.5	13.1	8.9		40.8	41.3		58.5	50.1	
		45 O	Α	В	A		D	D		E	D	
Approach Delay (s) Approach LOS		15.8 B			10.0 B			41.1 D			51.5	
Intersection Summary			man part	Graph was		distriction.	DOMESTIC OF	U			D	11-7-
HCM Average Control D	lolov		26.2	10	IONAL -	1-60						
HCM Volume to Capacit			26.3		ICM Lev	vei of Se	ervice		C			
Actuated Cycle Length (0.57		£ 1		Z = V					
			100.0		um of l				14.4			
Intersection Capacity Ut	ilization		68.0%	10	CU Leve	el of Sei	vice		С			
Analysis Period (min) c Critical Lane Group			15									

	×	2	1	K	7	74	
Movement	SET	SER	NWL	NWT	NEL	NER	
Lane Configurations	14			41	ሻ	7	
Sign Control	Free			Free	Stop	r	
Grade	0%			0%	0%		
Volume (veh/h)	597	1	1	664	24	37	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	678	1	1	755	30	46	
Pedestrians					00	40	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None		
Median storage veh)					.10110		
Upstream signal (ft)	310			73			
pX, platoon unblocked			0.97	, 5	0.98	0.97	
vC, conflicting volume			680		1059	340	
vC1, stage 1 conf vol			No. Color		1000	040	
vC2, stage 2 conf vol							
vCu, unblocked vol			645		959	297	
tC, single (s)			4.2		6.9	7.0	
tC, 2 stage (s)					0.0	7.0	
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		88	93	
cM capacity (veh/h)			906		247	679	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	Water Committee of the
Volume Total	452	227	253	503	30		
Volume Left	0	0	1	0	30	46	
Volume Right	0	1	0	0		0	
cSH	1700	1700	906	1700	247	46	
Volume to Capacity	0.27	0.13	0.00	0.30		679	
Queue Length 95th (ft)	0.27	0.13	0.00	0.30	0.12	0.07	
Control Delay (s)	0.0	0.0	0.1	0.0	10	5	
Lane LOS	0.0	0.0	Α	0.0	21.6	10.7	
Approach Delay (s)	0.0		0.0		15 O	В	
Approach LOS	0.0		0.0		15.0		
Will be to section and					В		
Intersection Summary							DO SENSE DE COMPANSO DE LA COMPANSO DE
Average Delay			0.8				
Intersection Capacity Uti	lization		29.1%	10	CU Leve	el of Service	e A
Analysis Period (min)			15				

BETA Group, Inc.

7: Hancock St & McDonald's South Driveway

	×	2	1	K	7	~	
Movement	SET	SER	NWL	NWT	NEL	NER	
Lane Configurations	1			414	Y		
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Volume (veh/h)	610	25	60	661	4	19	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	693	31	75	751	5	24	
Pedestrians					-	27	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None		
Median storage veh)					NOTIC		
Upstream signal (ft)	141			241			
pX, platoon unblocked	J. T. S.		0.97	241	0.94	0.97	
vC, conflicting volume			724		1234	362	
/C1, stage 1 conf vol			124		1234	302	
C2, stage 2 conf vol							
Cu, unblocked vol			683		1000	200	
C, single (s)			4.2		1082	309	
C, 2 stage (s)			4.2		6.9	7.0	
F (s)			2.0		0.5	0.0	
00 queue free %			2.2		3.5	3.3	
cM capacity (veh/h)			91		97	96	
			871		180	662	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1		
/olume Total	462	262	325	501	29		
/olume Left	0	0	75	0	5		
Volume Right	0	31	0	0	24		
SH	1700	1700	871	1700	452		
Volume to Capacity	0.27	0.15	0.09	0.29	0.06		
Queue Length 95th (ft)	0	0	7	0	5		
Control Delay (s)	0.0	0.0	2.9	0.0	13.5		
ane LOS			Α	41000	В		
Approach Delay (s)	0.0		1.2		13.5		
Approach LOS					В		
ntersection Summary					(A) TOWN		
Average Delay			0.9				No. 11 To the Control of the Control
ntersection Capacity Uti	lization		51.3%	10	CULEVE	of Service	e A
Analysis Period (min)			15	10	OO LEVE	of Gervic	A
Jane 1 enou (IIIIII)			10				

	×	K	6
Lane Group	SET	NWT	SWL
Lane Group Flow (vph)	644	713	154
v/c Ratio	0.47	0.52	0.72
Control Delay	6.1	10.9	33.6
Queue Delay	0.0	0.0	0.0
Total Delay	6.2	10.9	33.6
Queue Length 50th (ft)	10	105	28
Queue Length 95th (ft)	214	440	20
Internal Link Dist (ft)	414	399	536
Turn Bay Length (ft)			
Base Capacity (vph)	1369	1360	266
Starvation Cap Reductn	42	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.49	0.52	0.58
Intersection Summary	A140.51		estinie.

	4	×	K	*	4	K	
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations		4	1		W	OVVIX	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0	4.0	1000	4.0	1000	
Lane Util. Factor		1.00	1.00		1.00		
Frpb, ped/bikes		1.00	1.00		0.58		
Flpb, ped/bikes		1.00	1.00		1.00		
Frt		1.00	1.00		0.90		
Flt Protected		1.00	1.00		0.99		
Satd. Flow (prot)		1881	1863		968		
Flt Permitted		1.00	1.00		0.99		
Satd. Flow (perm)		1876	1863		968		
Volume (vph)	1	570	670	0	21	52	
Peak-hour factor, PHF	0.25	0.89	0.94	0.25	0.52	0.52	
	110%	100%	100%	110%	110%	110%	
Adj. Flow (vph)	4	640	713	0	44	110	
RTOR Reduction (vph)	0	0	0	0	96	0	
Lane Group Flow (vph)	0	644	713	0	58	0	
Confl. Peds. (#/hr)	73	011	7 10	73	21	205	
Heavy Vehicles (%)	0%	1%	2%	0%	0%	2%	
	Perm	170	270	0 70	0 76	270	
Protected Phases	Citi	6	2		0		
Permitted Phases	6	U			8		
Actuated Green, G (s)	O	71.8	71.8		10.4		
Effective Green, g (s)		71.8	71.8		11.4		
Actuated g/C Ratio		0.72	0.72		0.11		
Clearance Time (s)		4.0	4.0		5.0		
Vehicle Extension (s)		3.0	3.0		3.0		
ane Grp Cap (vph)		1347	1338	_			
//s Ratio Prot		1347			110		
//s Ratio Perm		0.34	c0.38		c0.06		
//c Ratio		0.34	0.53		0.50		
Jniform Delay, d1		6.1	6.4		0.53		
Progression Factor		0.58			41.8		
ncremental Delay, d2		1.1	1.00		1.00		
Delay (s)			1.5		4.8		
Level of Service		4.6	8.0		46.6		
Approach Delay (s)		A	A		D		
Approach LOS		4.6 A	8.0 A		46.6		
ntersection Summary	VALUE BY			O INCOME	D	250.950.01000	
CM Average Control De	lav		10.5		CMI	ol of Carri	
HCM Volume to Capacity	ratio		0.53	П	CIVI LEV	el of Service	В
Actuated Cycle Length (s)			100.0	0	uma afi	-4 than - / \	10.0
ntersection Capacity Utiliz			55.3%			st time (s)	16.8
Analysis Period (min)	ZauUII	4 - TOTAL	15	IC	U Leve	l of Service	В
Critical Lane Group			15				

BETA Group, Inc.

Synchro 6 Report

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_School Buil

11: Hancock St & Ped Signal

	×	K
Lane Group	SET	NWT
Lane Group Flow (vph)	725	756
v/c Ratio	0.23	0.24
Control Delay	1.0	2.5
Queue Delay	0.0	0.0
Total Delay	1.1	2.5
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	16	93
Internal Link Dist (ft)	1	61
Turn Bay Length (ft)		
Base Capacity (vph)	3169	3169
Starvation Cap Reductn	248	271
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.25	0.26
Intersection Summary	476.00	

	×	1	1	K	7	a				
Movement	SET	SER	NWL	NWT	NEL	NER	TAX STATE		Sk around	NUMBER OF SER
Lane Configurations	^		and the state of the state of	^	114	INLIX				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Total Lost time (s)	4.0		1000	4.0	1000	1900				
Lane Util. Factor	0.95			0.95						
Frt	1.00			1.00						
Flt Protected	1.00			1.00						
Satd. Flow (prot)	3505			3505						
Flt Permitted	1.00			1.00						
Satd. Flow (perm)	3505			3505						
Volume (vph)	638	0	0	665	0	0				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88				
Growth Factor (vph)	100%	100%	100%	100%	100%	100%				
Adj. Flow (vph)	725	0	0	756	0	0				
RTOR Reduction (vph)	0	0	0	0	0	0				
Lane Group Flow (vph)	725	0	0	756	0	0				
Turn Type	120	J	0	700		U				
Protected Phases	6			2						
Permitted Phases				2						
Actuated Green, G (s)	85.8			85.8						
Effective Green, g (s)	86.8			86.8						
Actuated g/C Ratio	0.87			0.87						
Clearance Time (s)	5.0			5.0						
Vehicle Extension (s)	3.0			3.0						
Lane Grp Cap (vph)	3042				-					
v/s Ratio Prot	0.21			3042						
v/s Ratio Perm	0.21			c0.22						
v/c Ratio	0.24			0.05						
Uniform Delay, d1	1.1			0.25						
Progression Factor	0.48			1.1						
Incremental Delay, d2	0.40			1.27						
Delay (s)	0.7			0.2						
Level of Service	Α			1.6						
Approach Delay (s)	0.7			A	0.0					
Approach LOS	Ο.7			1.6 A	0.0 A					
Intersection Summary			UD BACE				William Communication	00.3 mag		
HCM Average Control D	elav		1.2	Н	CMIO	el of Service		^		
HCM Volume to Capacit			0.25	11	OIVI LEV	ei oi service		Α		
Actuated Cycle Length (100.0	0	um of la	st time (s)		100		
Intersection Capacity Uti	lization		21.7%	0	LI I ove	of Service		13.2		
Analysis Period (min)			15	ic	O Leve	o Service		Α		
c Critical Lane Group			10							

	4	×	K		6	K	
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations		414	44	140011	W	OVVI	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Volume (veh/h)	0	673	830	0	0	0	
Peak Hour Factor	0.73	0.92	0.92	0.85	0.79	0.86	
Hourly flow rate (vph)	0	732	902	0.00	0.79	0.00	
Pedestrians		29	3	U	42	U	
Lane Width (ft)		12.0	12.0		12.0		
Walking Speed (ft/s)		4.0	4.0		4.0		
Percent Blockage		2	0		4.0		
Right turn flare (veh)		-	U		-		
Median type					None		
Median storage veh)					NOTIC		
Upstream signal (ft)		183	494				
pX, platoon unblocked		100	707		0.91		
vC, conflicting volume	944				1313	522	
vC1, stage 1 conf vol					1010	522	
vC2, stage 2 conf vol							
vCu, unblocked vol	944				1246	522	
tC, single (s)	4.1				6.8		
tC, 2 stage (s)					0.0	6.9	
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	100	
cM capacity (veh/h)	709				148		
					140	475	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1		
Volume Total	244	488	601	301	0		
Volume Left	0	0	0	0	0		
Volume Right	0	0	0	0	0		
cSH	709	1700	1700	1700	1700		
Volume to Capacity	0.00	0.29	0.35	0.18	0.00		
Queue Length 95th (ft)	0	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0	0.0		
Lane LOS					Α		
Approach Delay (s)	0.0		0.0		0.0		
Approach LOS					Α		
Intersection Summary			A House				
Average Delay			0.0				
Intersection Capacity Util	ization		39.1%	10	CU Leve	of Service	A
Analysis Period (min)			15				

	4	×	1	1	K	*	7	×	~	4	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		473			414			4	1	0.12	0111	Ovvit
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	118.56	1000	4.0	4.0	1000	1000	1300
Lane Util. Factor		0.95			0.95			1.00	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	0.70			
Flpb, ped/bikes		1.00			1.00			0.89	1.00			
Frt		1.00			0.99			1.00	0.85			
Flt Protected		1.00			1.00			0.95	1.00			
Satd. Flow (prot)		3516			3483			1609	1131			
Flt Permitted		0.89			0.95			0.95	1.00			
Satd. Flow (perm)		3121			3312			1609	1131			
Volume (vph)	32	580	18	5	594	49	20	0	16	0	0	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.82	0.82	0.82	0.25		0
Growth Factor (vph)	110%	100%	110%	110%	100%	110%	110%	110%	110%		0.25	0.25
Adj. Flow (vph)	37	617	21	6	646	59	27			110%	110%	110%
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	21	0	0	0
Lane Group Flow (vph)	0	675	0	0	709	0			0	0	0	0
Confl. Peds. (#/hr)	U	0/0	U	U	709	U	0	27	21	0	0	0
Heavy Vehicles (%)	1%	2%	1%	0%	2%	6%	17	00/	46	001	001	
Turn Type	Perm	2 /0	1 70		270	0%	0%	0%	0%	0%	0%	0%
Protected Phases	reiiii	6		Perm	_		Perm		Perm			
Permitted Phases	6	O		2	2		9	4				
Actuated Green, G (s)	0	80.7		2	00.7		4		4			
Effective Green, g (s)		81.7			80.7			4.7	4.7			
Actuated g/C Ratio		0.82			81.7			4.7	4.7			
Clearance Time (s)		5.0			0.82			0.05	0.05			
Vehicle Extension (s)		3.0			5.0			4.0	4.0			
					3.0			3.0	3.0			
Lane Grp Cap (vph) v/s Ratio Prot		2550			2706			76	53			
		0.00										
v/s Ratio Perm		c0.22			0.21			0.02	c0.02			
v/c Ratio		0.26			0.26			0.36	0.40			
Uniform Delay, d1		2.1			2.1			46.2	46.3			
Progression Factor		1.00			0.56			1.00	1.00			
Incremental Delay, d2		0.3			0.2			2.8	4.8			
Delay (s)		2.4			1.4			49.0	51.1			
Level of Service		Α			Α			D	D			
Approach Delay (s)		2.4			1.4			49.9			0.0	
Approach LOS		Α			Α			D			Α	
Intersection Summary	THE PERSON NAMED IN			W 1446		A TE	Salty of					
HCM Average Control D			3.5	Н	CM Lev	el of Se	ervice		Α			
HCM Volume to Capacit	y ratio		0.27							40		
Actuated Cycle Length (s)		100.0	S	um of lo	st time	(s)		13.6			
Intersection Capacity Uti	lization		57.7%		CU Leve				В			
Analysis Period (min)			15									
c Critical Lane Group												

	×	1	~	K	7	×	6	K	
Lane Group	SET	SER	NWL	NWT	NEL	NET	SWL	SWT	
Lane Group Flow (vph)	778	310	216	679	250	479	79	405	
v/c Ratio	0.81	0.35	0.93	0.38	0.80	0.86	0.71	0.73	
Control Delay	33.6	8.2	74.1	15.8	52.8	54.8	79.1	55.1	
Queue Delay	2.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.4	8.7	74.1	15.8	52.8	54.8	79.1	55.1	
Queue Length 50th (ft)	243	34	53	88	155	351	59	159	
Queue Length 95th (ft)	#506	117	#247	218	#236	458	105	198	
Internal Link Dist (ft)	161			103		168		824	
Turn Bay Length (ft)		100	95				80		
Base Capacity (vph)	966	884	232	1775	311	630	140	699	
Starvation Cap Reductn	101	234	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.90	0.48	0.93	0.38	0.80	0.76	0.56	0.58	
Intersection Summary			MARKET .						

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	4	×	1	-	K	*	7	×	~	Ĺ	×	K
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		414	7	7	作		7	13		7	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.96		1.00	0.97	
Flt Protected		0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3440	1554	1734	3303		1762	1756		1700	3355	
Flt Permitted		0.71	1.00	0.26	1.00		0.22	1.00		0.30	1.00	
Satd. Flow (perm)		2455	1554	474	3303		417	1756		534	3355	
Volume (vph)	56	606	270	161	467	106	225	329	97	61	277	78
Peak-hour factor, PHF	0.58	0.89	0.87	0.82	0.93	0.66	0.90	0.90	0.86	0.85	0.88	0.87
Growth Factor (vph)	100%	100%	100%	110%	100%	110%	100%	100%	100%	110%	100%	100%
Adj. Flow (vph)	97	681	310	216	502	177	250	366	113	79	315	90
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	778	310	216	679	0	250	479	0	79	405	0
Confl. Peds. (#/hr)	8		22	22		8	53		15	15		
Heavy Vehicles (%)	6%	4%	2%	4%	4%	5%	2%	3%	6%	5%	4%	4%
Turn Type	Perm		pm+ov	pm+pt			pm+pt	X ' III -	Aug III	Perm	1, 7, 8,	
Protected Phases		6	7	5	2		7	3			8	
Permitted Phases	6		6	2			3			8		
Actuated Green, G (s)		52.3	66.3	62.3	62.3		37.9	37.9		19.9	19.9	
Effective Green, g (s)		53.3	67.3	63.3	63.3		37.9	37.9		19.9	19.9	
Actuated g/C Ratio		0.44	0.56	0.53	0.53		0.32	0.32		0.17	0.17	
Clearance Time (s)		5.0	4.0	5.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	1119 11 51	1090	872	313	1742		289	555	1	89	556	
v/s Ratio Prot			0.04	c0.03	0.21		0.10	c0.27			0.12	
v/s Ratio Perm		c0.32	0.16	0.33			c0.17			0.15		
v/c Ratio		0.71	0.36	0.69	0.39		0.87	0.86		0.89	0.73	
Uniform Delay, d1		27.1	14.5	32.6	16.9		33.8	38.6		49.0	47.5	
Progression Factor		0.78	0.61	0.87	0.78		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.9	0.2	5.9	0.1		22.6	13.1		59.4	4.7	
Delay (s)		25.0	9.0	34.2	13.3		56.3	51.7		108.3	52.2	
Level of Service		C	Α	C	В		E	D		F	D	
Approach Delay (s)		20.5			18.3			53.3			61.4	
Approach LOS		C			В			D			E	
Intersection Summary				5. C. L.	(Statute		11 11 11	17/1/25			(VE)	
HCM Average Control I	Delay		33.6		HCM Le	evel of S	Service		С			
HCM Volume to Capac			0.75									
Actuated Cycle Length			120.0		Sum of				18.8			
Intersection Capacity U		1	75.8%		ICU Lev	el of Se	ervice		D			
Analysis Period (min)			15									
c Critical Lane Group												

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_Commute BETA Group, Inc.

7: Hancock St & McDonald's South Driveway

	×	1	1	K	7	~	
Movement	SET	SER	NWL	NWT	NEL	NER	100
Lane Configurations	†			414	N/		
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Volume (veh/h)	931	0	0	770	0	0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	1058	0	0	875	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None		
Median storage veh)							
Upstream signal (ft)	106			241			
pX, platoon unblocked			0.95		0.93	0.95	
vC, conflicting volume			1058		1495	529	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1010		1301	454	
tC, single (s)			4.2		6.9	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	100	
cM capacity (veh/h)			643		141	524	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1		770
Volume Total	705	353	292	583	0		
Volume Left	0	0	0	0	0		
Volume Right	0	0	0	0	0		
cSH	1700	1700	643	1700	1700		
Volume to Capacity	0.41	0.21	0.00	0.34	0.00		
Queue Length 95th (ft)	0	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0	0.0		
Lane LOS	0.0	0.0	0.0	0.0	Α		
Approach Delay (s)	0.0		0.0		0.0		
Approach LOS	0.0		0.0		A		
	271114	W - W - N - N			3 5 3 4 3		-30
Intersection Summary							
Average Delay			0.0	- Ma	OLL -	-1 -4 C	
Intersection Capacity U	tilization		35.7%		CU Lev	el of Service	
Analysis Period (min)			15				

	×	K	6
Lane Group	SET	NWT	SWL
Lane Group Flow (vph)	709	779	70
v/c Ratio	0.50	0.51	0.38
Control Delay	4.4	7.0	23.8
Queue Delay	0.3	0.0	0.0
Total Delay	4.7	7.0	23.8
Queue Length 50th (ft)	30	112	10
Queue Length 95th (ft)	m142	384	29
Internal Link Dist (ft)	414	399	536
Turn Bay Length (ft)			
Base Capacity (vph)	1432	1527	259
Starvation Cap Reductn	244	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.51	0.27
Intersection Summary	Net-Un-	100	will be a
m Volume for 95th per	rcentile	queue i	s meter

	4	×	K	*	6	*			
Movement	SEL	SET	NWT	NWR	SWL	SWR			经生产的基础的
Lane Configurations		4	13		M				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Total Lost time (s)		4.0	4.0		4.0				
Lane Util. Factor		1.00	1.00		1.00				
Frpb, ped/bikes		1.00	1.00		0.92				
Flpb, ped/bikes		1.00	1.00		1.00				
Frt		1.00	1.00		0.89				
Flt Protected		1.00	1.00		0.99				
Satd. Flow (prot)		1878	1858		1517				
FIt Permitted		0.96	1.00		0.99				
Satd. Flow (perm)		1805	1858		1517				
Volume (vph)	18	669	697	11	8	43			THE PARTY OF THE P
Peak-hour factor, PHF	0.75	0.98	0.91	0.92	0.67	0.83			
Growth Factor (vph)	110%	100%	100%	110%	110%	110%			
Adj. Flow (vph)	26	683	766	13	13	57			
RTOR Reduction (vph)	0	0	0	0	53	0			
Lane Group Flow (vph)	0	709	779	0	17	0			
Confl. Peds. (#/hr)	41		1800 350	41	23	20			
Heavy Vehicles (%)	0%	1%	2%	0%	0%	2%			
Turn Type	Perm	170	Trenve		To the last		14 55 4		
Protected Phases	1 Citi	6	2		8				
Permitted Phases	6								
Actuated Green, G (s)	0	95.8	95.8		8.2				
Effective Green, g (s)		95.8	95.8		8.2				
Actuated g/C Ratio		0.80	0.80		0.07				
Clearance Time (s)		4.0	4.0		4.0				
Vehicle Extension (s)		3.0	3.0		3.0				
Lane Grp Cap (vph)		1441	1483	- I	104	1-158 F 4			
v/s Ratio Prot		1441	c0.42		c0.01				
v/s Ratio Perm		0.39	CU.42		00.01				
v/c Ratio		0.49	0.53		0.16				
		4.0	4.2		52.7				
Uniform Delay, d1		0.65	1.00		1.00				
Progression Factor		0.03	0.3		0.7				
Incremental Delay, d2			87 22		53.4				
Delay (s)		3.3 A	4.5 A		00.4 D				
Level of Service		3.3			53.4				
Approach Delay (s)		3.5 A			00.4 D				
Approach LOS		A	A		U				
Intersection Summary	Dalass		0.0		HCML	wal of Carries		A	The state of the s
HCM Average Control			6.2		HOW LE	evel of Service		А	
HCM Volume to Capac			0.50		Curs of	loot times (a)		16.0	
Actuated Cycle Length		Talina)	120.0			lost time (s) rel of Service		C	
Intersection Capacity U	ıtılızatlol	1	68.6%		ICU Le	vei oi service		U	
Analysis Period (min)			15						

c Critical Lane Group

	×	K
Lane Group	SET	NWT
Lane Group Flow (vph)	1058	875
v/c Ratio	0.33	0.27
Control Delay	0.3	1.8
Queue Delay	0.0	0.0
Total Delay	0.3	1.8
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	2	90
Internal Link Dist (ft)	1	26
Turn Bay Length (ft)		
Base Capacity (vph)	3225	3225
Starvation Cap Reductn	306	365
Spillback Cap Reductn	241	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.36	0.31
Intersection Summary		

	×	1	1	K	7	~				
Movement	SET	SER	NWL	NWT	NEL	NER				
Lane Configurations	44			个个						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Total Lost time (s)	4.0			4.0						
Lane Util. Factor	0.95			0.95						
Frt	1.00			1.00						
Flt Protected	1.00			1.00						
Satd. Flow (prot)	3505			3505						
Flt Permitted	1.00			1.00						
Satd. Flow (perm)	3505			3505						
Volume (vph)	931	0	0	770	0	0				
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88				
Growth Factor (vph)	100%	100%	100%	100%	100%	100%				
Adj. Flow (vph)	1058	0	0	875	0	0				
RTOR Reduction (vph)	0	0	0	0	0	0				
Lane Group Flow (vph)	1058	0	0	875	0	0				
Turn Type										
Protected Phases	6			2						
Permitted Phases										
Actuated Green, G (s)	105.8			105.8						
Effective Green, g (s)	106.8			106.8						
Actuated g/C Ratio	0.89			0.89						
Clearance Time (s)	5.0			5.0						
Vehicle Extension (s)	3.0			3.0						
Lane Grp Cap (vph)	3119	158151		3119	Free 1					
v/s Ratio Prot	c0.30			0.25						
v/s Ratio Perm										
v/c Ratio	0.34			0.28						
Uniform Delay, d1	1.0			1.0						
Progression Factor	0.04			1.00						
Incremental Delay, d2	0.3			0.0						
Delay (s)	0.3			1.0						
Level of Service	Α			Α						
Approach Delay (s)	0.3			1.0	0.0					
Approach LOS	Α			Α	Α					
Intersection Summary	SP.E.								di Chief	
HCM Average Control I			0.6		HCM Le	evel of Service	е	Α		
HCM Volume to Capac			0.34			20.10				
Actuated Cycle Length			120.0			lost time (s)		13.2		
Intersection Capacity U	Itilization	n	35.7%		ICU Lev	el of Service		Α		
Analysis Period (min)			15							
c Critical Lane Group										

O:\3700s\3735 - Quincy - Hancock & Sqantum Sts\Engineering\Traffic Analysis\25 %\Build\Hancock_Squantum_Commute BETA Group, Inc.

	4	×	K	*	6	1	
Movement	SEL	SET	NWT	NWR	SWL	SWR	
Lane Configurations		414	1		M		
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Volume (veh/h)	45	746	726	17	22	31	
Peak Hour Factor	0.73	0.92	0.92	0.85	0.79	0.86	
Hourly flow rate (vph)	62	811	789	22	31	40	
Pedestrians		29	3		42		
Lane Width (ft)		12.0	12.0		12.0		
Walking Speed (ft/s)		4.0	4.0		4.0		
Percent Blockage		2	0		4		
Right turn flare (veh)							
Median type					None		
Median storage veh)							
Upstream signal (ft)		183	494				
pX, platoon unblocked					0.85		
vC, conflicting volume	853				1374	477	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	853				1260	477	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	92				75	92	
cM capacity (veh/h)	767				124	509	
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1		
Volume Total	332	541	526	285	70		
Volume Left	62	0	0	0	31		
Volume Right	0	0	0	22	40		
cSH	767	1700	1700	1700	216		
Volume to Capacity	0.08	0.32	0.31	0.17	0.33		
Queue Length 95th (ft)	7	0	0	0	34		
Control Delay (s)	2.7	0.0	0.0	0.0	29.5		
Lane LOS	Α				D		
Approach Delay (s)	1.0		0.0		29.5		
Approach LOS					D		
Intersection Summary							
Average Delay			1.7				
Intersection Capacity Ut	tilization		62.8%		CU Lev	el of Service	
Analysis Period (min)	north application and a		15				
			HUNI				
				0;			

	×	X	×	~
Lane Group	SET	NWT	NET	NER
Lane Group Flow (vph)	1109	825	235	146
v/c Ratio	0.54	0.41	0.81	0.57
Control Delay	12.6	7.1	68.8	54.5
Queue Delay	0.0	0.2	0.0	0.0
Total Delay	12.6	7.3	68.8	54.5
Queue Length 50th (ft)	150	68	176	105
Queue Length 95th (ft)	341	135	202	133
Internal Link Dist (ft)	169	262	131	
Turn Bay Length (ft)				
Base Capacity (vph)	2042	2028	346	303
Starvation Cap Reductn	0	490	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.54	0.54	0.68	0.48
Intersection Summary				100

	4	×	2	-	K	*	7	×	~	6	×	K
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		414			नी			र्न	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		0.95			0.95			1.00	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	0.93			
Flpb, ped/bikes		1.00			1.00			0.94	1.00			
Frt		0.99			0.99			1.00	0.85			
Flt Protected		1.00			1.00			0.96	1.00			
Satd. Flow (prot)		3491			3512			1714	1499			
Flt Permitted		0.84			0.87			0.96	1.00			
Satd. Flow (perm)		2934			3073			1714	1499			
Volume (vph)	48	824	60	24	666	23	142	14	97	0	0	0
Peak-hour factor, PHF	0.85	0.85	0.85	0.87	0.87	0.87	0.73	0.73	0.73	0.25	0.25	0.25
Growth Factor (vph)	110%	100%	110%	110%	100%	110%	110%	110%	110%	110%	110%	110%
Adj. Flow (vph)	62	969	78	30	766	29	214	21	146	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1109	0	0	823	0	0	235	146	0	0	0
Confl. Peds. (#/hr)			1	1			35		34			
Heavy Vehicles (%)	1%	2%	1%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Turn Type	Perm			pm+pt			Perm		Perm	4-5-1		
Protected Phases		6		5	2			4				
Permitted Phases	6			2			4		4			
Actuated Green, G (s)		81.7			81.7			20.1	20.1			
Effective Green, g (s)		82.7			82.7			20.1	20.1			
Actuated g/C Ratio		0.69			0.69			0.17	0.17			
Clearance Time (s)		5.0			5.0			4.0	4.0			
Vehicle Extension (s)		3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)		2022			2118	6 m25		287	251			
v/s Ratio Prot												
v/s Ratio Perm		c0.38			0.27			0.14	0.10			
v/c Ratio		0.55			0.39			0.82	0.58			
Uniform Delay, d1		9.3			7.9			48.2	46.1			
Progression Factor		1.00			0.65			1.00	1.00			
Incremental Delay, d2		1.1			0.1			16.4	3.4			
Delay (s)		10.4			5.3			64.6	49.5			
Level of Service		В			A			E	D			
Approach Delay (s)		10.4			5.3			58.8			0.0	
Approach LOS		В			Α			E			Α	
Intersection Summary				W. S. M.								THE STATE
HCM Average Control I	Delay		16.5		HCM Le	evel of S	ervice		В			
HCM Volume to Capac			0.60									
Actuated Cycle Length			120.0		Sum of	lost time	e (s)		17.2			
Intersection Capacity U		1	68.5%		ICU Lev	el of Se	ervice		С			
Analysis Period (min)			15									
a Critical Lana Group												

c Critical Lane Group

2007 Existing Volumes Without Improvements

BETA Group, Inc.

		-	*	*	-	*	4	†	*	1	1	4			
Lane Group	EBL		EBR	WBL.	≓WB∏	WBR	ENBL	NBT	NBR	SBL	≣SB I⊑	⊪SBR≡	ø9	and the second s	
Lane Configurations		4		5479 57915	4			4			4				
Ideal Flow (vphpl)	1900	1900	1900	-1900	1900	1900	1900	1900	1900	1900	1900	1900	The second secon		Address agent in the contract of the contract
Lane Width (ft)	11	10	11	11	10	11	11	16	11	11	16	11	E Marie State Constitution	***-**	- Ballace Carrie
Total Lost Time (s)	3:0	3:0	3.0	3,0	3:0	3,0	3.0	3.0	3.0	3.0	3.0	3.0	Control of the Contro		Compared to the compared to th
Leading Detector (ft)	49	49	vanna suomenna	49	49		49	49	A STATE OF S	49	49	Salada I A Com Calengage Comments (1979)	. PO F = ENLTY, D.SANGOUNDENGTH	* 210 TO A CONTROL OF THE PROPERTY OF	Antonia in the same of
Trailing Detector (ft)	0	0.		0	0	A ALL TOP A CONTROL OF THE CONTROL O	0.0	0	COLD COLD COLD COLD COLD COLD COLD COLD	0.	0	Approximate to the party of the	Control of the contro	And the second s	Application of the state of the
Turning Speed (mph)	15	- 10	9	15		9	15		9	15	/2.7.1%	9	7.11.12.22.22.22.22.22.22.22.22.22.22.22.	and the of the Succession	weeks a market
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	100	1,00	1,00	1.00	And the second s	Abebangana.co	envisionment of the second
Frt		0.953			0.974		-5/-77 kg/1/***********************************	0.994	***************************************		0.989	Marie III La La Directo de Aglaço A-Ly	while the service of	The last of the last year to	Commence of the later of
Flt Protected		0.979	And the second s		0.985	The state of the s		0.996	Control of the Contro	Carried and American Control	0.999	And the second s	The second secon		And Company of the control of the co
Satd. Flow (prot)	0	1606	0	0	1684	0	0	2077	0	0	2073	0		Alam to the content of	Water Andrews
FIt Permitted	The second secon	0.758			0.874		in the second of	0.934		Security of Marine Co.	0.983		100 mm 10	Control of the Contro	The second secon
Satd. Flow (perm)	0	1244	0	0	1495	0	0	1948	0	0	2040	0		and the or by a copyrist to	99959970227/17/17/17/17/17/17/17/17/17/17/17/17/17
Right Turn on Red	The second secon	A company of the comp	Yes	and the second s	A CONTRACTOR OF THE PROPERTY O	Yes			Yes	Company of the compan		Yes	The second management of the property of the second management of the s	Property and Figure	
Satd. Flow (RTOR)	The fact of the towns of the fact	31			14			4			8	WALLES AND A TOTAL OF THE STREET WAS	more manuscomment for mile (Auch El	THE PERSON NAMED IN COLUMN	Constitution of the Consti
Headway Factor	1.04	FOR UNITOCISED CONTRACTOR LAND	1.04	1.04	1,09	1.04	1.04	0.87	1.04	1.04	0.87	1.04			
Link Speed (mph)	, ap gad a riss, had of an of more for	30	VPS Cald of Page 11 and		30			30			30	11.51.000			
Link Distance (ft)		388		The second secon	356	9-711-12-11-12-12-12-12-12-12-12-12-12-12-1		309	Section 2 and 2 an		585	The second secon	100	THE SECTION ASSESSMENT	(All the control of t
Travel Time (s)	d and the second second second second	8.8		The second	8.1			7.0			13.3				
Volume (vph)	40	22	33	60	101	38	31	377	===2 0	19	604	55	The second secon	The control of the state of the	The second secon
Peak Hour Factor	0.65	0.65	0.65	0.80	0.80	0.80	0.88	0.88	0.88	0.97	0.97	0.97			
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	1%	The same of the same of the	1%	1%	1%	1%	0.000		
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0	anger, 'graph' parafinky je respense se	and the second second	0.000 Marine Marine Marine
Adj. Flow (vph)	62	34	51	75	126	48	35	428	23	20	623	57	The state of the s	I A THE LEASE OF THE PARTY OF T	
Lane Group Flow (vph)	0	147	0	0	249	0	0	486	0	0	700	0		.www.pereo به دول میزند و ۲۰ می	April 19 Page 19
Turnalype	Perm			Perm			Perm			Perm	The second secon			The second secon	Annual Communication of the Co
Protected Phases	ora og takkon ke Kanpa tig og r	4	For Force that they also set a line of the	Caramanta et describinations	8			2	eranistrum paratit karang petau petau pengaran	a segra hay a segra management	6		9	gant , dan grafan ween of a t philosoph	a half there's for our set of the production we
Permitted Phases	4	The second of th	and a world over the same	8			### 2		The state of the s	6	A TRACK PERSON NAMED IN			P. C.	Application of the second
Detector Phases	4	4		8	8		2	2	Markovski produktora i kri passon na	6	6			mananana si serita	a wytyja wa est waawen areas
Minimum Initial (s)	7.0	7.0		7.0	7.0	eta presenta accumulation and accumulation accumulation and accumulation	7.0	7.0		7.0	7.0	Security of Contract of Contra	8.0	And the state of t	Committee of the commit
Minimum Split (s)	11.0	11.0		11.0	11.0		39.0	39.0		39.0	39.0		15.0		
Total Split (s)	24.0	24.0	0:0	24.0	24.0	0.0	44.0	44.0	0.0	and the property of the same	44.0	0.0	15.0		A service of the serv
Total Split (%)	28.9%	28.9%	0.0%	28.9%	28.9%	0.0%	53.0%	53.0%	0.0%	53.0%		0.0%	18%	Constitution of the Consti	6 e: 2.0466+0-000000
Maximum Green (s)	20.0	20.0	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	20.0	20.0		40.0	40.0	The second secon	=-4U,U	40:0		13,0		Table of the second

	۶	-	7 1	←	*	4	1	1	1	Į.	4	
Lane Group	EBL	EBTE	MEBRE WILL	WBT	WBR	NBL	NBI	NBR	SBL	SBT	SBR	rø9bille
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1,0		1,0	1.0		0.0
Lead/Lag	And the same of the same of the same of		7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1									service and a service of the service
Lead-Lag Optimize?	**************************************		the state of the s	Selfor Company of the	The first state of the state of		The state of the s			Figure 1		
Vehicle Extension (s)	5.0	5.0	5.0	5.0		3.0	3.0	4045021000000000	3.0	3.0	engine jingan makan makan makan makan da sa	3.0
Recall Mode	Max	Max	Max Max	Max		Max	Max		Max	_ Max	N	one .
Walk Time (s)										······································	entregez (state to a la contracta la contracta de contrac	8.0
Flash Dont Walk (s)			A STATE OF THE PARTY OF T	A STATE OF THE STA								5.0
Pedestrian Calls (#/hr)								en en enaderski standarni dat timentima	~~~	Antonia Coppetition of Property Section 1		5
Act Effet Green (s)		21.1	The second secon	21.1	the water grown and a second of the second o		41,3		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	41.3		
Actuated g/C Ratio		0.30		0.30		Tanggaran (1185)	0.58			0.58	ng naganang ang aganan ana papan	
v/c Ratio		0.38		0.55			0.43	A CONTRACTOR OF THE PROPERTY O		_0.59	The second secon	The state of the s
Control Delay		20.0		26.3			10.7	more many more managed (27 s = 27		13.0		
Queue Delay		0.0		0.0			0,0			0.2	Andreas Control of the Control of th	
Total Delay		20.0		26.3			10.7	anno as community at 11 and		13.3		and the second s
LOS		· G		G G			В			B	The state of the s	
Approach Delay		20.0	d receipts the control of the contro	26.3	na compression menos del con (/2)	ewayaa — s charasa	10.7	mentioner medical augest partic		13.3		ener exception original control of 170946
Approach LOS		C		C.			B.			В		40.0
90th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	n verkinske kaktiskopun som is	13.0
90th %ile Term Code	_ MaxR⊪	MaxR	MaxR	MaxR =		/laxR	MaxR		laxR	MaxR	The state of the s	Ped
70th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	which have been a second or	0.0
70th %ile Term Code	MaxR.	MaxR	The state of the s	MaxR	heart control of the	/laxR			1axR	MaxR		Skip
50th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0)	0.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	The series are the street of the series of t	Contract when the	MaxR	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	laxR∈	MaxR		Skip
30th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0		0.0
30th %ile Term Code	MaxR∍	-MaxR	MaxR	MaxR-		/laxR⊨	The contraction of the party of the same o	i e e e e e e e e e e e e e e e e e e e	laxR	MaxR		Skip
10th %ile Green (s)	20.0	20.0	20.0	20.0	a transference and the contract of the contract of	40.0	40.0		40.0	40.0		0.0
10th %ile Term Code	MaxR		MaxR	MaxR=		/laxR	MaxR	1	/laxR	MaxR	A control of the cont	Skip
Queue Length 50th (ft)		36		80	many communications and a color of the communication of the communicatio		94			153		
Queue Length 95th (ft)	And Annual Property of the Control o	67	A CONTROL OF THE PROPERTY OF T	161	Control of the second of the s		236	A SALES PERSON NAMED IN COLUMN		389	What was a second of the secon	
Internal Link Dist (ft)	CONTRACTOR CONTRACTOR	308	97 180 80	276		nana anatan	229	w. V. va. 12. 4 Va. 17. 17. 17. 17. 17. 17. 17. 17. 17. 17	many deeps to one get week.	505	**********************	en realizado de entre fair a la compansión de la compansión de la compansión de la compansión de la compansión
Turn Bay Length (ft)	The second secon		The second secon				Total Angles Pales	The state of the s		A property of the second secon		The state of the s
Base Capacity (vph)	and the same of th	392		455		Serve virgine viv	1134			1189		
Starvation Cap Reductn		0	The second secon	0.5	er i anni i anni anni anni anni anni anni		0		1200	100	And the second s	And the second s

	٨	→	7	*	4-	*	4	†	<i>*</i>	\	↓	4			
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR=	NBL	ENBT	NBR	SBL	SBT	SBR	ø9-		
Spillback Cap Reductn		0			0			0			0				
Storage Cap Reductn		0		# AAAA # 100	0		The second secon	0	to be presented in the control of th			A CAMERICA CONTRACTOR OF THE C	And the ballow of the second o		r, canadana
Reduced v/c Ratio		0.38			0.55			0.43			0.64			Service on Manage 25 and 17 America	anna salenda
Intersection Summary	and the second of the second o														
Area Type: Ot	ther														
Cycle Length: 83		1000 Comments (1000)					Final de sur of Control de Contro	Secretary of the property of t			A PROPERTY OF THE PARTY OF THE	(f v grada v anta v ant	to otherway to		
Actuated Cycle Length: 71							The street was the first of		v.,			ui - Touring Madesweide	Same and the same of the same	AVA	v- vv
Natural Cycle: 70		71. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	A second of the second		The second secon	6 - 18 - 17 / 20 P. 7 - 20 P. 17		The second secon	wing on the second of the seco	The second secon	The second secon	· - LI CERNACESCAR	A CONTROL OF THE PARTY OF THE P	A WARRY AND THE STREET OF THE	A CONTROL OF THE PARTY OF THE P
Control Type: Semi Act-Un	coord	and and a second state of the second state of the second s	language of the commence of	ed change to proceed the to be been	n transfer or our new comment makes			TERRITARIA GAR		ing i politica di mana tanàna di sao		to the second control of the second control	nana sa sa sa awan na sa	The state of the s	pagereggy.
Maximum v/c Ratio: 0.59 Intersection Signal Delay:	15 1	A STANDARD CONTRACTOR OF THE STANDARD CONTRACTOR			ntersectio	n I OS:		The state of the s	And the second s						
Intersection Capacity Utiliz		5%			CU Level				AND THE STATE OF T					Market Street,	and a many section of the section of
Analysis Period (min) 15			ALLES OF THE PARTY OF THE PARTY.		3 (Year) - W	4972-1600:000 a 10-1000 a 10	CHINCH STEPS TO CHEV.								
90th %ile Actuated Cycle:	83			01. 1. 41. 94-A40 72.74 - 17. 94-A40				or grant that to add to a common or a comm		TANK TANK TANK	And of particular and an artist of the second of the secon	A Committee of the Comm			TOTAL STATE OF THE
70th %ile Actuated Cycle: (aro y otraa 44.0		*	T-Stillershied Nas						**************************************				
50th %ile Actuated Cycle: (68	Art art (1) a street							The second secon		polytop to the big territory	The second secon		and the second s	A Part of the second of the se
30th %ile Actuated Cycle: (un in the management of the fire of the		and the second s	San John San San Charles San	epige foot and appear to appear	g. an a managed only a g. (Cod.) and	The same of the sa				Management of the Committee of the Commi	IN MANAGEMENT THE THAT IS AN ADDRESS.	Section 2	· · · · · · · · · · · · · · · · · · ·
10th %ile Actuated Cycle: (68	A contract of the contract of	American Company of the Company of t		A control of the cont	A Company of the Comp	The second of th				The state of the s	A CAMPACATA AND A CAMPACATA AN	We also pulses to the control of the	The second secon	The second secon
Splits and Phases: 1: Gr	rove Str	eet & Le	banon S	treet											

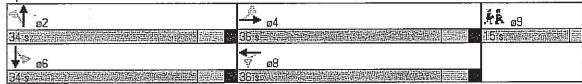


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Lane Group #	EBE	EBTE	EBR	WBL	WBI	#WBR	= NBL	NBT	NBR	SBL	SBT	SBR	ø9	property of the second	
Lane Configurations		4			€\$			4		STATEMENT AND THE WAY TO SERVE YOU	4				CV AND STANSON AND STANSON
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	13 FEB. 12 - 17 - 12 - 1 - 1	1900	1900	1900			
Lane Width (ft)	11	10	11	11	10	11	11	11	11	11	11	11	- 14		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Leading Detector (ft)	49	49		49	49		49	49		49	49			87	
Trailing Detector (ft)	0	0		0			0.	0.		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9			
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.959			0.988			0.998		20 00 00 00	0.993				
Flt Protected	Law and a second of the	-0.987		Afficial Many Many and A	0.988			0.995				7.11.7.11.11.11.11.11.11.11.11.11.11.11.			
Satd. Flow (prot)	0	1679	0	0	1731	0	0	1777	0	0	1777	0		SALLE SALLE SALLES	
Flt Permitted	The second secon	0.904		# TOTAL COLUMN TOTAL COLUMN	0.913			0.798			0.996				
Satd. Flow (perm)	0	1537	0	0	1600	0	0	1425	0	0	1770	0	A		211.21.75.75.
Right Turn on Red	177, 727, 177, 177, 177, 177, 177, 177,		Yes		11/2/17/14/2017/19/2017 1/17/20/20/20	Yes			Yes			Yes			
Satd. Flow (RTOR)	rechange to the analysis countries are set a	30	See Jeg wagen See	And a secondary	6		· *** ** *** *** *** *** *** *** *** **	1	A A. WALLES E. A		4	Tradition Section 1 Volume	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Headway Factor	1,04	=1.09	1.04	1.04	1.09	1.04	1.04	1.07	1.04	1.04	1.07	1.04			
Link Speed (mph)	of the form and the second	30			30	Tr 19 1 10 10 10 10 10 10		30	erakurin kari, marin	tara bagaya a sagara di sagarif ya	30				:: .:-
Link Distance (ft)	# 1 mm 1	142			162			585	TOTAL CONTROL OF THE PARTY OF T		729		CONTRACTOR CONTRACTOR		Contract Con
Travel Time (s)	A THE COMMENT AND THE PROPERTY OF	3.2	u		3.7			13.3	enter enter est Sym, 183	PERCENTAGE CONTRACTOR STORES	16.6	# #** "	interested to a series of the series		Jene Canada Production
Volume (vph)	29	4.50	35	32	92	12	42	405	8	5	611	35			A SAME OF THE STREET, SAME OF THE SAME OF
Peak Hour Factor	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88	0.96	0.96	0.96			book the state of the total
Heavy Vehicles (%)	0%	0%	0%	0%	0%	- 0%	1%	1%	1%	. 1%	1%	1%			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0			The state of the s
Adj. Flow (vph)	38	65	45	39	# 111 1	14	48	460	9	5	636	36			
Lane Group Flow (vph)	0	148	0	0	164	0	0	517	0	0	677	0			
Turn Type	Perm	A STATE OF THE STA		Perm	100 - 100 -		Perm			Perm			And the state of the state of		
Protected Phases	errobio in a se staron	4	System Garyon Avegan	fth 1.5.5.4.4.4.4.5.5.5.5.5.5.5.5.5.5.5.5.5.	8	III . o. o. o e e e e e e e e e e e e e e e		2	State-614 the same mass.	u-dhe neomheath i	6	fattal elevir since	9	MATERIAL PROPERTY	
Permitted Phases	4			8	// 24 / - / -	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	2			- 6					1740147
Detector Phases	4	4	and to resident transmit and	8	8	Productive Contraction of Contraction	2	2	11.00.01.00.00	6	6	2772734-2772-17	ET		portugues de la companya de la compa
Minimum Initial (s)	10.0	10.0		10.0	10.0		28.0	28.0	Carried St. Law St. January	28.0	28.0		4.0	Diserring To.	
Minimum Split (s)	16.0	16.0		16.0	16.0		34.0	34.0	7. 7. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	34.0	34.0	and \$1 throughly to the court of the court of	15.0	J. F 1000 M	
Total Split (s)	36.0	36.0	0,0	36.0	36,0	0.0	34.0	34.0	0,0	34.0	34:0	0.0	15:0	The first of the same of the s	officers and officers and one of the state o
Total Split (%)	42.4%	42.4%	0.0%	42.4%	42.4%	0.0%	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	18%		
Maximum Green (s)	30.0	30.0	Committee of the commit	30.0	30.0	AND THE CONTROL OF TH	28.0	28.0		28.0	28.0		13.0	The winds are all the second of the second o	

	A		*	1	4	*	4	↑	1	1	↓	4	
Lane Group	EBL	EBIT	EBR	=WBL	WBT	WBR	ENBL	NBT	NBR	SBL	SBT	SBR Ø9	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	2.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2,0	2.0		The second secon
Lead/Lag												The state of the s	
Lead-Lag Optimize?				and the property of the company of t	Commander of a strong company of a 12 and						Acceptance of the control of the con	The state of the s	We get the control of
Vehicle Extension (s)	2.0	2.0	*******	2.0	2.0	TOTAL DESCRIPTION AND AN OWNER.	3.0	3.0		3.0	3.0	3.0	WWW.
Recall Mode	None	None	And the process of the second	None.	None -		Max	Max :	The second secon	=Max=	Max	agental 2 None	many Yugan of Johnson Van John
Walk Time (s)			Ta to Marie To Face (1975)		arangan Kabupatèn Nasaran					duighteliterari (m. Manua) ca		7.0	Contact your course of the contact of the course of the co
Flash Dont Walk (s)	100 - 1				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						era Programa	6.0	The second secon
Pedestrian Calls (#/hr)				t of Welliams and the control of the					25.6 (& h. 2 * 200 hall the hall the second depole			5	
Act Effot Green (s)	TOTAL TOTAL STATE OF THE PARTY AND ADDRESS OF THE PARTY ADDRESS OF THE PA	14.9			14.9			37,8		The second secon	37.8	The profits of the pr	
Actuated g/C Ratio	**************************************	0.25	New Comments of the		0.25			0.66	CONTRACTOR OF STREET	with the same of t	0.66	And the second s	anni wenta Sandrich (nambandani ka
v/c Ratio	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.37	The second second second		0.41			0.55			0.58		To produce the second s
Control Delay		16.8	graph between the parameter and		20.3	A1+1-1-1-1		13.2	Tille Foreigner, glost medici ev och	grandelik regis programa in der er sie er er en gig sied bygely (og en er sjederik)	12.9		and the second second second second second second
Queue Delay	Personal Company Company	0.0			0.0	The second secon		0.0		Charles of the Control of the Contro	0,0	And the second s	The state of the s
Total Delay LOS		16.8 B		AND THE PROPERTY OF THE PROPER	20.3			13.2 B	processors and the second	egosta saltut	13.0 B		
Approach Delay	Ange in process the second	16.8	The second second		20,3			13.2				memoria de la constanta del constanta de la constanta de la constanta de la co	224 may 51, and \$12 may published a second and a second a
Approach LOS		10.6 B		5765441515 (C. V.)	20.3 			13.2 B	garante a companya de la companya de	magan gaya mananang magan ayan magan mananan da mananang magan ayan magan mananan ayan mada da mananan mananan mananan mananan	13.0 B	A Company of the Comp	estitution of the second secon
90th %ile Green (s)	16.4	16.4	A Company of the Comp	16.4	16,4	ened an above and to	28.0	28.0		28.0	28.0	13.0	and the months of the control of the
90th %ile Term Code	Hold	Hold =		Gap	Gap		Zo.u MaxR	MaxR		∠o.u MaxR⊒	Zo.u MaxR	Ped Ped	en la policie de Alicia de Carter de Nova de la Carter de Carter d
70th %ile Green (s)	11.0	11.0	The same and the s	11.0	11.0	A LOUR TO THE PARTY OF T	28.0	28.0		waxn= 28.0	28.0	0.0	The state of the s
70th %ile Term Code	Hold	Hold	and the second	Gap	Gap	A CONTROL OF THE PARTY OF THE P	MaxR	MaxR		Zo.u MaxR		Skip	
50th %ile Green (s)	10.0	10.0		10.0	10.0		28.0	28.0	A LONG THE PARTY OF THE PARTY O	28.0	28.0	0.0	er for the first of the first o
50th %ile Term Gode	Min=	≓EMin≡		Min	Min		MaxR	MaxR			MaxR	Skip	page 4 million page 4 million
30th %ile Green (s)	10.0	10,0		10.0	10.0		28.0	28.0		28.0	28.0	0.0	
30th %ile Term Code	Min	Min		Min	Min		MaxR	MaxR		MaxR		Skip	
10th %ile Green (s)	0.0	0,0		0.0	0,0		59.4	59.4		59.4	59.4	0.0	
10th %ile Term Code	Skip	Skip		Skip	Skip	A CONTRACTOR OF THE STREET OF	Dwell			Dwell	Dwell	Skip	the control of the co
Queue Length 50th (ft)		28	A Secretary of the second of t	or personal transfer	38	ALEXANDINOSES VANDALAS	arangan Tiberahan	73	a comandiant	mioretotarrileti)	98	Mediculia ("Villuseren Markvica () ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	And the second of the later and the second of the second o
Queue Length 95th (ft)		71			97			#357	en water to the second		#468	A series of the control of the contr	The second secon
Internal Link Dist (ft)	Jan	62		Total Line of the Annual Control	82	***************************************		505	sauca Albertosiii		649	o eta o energia estarraren en errorra errorra en desentidaden esta esta esta en esta en esta esta en esta esta	ia. Prii in i
Turn Bay Length (ft)					A TOTAL AND A TOTA	AND THE RESERVE OF THE PROPERTY OF THE PROPERT	The second secon	The same of the sa	To be the second of the second	10.00 (10		A STATE OF THE PROPERTY OF THE	A company of the comp
Base Capacity (vph)		671	de some some some	, 1444-441 (1451, Ph. 186	684	a Khamaniya a samunda A American Ardiy	Program arminina dipantingnan dan galam dan da	936		and the second of the second o	1163	waren () () () - (way and a second control of the second
Starvation Gap Reductn	a de en 11 de 19 a maio de 19 a	0	The state of the s		0	Physical Company of the Company of t			The state of the s	and the second s	Complete grand to Facility Complete grand to the Complete grand to		

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Lane Group	EBL	MEBIE	EBR	WBL	≣WBT	WBR	≝ŅBI⊑	∉NI3T	NBR	#SBL	SBT	SBR	ø9≕	The second secon	and the second s
Spillback Cap Reductn		0	96 125299		0		100 mm	0	namen (* 1960)	prist 1000 PERSONAL CHANGES	9				
Storage:Cap Reductn		0	20 - 1 and 1 and 2	The state of the s			water paster or an arrangement of the second	0			0				
Reduced v/c Ratio		0.22			0.24			0.55			0.59				
Intersection Summary			1,000												
	Other												A27 M.D 44350	900 P	
Cycle Length: 85						The state of the s	Company of Spare of Spare of Company of Comp	AT POST OF THE STATE OF				Car Chart Spirite			
Actuated Cycle Length: 5	7.6										NO. 744 (No. 101) 161 (1				alus - proton Ara, misk mangas
Natural Cycle: 65															
Control Type: Semi Act-L				entern dentifikt volks data entern för t	e ante es made surfateixants				Care of the Space of the Company Space	Notes with the virtual of the	entresette et			در و مودن جمع در در مودن جمع	
Maximum v/c Ratio: 0.58		Fine A time is required and you will be a supplied to the supplied and the	A TANAGAM AND A SAME A	744	The second secon			A second	The second secon	And the second s	The second secon	The control of the co	Andrew Sales		
Intersection Signal Delay			minum film a kind on a vision		ntersectio				CONTROL OF THE PARTY OF THE PAR		The state of the s	a a manage of the state of the			SONT Porter La
Intersection Capacity Util	ization 67	.0%	A CONTROL OF THE CONTROL OF T		CU Level	of Serv	ice C	A CONTROL OF THE PARTY OF THE P		V STR SUPPLIES IN A STREET					3-01-12-12-12-13-13-13-13-13-13-13-13-13-13-13-13-13-
Analysis Period (min) 15				7	<			name, a renger, 4, mensember 8,040 av relians link rikkastler og else med 1 de name glisk forder konstitutioner og en en en generalen sterre	magnetic photographic contraction in the					· constant	
90th %ile Actuated Cycle		The second secon												A STATE OF THE STA	
70th %ile Actuated Cycle		40000000000000000000000000000000000000			o manandam iir ne. Samara 27, 1818 a.m					greene in toward					
50th %ile Actuated Cycle		Cartill Second Second	The second secon	A STATE OF THE PARTY OF T		ar dayar tin									
30th %ile Actuated Cycle		nantani kutan e windika wa Manatani		2/07/ 16/07/16 Tolking Single					Commence of the second	terantina (Service de La Charles (1984), Selvice d' L'America (1984), Selvice d'America (1984), Selvice d' L'America (1984), Selvice d'America (1984), Selvice d'	yar om annon order, yerre bresser Tarihi da la			e remaining the party of the pa	27. 27. 27. 27. 27. 27. 27. 27. 27. 27.
10th %ile Actuated Cycle							arevare to suc	- THOMENABOOKS	J. Mariella Anticonstruction					120707077777210	
# 95th percentile volum				= may D	e longer.		140-65	The state of the s	one of the control of						
Queue shown is maxi	нингаце	i iwo cyc	NE2:31	Control of the contro		on the state of th	THE COLUMN TWO IS NOT THE	The state of the s	magnetisk framerikansk framerik		to Promote State Commented	CARLON IN TANK			
				- 01	00040										

Splits and Phases: 5: East Foster Street & Lebanon Street

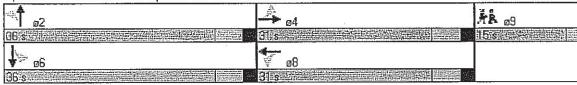


	▶	>	*	*	-	*	4	†	1	1	↓	4			
Lane Group.	EBE	EBIE	EBR	WBL	≣WBT≣	WBR	NBL	≣NBT≣	≟NBR≣	SBL	SBT	SBR	#≝ø9==		
Lane Configurations		43-			4			44			44	/134/201		34-4	
Ideal Flow (vphpl)	1900	1900	1900	1900		1900	=1900	1900	1900	1900	1900	1900		Control of the Contro	
Lane Width (ft)	11	10	11	11	13	11	11	11	11	11	11	11		Saturd Fridia.	Carry Comment
Total Lost-Lime (s)	3:0	3:0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0	3.0	3:0	a beginn stepfortuner of the property of the p	Company of the best of the company o	ALL COALD COMME
Leading Detector (ft)	49	49	- 1. 27. M	49	49		49	49	The second of the second of the second	49	49		AND THE PARTY OF T	***************************************	
Trailing Detector (ft)	0	0		0	. 0		0	1 0	A STATE OF THE PARTY OF THE PAR	0	0.5			The second secon	J'; the party of Transportation
Turning Speed (mph)	15		9	15	, p. 2	9	15		9	15	on a second and a	9	(* * * * * * * * * * * * * * * * * * *		The state of the state of
Lane Util. Factor	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00			
Frt		0.985			0.986	A A A A A A A A A A A A A A A A A A A	named and the same of the same	0.964	mandersone - Sm. OF A. STREET S.C.		0.998	Action To the Action of State of	Administration of the part & 1 & confirm		All Control Control
FIt Protected		0.998			0.978	and lands to see a little of		-0,996			0.992	A second	TATE OF THE PROPERTY OF THE PR		A CONTROL OF THE PARTY OF THE P
Satd. Flow (prot)	0	1676	0	0	1640	0	0	1718	0	0	1772	0		**************************************	oans.manacy
Elt Permitted	a digital property and the second sec	0,980			0.757			0.939	The state of the s	A second of the	0.810	The second secon	A STATE OF THE PARTY OF T		
Satd. Flow (perm)	0	1646	0	0	1270	0	0	1620	0	0	1447	0			Annual Comment
Right Lurn on Red			Yes		a result in the late of the second	Yes	The second secon		Yes	The state of the s		Yes	And the first property of the second of the	The particular specific production of the particular specific producti	
Satd. Flow (RTOR)	non and a sense with the sense and an activity of the sense of the sen	8	. San arrows of a State of the San San San San San	W. of 20 people & 10 people (1984)	8	-	2 * 100 * 200 * 10	27			1				
Headway Factor	1.04	1,09	1,04	1.04	1,14	1,04	1.04	. 1.07	1.04	1.04	and the second second second second	1.04	And park of the pa	A control of the second of the	
Link Speed (mph)	TESTILETA DI 15 MINATURE	30	***	***************************************	30			30			30				
Link Distance (ft)	The state of the s	459		A COLUMN TO THE STREET OF THE	446		and the latest	729			638	4.0 \$50 \$50 \$50 \$10 \$10			Carlot Long Later Carlot
Travel Time (s)		10.4		6. I	10.1			16.6			14.5	ASSESSABLE STATES			
Volume (vph)	5	108	14	272	271	63	35	281	445	=70	343	100 marin 197			
Peak Hour Factor	0.88	0.88	0.88	0.95	0.95	0.95	0.89	0.89	0.89	0.86	0.86	0.86			
Heavy Vehicles (%)	4%	4%	4%	1-%	1%	1%	1%	1%	196	1%	1%	1%		A STATE OF THE PARTY OF T	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0		-0	
Parking (#/hr)					5	The state of the s		A programme of the control of the co			AND THE PARTY OF T	Application of the second of t			T. T. Commission
Adj. Flow (vph)	6	123	16	286	285	66	39	316	129	81	399	8	WITTER A. 1875 A. 1876		
Lane Group Flow (vph)	0.5	145	0	0	637	0	0	484	0	demagned destroyment of the same	488	0			ALCO CONTROL OF THE PARTY OF TH
Turn Type	Perm	eniganti, dergana	arangan kangan ang a	Perm			Perm			Perm		Carle arms		/==V=-4/2005=V:-2=V	rm,
Protected Phases		4			8			2			6	And the second s	9		
Permitted Phases	4	riovania de la Pari de America Mario		8			2	, and the same providence of a constant		6		II sobavito pagi apora ni namono	Note that the second se		
Detector Phases	4			8=	8		2	A ser in management (1975) and the service of		6	6	And the second s	The state of the s	The state of the s	
Minimum Initial (s)	8.0	8.0	- 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	8.0	8.0	The Art of	10.0	10.0		10.0	10.0		8.0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2 m. july 1 m. 12 m. 1
Minimum Split (s)	14.0	14:0	A CONTRACTOR OF THE PARTY OF TH	14.0	14.0		16.0	16.0	Corporation Co.	16.0	16:0		15.0		
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	36.0	36.0	0.0	36.0	36.0	0.0	15.0	ecopolium o	
Total Split (%)	37.8%	3/.8%	0.0%	37.8%	37.8%	0.0%	43.9%	43.9%	0,0%	43.9%	43.9%	0.0%	18%	and the financial angular fact of the comment of th	NATIONAL PROPERTY.

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Lane Group	EBL	EBT.	EBR WBI	≣WB T₽	WBR	=NBL=	. NBT	NBR	SBL	SBT	SBR	₩9E	
Maximum Green (s)	25.0	25.0	25.0	25.0		30.0	30.0		30.0	30.0		13.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	A Company of the Comp	4.0	4.0		4.0	4.0	A Company of the Comp	2.0	Sent Order Control & Control C
All-Red Time (s)	2.0	2.0	2.0	2.0	nero ser conne (Warrham & C. S.C.Y.)	2.0	2.0		2.0	2.0		0.0	
Lead/Lag					1 per la responsa de la compansa de	The second secon	and the manager of the state of		Asserting to a 7 may and A		The state of the s		Appelle Charles and the first term of the control o
Lead-Lag Optimize?	magain at which open you have a property about		1994		in en Ennighen entstatten dembeste.						egeneration and the		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0.	Control of the second of the s	3.0	And the second s
Recall Mode	Max	Max	Max	Max	openia sometime in the	Max	Max	/4000EE/PECCA	Max	Max		None	
Walk Time (s)			A Company of the Comp			ent in manager than the						8.0 5.0	
Flash Dont Walk (s)					The second secon		agas albedisteras				mindrature in community that is a second	5.U 5	
Pedestrian Galls (#/hr)			The first of the control of the cont		A company of the continued of the state of the process of the continued of	A property of Plantin and Angeles (1997) and a second of the control of the contr	33.2		The state of the s	33.2			District the second seco
Act Effct Green (s)		28.2	у на тигнот производителя рожения подателя включает та предпасу в 18. В 1960 година и 1.2 година подателя в поторожения подателя в подателя подателя подателя подателя подателя в под	28.2 0.40		The same on the book	აა.z 0.47	The section of the	**************************************	33.2 0.47	The state of the s	interior - 2015 and	To 12 belling on 10 whomas a state of the same
Actuated g/C Ratio		0,40	The state of the s	1.23	The second section is a second section of the sect		0,47	The state of the s	(played manufactual limits of	0,4 <i>1</i> 0,71	al and account on the state of	A STATE OF THE STA	
v/c Ratio		0.22 15.3		1.23 145.2	Constitution of the Consti	227222222222222222222222222222222222222	18.3	The second secon		23.5		701.52127727	The second of th
Control Delay	TOWN THE PROPERTY OF THE PARTY	Links of home of the part of the same of the		0.0			0.0	***	A CONTRACTOR OF TAXABLE PROPERTY.	0.0	Andria Maria Propini Maria Maria Pinana		Finding 1 of the 10 of 10 or part of 1, which of Australia Month in the Committee of the Co
Queue Delay		0.0		0.0 145,2	ware constitution in the		0.0 18:3		of contained and comments of the contained of the contain	23.5			A CONTRACTOR OF THE CONTRACTOR
Total Delay		15.3		= 140,Z F			ю.э В			C	ed and a second second second second	The state of the s	Marie I se promotivo de maio de al cale de a Cale de la cale de al cale de a
LOS	See the Station of the State	B 15,3		145.2		To Upacino	18.3			23.5			The second secon
Approach Delay		. ID.3 В		149.2% F		20105-6-4-4-	10.0 В	alicina surviv		20.0 C	XIII Nasala - partilla	riti- iii	Carried to Sulface to Administration
Approach LOS 90th %ile Green (s)	25.0	25.0	25.0	25.0		30.0	30.0		30. 0	30.0	ermedet Abresse	13.0	COLUMN ACCOUNT OF THE PARTY OF
90th %ile Term Code	MaxR	MaxR	Z3.0 MaxR	MaxR	Section 18 kg 1 County and 18 county of the	MaxR	MaxR	A series of the	MaxR	MaxR	A Committee Comm	Ped	ATTENDED TO THE PARTY OF THE PA
70th %ile Green (s)	25:0	25.0	25.0	25.0		30.0	30.0	Carlo Santa Carlo Car	30.0	30.0		0.0	designation of the second section of the sec
70th %ile Term Code	MaxR	MaxR	Zo.o MaxR	MaxR	The second secon	MaxR	MaxR	The land to be a second	MaxR	MaxR	AND THE PROPERTY OF THE PROPER	Skip	
50th %ile Green (s)	25.0	25.0	25.0	25.0	of control of the con	30.0	30.0	Control of the state of the sta	30.0	30.0	The state of the s	0.0	Control of the Contro
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR		MaxR	MaxR		MaxR	MaxR		Skip	
30th %ile Green (s)	25.0	25.0	25.0	25.0		30.0	30.0		30.0	30.0		0.0	to a many a common management of a management of a graph of a g
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	4 miles and the second	MaxR	MaxR	TO COMPANY OF A COMPANY AND A SECOND	MaxR	MaxR	or the second of the second	Skip	Santa Manifest Control of the Contro
10th %lle Green (s)	25.0	25.0	25.0			30.0	30.0	**************************************	30.0	30.0		0.0	CONTRACTOR CONTRACTOR
10th %ile Term Code	MaxR	MaxR	MaxR	MaxR	Party in the same of the same	MaxR	MaxR	Contraction of the same	MaxR	MaxR	2. San 22 married 2000	Skip	
Queue Length 50th (ft)		34		~324	The second secon		125	The Control of the Co	A man fellows (CO) A IX	143			
Queue Length 95th (ft)	Contract Contract	92		#660			304	ru e chesta sestidad.		#365	AND		
Internal Link Dist (ft)		379		366	Mary and the Forest Transfer		649	The second secon	The state of the s	558	erinetens and William Inc.		A SECTION AND AND ADDRESS OF THE PROPERTY OF T
Turn Bay Length (ft)	The late of the la	and a series of the committee of purple printers	and the second s	manuscript Commission of the C	and the second of the second o			year or elevational Circ			Arthur 1977		As A NOTE THE COURT OF THE COUR
Base Capacity (vph)		668	I I form to the property of the control of the cont	516	THE THE STATE OF T	Control of the Contro	783		And the second	687		The second secon	A CONTROL OF THE CONT

	*		7	-	←	*	*	†	1	1	Ţ	1		
Lane Group	EBLES	EBI	EBR	WBL	-WBT-	WBR	NBL	NBT	NBR	SBL	SBI	ESBR	ø9	The second secon
Starvation Cap Reductn		0			0	4.		0			0	-		
Spillback Cap Reductn		o			0			0	A CONTRACTOR OF THE PROPERTY O	The second secon	0			
Storage Cap Reductn		0			0			0	The state of the s	- West of the section of the section	0			- virgigangere men migen (§ migen en migen men av ver 20 mil 1 magen 25 fg
Reduced v/c Ratio		0.22	L = 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1,23			0.62	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A CONTROL OF THE PROPERTY OF T	0.71	Total Control of the	pendimental property of the control	
Intersection Summary					era-in-cerp									
Area Type: Oth	er .	romania.		7.712.72.72.72.72	Managar (Managara)						THE STATE OF THE S	And the second of the second o	The second secon	The second secon
Cycle Length: 82	elingen and expensi		2 Marie 1 Mari	20 avit Pitelinal sullinus Link			**************************************		Control of the contro	e entre a constant de la constant d	and the Comment of the second	en e	man 1 Territorial 1 Sample 1879 Assert at 15	
Actuated Cycle Length; 70				The second secon	Property of the second of the		Constitution Community	The second secon		The second secon	TO A COMPANY OF THE PARTY OF TH	and the second s		Carry and Carry
Natural Cycle: 150	THE CONTRACTOR OF THE PARTY OF		escante con certain	CONTRACTOR STATES		evision fra succession	respielation states a temperatur	TAN PERMITTAN	alement of the second of the s	eneral certales such		TELLES PROPERTIES AND A	. C. 174: F12 tony - 21,1712 - C. 1,17	KLISTAL REGISSIONECULARCHER MICHOLOGYTHOST
Control Type: Semi Act-Unco	oord		or or or other than the state of the state o	A COLOR MAN TO A COLOR OF THE C		Contract of the second		A A CONTRACTOR OF THE CONTRACTOR	CALLES TO SECURE AND ASSESSMENT OF THE PROPERTY OF THE PROPERT		The Committee of the Co	Control Carles (Carles Carles		ST CONTROL OF THE STATE OF THE
Maximum v/c Ratio: 1.23						74 22F0 E1 7.4								
Intersection Signal Delay: 65				OCT OF THE PARTY OF THE PARTY AND THE	itersectio	- 4 s. with best for mine a character with	or Assessment Links of Control of Control					427000000000000000000000000000000000000	**************************************	with the first transfer of the first transfe
Intersection Capacity Utilizati	ion 88.0	%		IC	CU Level	of Servi	ce E		All a contract of					99. 39
Analysis Period (min) 15		And the second s									A CONTRACTOR OF THE PROPERTY O	The second secon		And the second s
90th %île Actuated Cycle: 82			, w	mana sarroyan manak mataman y kaoman	notice the equipment will be a possible	en nen Javarii Walashi kata	Chamber 4 District Chill	25/9/24/2002/2002/2002/2002/2002/2002/2002				management, in the large constraint to the	TO A STREET OF THE PARTY OF THE	ga 1920 ka bina kana kana ja yang memberah Elipada (1986) kilan
70th %ile Actuated Cycle: 67				en e	A Transcription of the Parket		A CONTRACTOR OF A CONTRACTOR O						Carlo Mariana	The Control of the Co
50th %ile Actuated Cycle: 67				- A.A. marks consiste and distance	A (M.VA ET INTOKO MENTAN), MENTAN (A STOR)				W-127 W-64				- more and the second	
30th %lle Actuated Cycle, 67					And Angeles and An	PATE STATE OF THE						- Annual Control	A CONTRACTOR OF THE PROPERTY O	A series of the
10th %ile Actuated Cycle: 67		******			pagan britis († principalija stiery, abbelistica)	*** **** *****************************		and the contract of the contra				gramma, y beginnerenner sente zak nitt als neren	mantes described to the same a second	ng Mankang Shinasa Shira ay ay a sa s
 Volume exceeds capacit 	y, queue	e is the	oretically	/ infinite					The same of the sa	property of the property of th			of the control of the	A CONTROL OF THE PROPERTY OF T
Queue shown is maximur				ana wasan, a gaa mga ga				· Junean of the fig. 1 to Single New York	orania constituti	C. C				renormalisadores, com activa de la comercia y constituir e a partir properto de la comercia de la comercia del El transporto e a proportamento de la comercia del
# 95th percentile volume e				e may b	e longer	ectar programme			1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		The second secon			(F),,)eps
Queue shown is maximur	n after t	wo cyc	les.		9									

Splits and Phases: 8: Upham Street & Lebanon Street



	*	-	*	*	-	*	1	†	-	-	Ţ	1			
Lane Group	EBL	EEBTE	EBR	WBI.	WBT	WBR	NBL	NBT	ENBR	SBL	SBI	SBR	ø9		
Lane Configurations		4			4			4			4				
Ideal Flow (vphpl)	1900	1900=	1900	1900	1900	1900	1900	1900	1900	1900	<u> 1900 </u>	1900	A series of the		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0			
Leading Detector (ft)	49			49	49=		49	49		49	49				
Trailing Detector (ft)	0	0		0	0		0	0	and constrained the	0	0	ADS ST EAST ON M		56 0000000	1654-012-2018-0-2018-0-2018-
Turning Speed (mph)	. 15		9	15		9	ATTACK TO SECRETARY THE		9	15	7.00	9			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FILE	Target Carried Control Control	0.957			0.979	production of the control of the con		0.999	A STATE OF THE STA		0.993			to the second of	
Flt Protected		0.986			0.995			0.995			0.999				
Satd. Flow (prot)	0	Angles of the second second second second second	0.		1565	0.	-0		0	0	1775	0			
Flt Permitted		0.853			0.965			0.923			0.994	4			
Satd: Flow (perm)	0	1470	0	0	1518	0	0	1650	0	0	1766	0	The second secon	1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (
Right Turn on Red			Yes			Yes			Yes			Yes			
Satd: Flow (RTOR)		27			10	12.54	A CONTRACTOR OF THE CONTRACTOR				4	The second secon	The second secon	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Headway Factor	1.04	1.04	1.04	1.04	1.24	1.04	1.04	1.07	1.04	1.04	1.07	1.04	44 100,00		
Link Speed (mph)	- No. 1 Control of the control of th	30			30			30			30.		100000000000000000000000000000000000000		
Link Distance (ft)		378			311	1		638	217 (22 15 15 22 17 17 16 2)		756	Ţ			FOR 11 TP 18 2 2 2 2 2
Travel Time (s)	7. T	8.6	The second secon		7.1			14.5			17.2				
Volume (vph)	36	51	41	19	150	31	37	310	2	6	360	20			
Peak Hour Factor	0,89	0,89	0,89	- 0.86	0.86	0.86	0,86	0.86	0.86	0.86	0.86	0.86	A Section of the sect		The state of the s
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	1%	1%	1%			
Bus Blockages (#/hr)	0	0	1111110 11	0	0	0.	0	4	0	- 0	4	0		7 - 17 - 17 - 17 - 17 - 17 - 17 - 17 -	And Table 20 And T
Parking (#/hr)					5										
Adj. Flow (vph)	40	57	46	- 22	174	36	43	360	2	750 E 75	419	23	And the second s		
Lane Group Flow (vph)	0	143	0	0	232	0	0	405	0	0	449	0			
Turn Type	Perm			Perm-			Perm			Perm					
Protected Phases	Committee is a material state of the	4		and the second s	8		# A	2		W. C	6		9		
Permitted Phases	4			8			2		Carrie Carres	6					
Detector Phases	4	4		8	8	pared year or remarking	2	2		6	6				
Minimum Initial (s)	7.0	7.0		7.0	7.0	The same of the sa	40.0	40.0		40.0	40.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0		46.0	46.0		46.0	46.0		15.0		
Total Split (s)	26.0	26.0	0.0	26,0	26.0	0.0	21. Feb	46.0	0.0	46.0	46:0	0.0	15.0	GYGLEN	10.000000000000000000000000000000000000
Total Split (%)	29.9%	29.9%	0.0%	29.9%	29.9%	0.0%	52.9%	52.9%	0.0%	52.9%	52.9%	0.0%	17%	10.000 10.00	
Maximum Green (s)	20.0	20.0	American School of the Control of th	20.0	20.0	er og det er og er	40.0	40.0	Accounted by the country of the coun	40.0	40.0		13.0		

	۶		*	✓	4	1	*	†	<i>*</i>	-	ļ	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR		NBT	NBR	SBL	SBT	SBR ø9	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	2.0	
All-Red Time (s)	2.0	2.0	- 10 a 10	2,0	2.0		2,0	¥ = 2.0		2.0	2.0	0.0	Addition for the control of the cont
Lead/Lag			24 M 12 M				The state of the s		engementary Armengar (A.S. v.).				Andread Action and the analysis of the property of the propert
Lead-Lag Optimize?	A CONTRACTOR OF THE PROPERTY O			A second	The second secon			A MANUAL PROPERTY OF THE PROPE	The second secon			The second secon	And the state of t
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	3.0	The confet to leave of famous a sea whiteh Assessment AAAAAAAAAAAAAA
Recall Mode	None	None		None	None:		Max	Max		Max	Max	- None	property of the property of th
Walk Time (s)												8.0	
Flash Dont Walk (s)			A CONTRACTOR OF THE PARTY OF TH	PARAMETER STATE OF THE STATE OF				A STATE OF THE PARTY OF THE PAR				5.0	
Pedestrian Calls (#/hr)								and the second district of the second of the			4. See 1. Se	5	where m_1 is the m_2 is the m_2 is the m_2 in m_2 in m_3 in m
Act Effct Green (s)	PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF	19:1		A CONTROL OF THE PROPERTY OF T	19:1			43;5	Bridge State of the part of th	The second secon	43.5	A Company of the Comp	properties properties and a contract of the properties of the prop
Actuated g/C Ratio		0.27			0.27			0.61			0.61		
v/c Ratio		0,35			0.56	A Commence of the Commence of		0.40			0.41	A property of the property of	Many of an explaint (a fine to be compared to the compared to
Control Delay	Annual control control	20.2			28.0			10.5			10.4		
Queue Delay		0.0			0.0	The second secon		0.0	The second secon		0,0	The second secon	The second secon
Total Delay		20.2			28.0			10.5			10.4		
LOS		C		TANKET TO SECTION OF THE SECTION OF	C			В.			В	The second secon	A series of the
Approach Delay		20.2	,, 		28.0			10.5			10.4		
Approach LOS		C			G			В	winds of the state		В		A control of the cont
90th %ile Green (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	13.0	
90th %ile Term Code	Hold	Hold #	Adapt San	=Max=	Max		MaxR	MaxR		MaxR	A Company of the Comp	Ped	The state of the formet and formet and formet and the state of the sta
70th %ile Green (s)	19.8	19.8	***************************************	19.8	19.8		40.0	40.0	are mercene and mercene	40.0	40.0	0.0	
70th %ile Term Code	Hold	Hold	A CONTRACTOR OF THE PROPERTY O	- Gap	Gap	A PROPERTY OF THE PROPERTY OF	The second second second second	MaxR		v annunciamos by Charles at auto-	MaxR.	Skip	AND A COLUMN TO THE REAL PROPERTY OF THE PARTY OF THE PAR
50th %ile Green (s)	16.9	16.9	72	16.9	16.9		40.0	40.0		40.0	40.0	0.0	
50th %ile Term Code	Hold	Hold		Gap	-Gap	The property of the property o	MaxR	MaxR		MaxR	arguette and a state of the second	Skip	of the of the contract of the Commercial and opening the contract of the contr
30th %ile Green (s)	14.1	14.1		14.1	14.1		40.0	40.0		40.0	40.0	0.0	
30th %ile Term Code	Hold	- Hold	TO THE WAY AND THE	Gap	Gap		MaxR	MaxR		MaxR	AND THE PROPERTY OF THE PARTY O	Skip	
10th %ile Green (s)	10.3	10.3		10.3	10.3		40.0	40.0		40.0	40.0	0.0	
10th %ile Term Code	Hold	Hold		Gap	Gap	Maria Para de la companya del companya del companya de la companya	MaxR-	Car Carlotte Commission of the	age of name of the civiling an	MaxR		Skip	The second secon
Queue Length 50th (ft)		38	444		78		**************************************	74			82		
Queue Length 95th (ft)	1 . On The State of the State o	401			169			207			226	graphy (a thinking your artists) of the property of the proper	The second secon
Internal Link Dist (ft)		298		The Total Control of the Control of	231			558	na na grang na na kao makabba na kabupanaka Na makaban na maga na makabba na kabupanaka	n, 11 pm y 6 Phys or Mayor attempt to degree by	676	e de grande de de militario de maria de maria de la compansión de maria de maria de maria de maria de maria de La compansión de de maria de maria de la compansión de maria de maria de maria de maria de maria de maria de m	
Turn Bay Length (ft)		170	77,000	Company of the party of the par		A Salandard and part F or stated assembly as and Alberta and Alber	The Second Secon	4000	The state of the s				The second secon
Base Capacity (vph)		472			475			1009	and the second of the second of the second		1082	The state of the s	The second secon
Starvation Cap Reductn		0	COLUMN TO COMPANY TO SERVICE STATE OF THE SERVICE S	AT THE COMMENT OF STREET		CONTROL OF THE PARTY OF T	The second of th	0	A CONTROL OF THE CONTROL OF T	The second secon	See Manual (man a residual o Aprilla) (man		A CONTRACT OF THE PROPERTY OF

	Þ		7	6	←	*	*	†	1	1	Ţ	1			
Lane Group	#EBL		EBR	WBL	WBT ==	WBR	■NBL	NBT	NBR	#SBL	SBT	SBR	ø9==		
Spillback Cap Reductn		0			0			0		V-1	0		······································		
Storage Cap Reductn		0.5	The state of the s	1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	The second secon		0		27,42199	0				
Reduced v/c Ratio		0.30			0.49			0.40			0.41				
Intersection Summary		Control of the Contro	The second of th			And the second s				The second secon	And the second				
Area Type: C	Other														
Cycle Length: 87															
Actuated Cycle Length: 71	1.2														
Natural Cycle: 75	The second secon							The state of the s							
Control Type: Semi Act-U	ncoord					r jorgen ragnad and amazon (1984)	* (***)					and an a Salk Consequence of the sale of t			
Maximum v/c Ratio: 0.56			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The Property of the Property o	AND		Andrew Company of the								
Intersection Signal Delay:			ALTERO DE DE COMPLETA		tersection				20110-024210000	appropriate the section and all con-		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	constitute white advantaged and he was a section to		. 11 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Intersection Capacity Utiliz	zation 60	.4%			U Level	of Servi	ce B								
Analysis Period (min) 15		en were versen water two	wychel two letters and	1994 til der bryde america			3.200 page 200 m		TEST TO STATE OF THE STATE OF T	The fallowing forces and the good	in particular in the second				rye waaren
90th %lie Actuated Cycle:					Part of the Control o		And the second s	4 10 at any and any and any and any and any and any and any any and any any and any any and any							
70th %ile Actuated Cycle: 50th %ile Actuated Cycle:		And the second second second					A Transaction of the state	Chiartification and a contraction of the contractio	The second secon		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	awingsan san tena	guardenteranarionales	1845-32 37 CT 277-1314-25	I see the second
30th %ile Actuated Cycle:										Set William			va va sala		
10th %ile Actuated Cycle:							AND THE STATE OF	- 1990 -				halattera et inc			
				The second secon	And the second sec	me og a dig a dig and a di		graner Miller and Merce Albert (M.) Graner Committee Committee (M.)	anto principalita (1915) Etti adelen kalani (1915)	randada (m. 1919) et nadanika da 1	Name and Committee				eogladi.

Splits and Phases: 11: East Emerson Street & Lebanon Street



	*	*	*	1	1	1	ţ	لر	*	/*	4				
Lane Group 2	WBL	WBR	NBL	NBT	=NBR	SBL	SBT	SBR	NEL	ENER:	NER2	== Ø.5∦	≓ ø6	i≕ ø9≕.	
Lane Configurations				1>			4	7	KA						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	And the second s			
Total Lost Time (s)	3.0	3.0	3.0	, 3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				ever the transfer of the trans
Leading Detector (ft)		The second secon	The same of the sa	49=	The Victorian American plan Tree	49=	49	49	49						Laft, polit To the property of
Trailing Detector (ft)	00.040.00.0000000000000000000000000000	LLS SERVICES PROFILES	DAYSON CINCLOSO COLE	0	TOWN CARLAGEMENT OF THE	0	0	0	0					World face and company or an artificial facility	States States 11 cm
Turning Speed (mph)	15	9	15		9,	15		9	15	9-					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Er				0.992				0.850	0.988						\$1000 miles 1000
Flt Protected				a garagement of the contract o			0.996		0.957						
Satd, Flow (prot)	0::	====0=	0	=1822	0.	0	181-1	1546	i≟1719≘	-10-10-10-1	0.0	The second secon	The state of the s	The second secon	
Flt Permitted	end of an entire of the territory for the design of the entire of the en		THE SALE OF THE PROPERTY OF THE SALE OF TH	The discount year of the last	ter some a managadore di 1220 a sua	non a resent "this assistant" a free for	0.852	anne de la description de la constitución de la constitución de la constitución de la constitución de la const	0.957	my formand to the development of the same	AND THE PARTY OF T	payment of the real of the second	The response to the second section of the second	~/*	er er er er er er
Satd. Flow (perm)	11.11.10.11		0	1822	0.	0	1549	1546	1719	0	0	According to the control of the cont	And the second s	The Table 1 and 1	Tener State - Vancous
Right Turn on Red		Yes			Yes		- mlar-mela-ser samenA-ser	Yes			Yes				or into the stage the
Satd. Flow (RTOR)				4				727	ACCORDING TO A CONTROL OF THE CONTRO	Malamatan Taran San	The washes well at	Section and the section of the secti	AND THE PARTY OF T	Walter American Ameri	The same and the s
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	en and a series of the embedding	where our constraints		nam raignate, na granning
Link Speed (mph)	30	American Company	The state of the s	30			30		30						
Link Distance (ft)	345	Commence and the second second	the state was a soughy stopp	756	The Control of the State	Programma de esperator e	310	tie fold was travel in it.	604	enga e zon, saj na nen ja	Tourist Herbins of America		Ameli 4150 c. cal crisinos	entering and the state of the state of	er Mayoromania Lesa
Travel Time (s)	7.8			17.2			7,0		13,7	APPENDITURE OF THE PARTY OF THE	Andrew Control Control	The state of the s	Town 14 Control of Services	A man is and an artist of the second of the	
Volume (vph)	0	0	0	355	22	34	381	676	327	28	5	_ complete complete persons	or an among segmentages,	and the company of the second	Enloyence
Peak Hour-Factor	0,95	0.95	0.85	0.85	0.85	0.93	0.93	0.93	0.85	0.85	0.85	THE RESERVE OF THE PROPERTY OF	The second secon	A CONTRACTOR OF THE PROPERTY O	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%		A FIRST CONTRACTOR OF THE CONT		scorne a writer
Adj. Flow (vph)	0.4		<u> </u>	418	26	37	410	727	385	39	6		MYN ALM MARKET	to and of the control	The state of the s
Lane Group Flow (vph)	0	0	0	444	0	0	447	727	424	0	0	المستوالية والمراجعة والمستوالية	,		
Turn Type					LIPTO TO TO SOME OF THE	custom	Prot		The state of the s	Andrew paners of the state of t					
Protected Phases				2	anna agaigempetita .	verse page	56	46	4 			5	6	9	07 MATRICE 25 54
Permitted Phases		Total Control of the				5.6					And the second s	The same of the sa	And the second s		Service Control
Detector Phases	THE STREET SET OF STREET	W	wasyita a ndaytyo	2		56	56	46	4	/12 dt & C 1011 1112 10	windiging at Aurig			SECONDATA SERVICE	EN SOLVERS
Minimum Initial (s)	A STATE OF THE STA	T. 1127 A CONT. VER. VAL.		8.0	11 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -			And the second	8.0			4,0	4.0	110	
Minimum Split (s)	willian <u>y</u> n <u>A</u> nn			14.0			- 00-0	60.0	14.0 38.0	0.0	0.0	16.0	10.0 22.0=	15.0	
Total Split (s)	0.0	0.0	0.0	38.0	0.0	38.0 41.8%	38,0	manager to the second of the s	a A A constant of the same of	0.0%	0.0%	16:0 18%	24%	=15,0 16%	The second secon
Total Split (%)	0.0%	0.0%	0.0%	41.8%	U.U%	41.0%	41,0%	00.9%	32.0	U.U%	U.U%	12.0	2476 - 18.0	13.0	
Maximum Green (s)			A STATE OF THE STA	32.0	And the second of the second			200200000000000000000000000000000000000	TIPL toback as a sententian or a linear	And the second s	And the control of th	3.0	3.0	2.0	
Yellow Time (s)	**************************************	THE PARTY OF THE P	are an artist to the	4.0 2.0		The Control of the co	melanga mengali pada kenangan kenangan kenangan dan penangan berangan beran	Value Vice IV and Value	4.0 2.0	DIEGOTO DE LE		ა.u 1:0	ა.u 1.0	2.0 0.0	
All-Red-Time (s)	A COLUMN TO STATE OF THE STATE	The state of the s		2,0		The second secon	A STATE OF THE STA	CALT OF ALL SAME SAME SAME				Marin ITU	entue (10 h)	المال المالية	



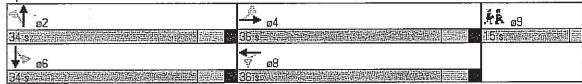
Lane Group	WBE WBR	NBE NBI	NBR SE	BIE SBIE	SBR	NEL	NER NER2	ø5	== ø6 =	ø9************************************
Lead/Lag				ar Drevenska i stro Adelast Artis street - Yte Gret Yr		age of Children Administration (age of Art	Le	ad	Lag	NOOPENAGESTA SE WARRING WAS SEC
Lead-Lag-Optimize?			A Committee of the second seco	Service of a state of			And the second s			A CONTRACTOR AND CONTRACTOR CONTR
Vehicle Extension (s)	TO DESCRIPTION OF THE PROPERTY	3.0		TO DESCRIPTION OF THE PROPERTY	Process of the country of the way of	3.0		3.0	3.0	3.0
Recall Mode	- Control of Control o	None	The state of the s			Max	N	ax	Max	Min
Walk Time (s)	The second secon								32 53 15100 15100	8.0
Flash Dont Walk (s)		And the second s	A Company of the Comp	The second secon						5.0
Pedestrian Calls (#/hr)										10
Act Effct Green (s)	The second of th	35.0		35,0	the contract of the second of	35.0				
Actuated g/C Ratio		0.41		0.41		0.41				
v/c Ratio	The second secon	0.59	A 18-13 make to 2 may 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1	0.70	CARLANDON TO CARLANDON AND AND ADDRESS OF THE ADDRE	0.60	Carlot Marine Service (1997) (1		
Control Delay	A CONTRACTOR OF THE PROPERTY O	23.6		28.4		24.3				
Queue Delay	A STATE OF THE PROPERTY OF THE	0,0	And the second of the second o	3.6	0.8	0,0	Special Control of the Control of Special Control o			A STATE OF THE STA
Total Delay	, , , , , , , , , , , , , , , , , , , ,	23.6	2000 100	32.0		24.3				
LOS		C			et error and a consideration of the same grown man	С	Proceedings of the Control of the Co			The state of the s
Approach Delay		23.6		14.3		24.3				
Approach LOS	A STATE OF THE STA	E C	(7)	В		C	The state of the s	riciāi:	A CONTRACTOR OF THE PROPERTY O	The second secon
90th %ile Green (s)		32.0				32.0		2.0	18.0	13.0
90th %ile Term Code	A service of the serv	Max	Control of the second s	A STATE OF THE PROPERTY OF THE		/laxR	be 186 . I delicated decisions his new contract of the contrac	COLUMN TERMINA	MaxR =	Ped
70th %ile Green (s)		32.0				32.0		2.0	18.0	5.5
70th %ile Term Code		Hold			<u> </u>	/laxR	DO DO NO DOTOS COSULAS ESPECIANCIANOS COMPANIOS COMPANIO	*** * * * * * * * * * * * * * * * * *	MaxR	Gap
50th %ile Green (s)	Two Paradigates Safety Mayor A 1 (1) and MAYOR MAYOR TO 100	32.0	K HARWALIYEDA XIXI XIDILIYAYE			32.0		2.0	18.0	5.5
50th %ile Term Code	A Company of the Comp	Hold			N	/laxR	Ma		MaxR_	Gap
30th %ile Green (s)		32.0	XXXXX			32.0		2.0	18.0	5.5
30th %ile Term Code	The second secon	Hold			N	/laxR			MaxR =	Gap
10th %ile Green (s)		32.0			getrany and national to A device new and a desired to the service.	32.0		2.0	18.0	5.5
10th %ile Term Code	The second secon	Hold	The state of the s			/laxR	Ma.	xK₌	MaxR	Gap '
Queue Length 50th (ft)		172		185	0	166		MANA PARA		
Queue Length 95th (ft)		281		#342	39	274				The second distance of the second seco
Internal Link Dist (ft)	265	676		230	civa e cual o li sus dimentici	524	Company of the Company of the Section of the Company of the Compan		The state of the s	management of the second between the second of the second of
Turn Bay Length (ft)	And the second s	The state of the s	The second secon				A service of the serv		a de l'approprie	The second secon
Base Capacity (vph)		753	man and the second of the seco	638	1277	709	Sand of the county when the second day through the Sand Sand Sand Sand Sand Sand Sand Sand		China and the street of the	To All the State of the State o
Starvation Cap Reducting	Tomba formation and the second of the second	The state of the s	The second secon	114	274	0	Light and the property of the state of the s	Constraint.	garage garage and	A CONTRACTOR OF THE PROPERTY O
Spillback Cap Reductn		0		0	0 - 0 0	0 				7
Storage Cap Reductn	A second of the		The second secon			U	The state of the s		The state of the s	

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Lane Group	EBL	EBTE	MEBRE WILL	WBT	WBR	NBL	NBI	NBR	SBL	SBT	SBR	rø9bille
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1,0		1,0	1.0		0.0
Lead/Lag	And the same of the same of the same of		7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1									service and a service of the service
Lead-Lag Optimize?	**************************************		the state of the s	Selfor Company of the	The first state of the state of		The state of the s			Figure 1		
Vehicle Extension (s)	5.0	5.0	5.0	5.0		3.0	3.0	4045021000000000	3.0	3.0	engine jingan makan makan makan baran bara	3.0
Recall Mode	Max	Max	Max Max	Max		Max	Max		Max	_ Max	N	one .
Walk Time (s)										······································	entregez (state to a la contracta la contracta de contrac	8.0
Flash Dont Walk (s)			A STATE OF THE PARTY OF T	A STATE OF THE STA								5.0
Pedestrian Calls (#/hr)								en en enaderski standarni dat timentima	~~~	Antonia Coppetition of Property Section 1		5
Act Effet Green (s)		21.1	The second secon	21.1	the water grown and a second of the second o		41,3		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	41.3		
Actuated g/C Ratio		0.30		0.30		Tanggaran (1185)	0.58			0.58	ng naganang ang aganan ana papan	
v/c Ratio		0.38		0.55			0.43	A CONTRACTOR OF THE PROPERTY O		_0.59	The state of the s	The state of the s
Control Delay		20.0		26.3			10.7	more many more managed (27 s = 27		13.0		
Queue Delay		0.0		0.0			0,0			0.2	Andreas Control of the Control of th	
Total Delay		20.0		26.3			10.7	anno as community at 11 and		13.3		and the second s
LOS		· G		G G			В			B	The state of the s	
Approach Delay		20.0	d receipts the control of the contro	26.3	na compression menos del con (/2)	ewayaa — s charasa	10.7	mentioner medical augest parties		13.3		ener exception original control of 170946
Approach LOS		C		C.			B.			В		40.0
90th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	n verkinske kaktiskopun som is	13.0
90th %ile Term Code	_ MaxR⊪	MaxR	MaxR	MaxR =		/laxR	MaxR		laxR	MaxR	The state of the s	Ped
70th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	which have been a second or	0.0
70th %ile Term Code	MaxR.	MaxR	The state of the s	MaxR	heart control of the	/laxR			1axR	MaxR		Skip
50th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0		0.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	The series are the street of the series of t	Contract when the	MaxR	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	laxR∈	MaxR		Skip
30th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0		0.0
30th %ile Term Code	MaxR∍	-MaxR	MaxR	MaxR-		/laxR⊨	The contraction of the party of the same o	i e e e e e e e e e e e e e e e e e e e	laxR	MaxR		Skip
10th %ile Green (s)	20.0	20.0	20.0	20.0	a new days of the property of the party	40.0	40.0		40.0	40.0		0.0
10th %ile Term Code	MaxR		MaxR	MaxR=		/laxR	MaxR	1	/laxR	MaxR	A control of the cont	Skip
Queue Length 50th (ft)		36		80	many communications and a color of the communication of the communicatio		94			153		
Queue Length 95th (ft)	And Annual Property of the Control o	67	A CONTROL OF THE PROPERTY OF T	161	Control of the second of the s		236	A SALES PERSON NAMED IN COLUMN		389	What was a second of the secon	
Internal Link Dist (ft)	CONTRACTOR CONTRACTOR	308	97 180 80	276		nana anatan	229	w. V. va. 12. 4 Va. 17. 17. 17. 17. 17. 17. 17. 17. 17. 17	many deeps to one get week.	505	**********************	en realizado de entre fair a la compansión de la compansión de la compansión de la compansión de la compansión
Turn Bay Length (ft)	The second secon		The second secon				Total Angles Pales	The state of the s		A property of the second secon		The state of the s
Base Capacity (vph)	and the same of th	392		455		Serve virgine viv	1134			1189		
Starvation Cap Reductn		0	The second secon	0.5	er i anni i anni anni anni anni anni anni		0		1200	100	And the second s	And the second s

	٨	-	*	•	4—	Ł	4	†	~	1	↓	4			
Lane Group #	EBE	EBTE	EBR	WBL	WBI	#WBR	= NBL	NBT	NBR	SBL	SBT	SBR	ø9	property of the second	
Lane Configurations		4			€\$			4		STATEMENT AND STREET, WITHOUT STATEMENT	4				CV AND STANSON AND STANSON
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	13 FEB. 12 - 17 - 12 - 1 - 1	1900	1900	1900			
Lane Width (ft)	11	10	11	11	10	11	11	11	11	11	11	11	- 14		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Leading Detector (ft)	49	49		49	49		49	49		49	49			87	
Trailing Detector (ft)	0.	0		0			0.	0.		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9			
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.959			0.988			0.998		20 00 00 00	0.993				
Flt Protected	Law and a second of the	-0.987		Afficial Many Many and A	0.988			0.995				7.11.7.11.11.11.11.11.11.11.11.11.11.11.			
Satd. Flow (prot)	0	1679	0	0	1731	0	0	1777	0	0	1777	0		SALLE SALLE SALLES	
Flt Permitted	The second secon	0.904		# TOTAL COLUMN TOTAL COLUMN	0.913			0.798			0.996				
Satd. Flow (perm)	0	1537	0	0	1600	0	0	1425	0	0	1770	0	A		211.21.75.75.
Right Turn on Red	177, 727, 177, 177, 177, 177, 177, 177,		Yes		11/2/17/14/2017/19/2017 1/17/20/20/20	Yes			Yes			Yes			
Satd. Flow (RTOR)	rechange to the analysis countries are set a	30	See Jeg wagen See	And a section pro-	6		· *** ** *** *** *** *** *** *** *** **	1	A A. WALLEY L. B. A. C.		4	Tradition Section 1 Volume	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Headway Factor	1,04	=1.09	1.04	1.04	1.09	1.04	1.04	1.07	1.04	1.04	1.07	1.04			
Link Speed (mph)	of the form and the second	30			30	Tr 19 1 10 10 10 10 10 10		30	erakurin kari, marin	tara bagaya a sagara di sagarif ya	30				:: .:-
Link Distance (ft)	# 1 mm 1 mm 1 mm 2 mm 2 mm 2 mm 2 mm 2 m	142			162			585	TOTAL CONTROL OF THE PARTY OF T		729		CONTRACTOR CONTRACTOR		Contract Con
Travel Time (s)	A THE COMMENT AND THE PROPERTY OF	3.2	u		3.7			13.3	enter enter est Sym, 183	PERCONNECTION OF THE STATE OF T	16.6	# #** "	interest to the second second		Jene Canada Production
Volume (vph)	29	£4.50	35	32	92	12	42	405	8	5	611	35			A SAME OF THE SAME
Peak Hour Factor	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88	0.96	0.96	0.96			book the state of the total
Heavy Vehicles (%)	0%	0%	0%	0%	0%	- 0%	1%	1%	1%	. 1%	1%	1%			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0			The state of the s
Adj. Flow (vph)	38	65	45	39	# 111 1	14	48	460	9	5	636	36			
Lane Group Flow (vph)	0	148	0	0	164	0	0	517	0	0	677	0			
Turn Type	Perm	A STATE OF THE STA		Perm	100 - 100 -		Perm			Perm			And the state of the state of		
Protected Phases	errobio in a se staron	4	Systema Garyon Gerelan	fth 1.5.5.4.4.4.4.5.5.5.5.5.5.5.5.5.5.5.5.5.	8	III . o. o. o e e e e e e e e e e e e e e e		2	State-614 the same mass.	u-dhe neomheath i	6	fattal elevir since	9	MATERIAL PROPERTY	
Permitted Phases	4			8	// 24 / - / -	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	2			- 6					1740147
Detector Phases	4	4	and a mercent reasons and	8	8	Productive Contraction of Contraction	2	2	11.00.01.00.00	6	6	2772714-2772-11	ET		portugues de la companya de la compa
Minimum Initial (s)	10.0	10.0		10.0	10.0		28.0	28.0	Carried St. Law St. January 1997	28.0	28.0		4.0	Diserring To.	
Minimum Split (s)	16.0	16.0		16.0	16.0		34.0	34.0	7. 7. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	34.0	34.0	and \$1 throughly to the country of t	15.0	J. F 1000 M	
Total Split (s)	36.0	36.0	0,0	36.0	36,0	0.0	34.0	34.0	0,0	34.0	34:0	0.0	15:0	The first of the same of the s	officers and officers and one of the state o
Total Split (%)	42.4%	42.4%	0.0%	42.4%	42.4%	0.0%	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	18%		
Maximum Green (s)	30.0	30.0	Committee of the commit	30.0	30.0	AND THE CONTROL OF TH	28.0	28.0		28.0	28.0		13.0	The winds are all the second of the second o	

	*	-	*	1	+	*	4	†	1	1	↓	4			
Lane Group	EBL	MEBIE	EBR	WBL	■WBT	WBR	₩ŊBI		NBR	#SBL	SBT	SBR	ø9≕	A company of the comp	And the second s
Spillback Cap Reductn		0	96 125299		0		100 mm	0	00000000000000000000000000000000000000	prist 1000 PERSONAL CHANGES	9				
Storage:Cap Reductn		0	20 - 1 and 1 and 2	The state of the s	0		Table of the second of the sec	0			0				
Reduced v/c Ratio		0.22			0.24			0.55			0.59				
Intersection Summary			1,000												
	Other												A27 M.D 44350	AND THE PART	
Cycle Length: 85						The second secon	A CONTRACTOR OF THE CONTRACTOR					Car Chart Spirite			
Actuated Cycle Length: 5	7.6										NO. 744 (No. 101) 161 (1				e - podje čeg, nijelovanja
Natural Cycle: 65							And the second second second							raina ironiania Tilkaingan	
Control Type: Semi Act-L				entern dentifikt volkle dat an til bestylle f	THE STREET				Law enterprise programs	Notes with the virtual of the	entresette et				RV SPECIAL SCHOOL ST
Maximum v/c Ratio: 0.58		Fine A time is required and you will be a supplied to the supplied and the	A TANAGAM AND A SAME A	744	A STATE OF THE PARTY OF T			And the second s	The second section of the secti	And the second s	The second secon	The control of the co	Andrew State		Control of the contro
Intersection Signal Delay			minum film a kind on a vision		tersectio						The state of the s	a a manage of the state of the			
Intersection Capacity Util	ization 67	.0%	A CONTROL OF THE CONTROL OF T		CU Level	of Serv	ice C			V STR SUPPLIES IN A STREET					1,72
Analysis Period (min) 15				7	CFN.00109+ACPDSTTZ_SZETYLY		A CONTRACTOR OF THE PARTY OF TH	one, or mages, & remains the & O'New' reliant this reliant to a relian-	management of the control of the con		Maria Maria			es a service of acceptance	DAMPETUT FOR TO
90th %ile Actuated Cycle		The second secon													
70th %ile Actuated Cycle		40000000000000000000000000000000000000			Democrate in the second No. The second				ganagapan pagasan paga	greene in toward					
50th %ile Actuated Cycle		Cartill Second Second	The second secon	A STATE OF THE PARTY OF T		ar via vojetler									
30th %ile Actuated Cycle		nantani kutan e windika wa Manatani		2/07/ 16/07/16 Tolking Single	Company of the Compan	A STATE OF THE STA			and the plant of the party	terantina (Consentina Contesting May 2000 of Contesting of Contesting Contesting of Contesting Contesting of Contesting of Contesting of Contesting	yer om enterest and yerror entered			e remains and the same of the same	or and the second
10th %ile Actuated Cycle							arevore franci	- Seedal Xeedeare. 1						Liffichtholiac	
# 95th percentile volum				e may b	e longer.		130-25	and the state of t	entral description of the second of the seco						
Queue shown is maxi	нингаце	i iwo cyc	NE2:31	Control of the contro			Tongo de como arregim de 10 montos en 12 de como o protego de 12 m en 12 de 12 de 12 m en 12 de 12	To a transfer of the second	magneting has all high first such as a facility of the second such	The state of the s	to Promote State Commented	CARLON IN TANK			
				- 01	50740										

Splits and Phases: 5: East Foster Street & Lebanon Street



	*	\rightarrow	7 1	-	1	4	†	1	-	↓	4		
Lane Group	EBL	EBT	EBR WBL		=WBR	ENBL	NBT	NBR	SBL	SBT	SBR	₩9E	
Maximum Green (s)	25.0	25.0	25.0	25.0		30.0	30.0		30.0	30.0		13.0	
Yellow.Time (s)	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	A Company of the Comp	2.0	Section Control of the Control of th
All-Red Time (s)	2.0	2.0	2.0	2.0	ner over conner Wantsham & Mary	2.0	2.0		2.0	2.0		0.0	
Lead/Lag			The state of the s		The state of the s	A TO MANY AND A STATE OF THE PARTY OF	And the second s		Asserting to the property of the second of t		The state of the s		Appelled Andread Angle (1997) and the second Angle (1997)
Lead-Lag Optimize?	The state of the s				Proceedings on the section of the se			Andread of the contraction of th			egeneration and the		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0.	Control of the second of the s	3.0	A STATE OF THE STA
Recall Mode	Max	Max	Max	Max	(Compression of the contract o	Max	Max		Max	Max		None	The second second
Walk Time (s)		The state of the same		www.			Toward Control					8.0 5.0	
Flash Dont Walk (s)						en salan ayan karan ing salan sa		and the second of the second o			minimal and the second section of the second	5.U 5	
Pedestrian Calls (#/hr)			The second secon		An expension of the state of th	Comment Plant (1874) Special (1975) Comment (1874)	33.2		The state of the s	33.2			Confidence of the property of
Act Effct Green (s)		28.2	e ne museum synemisemmen promoter medinings kritismise med profiles segis (1905 tel 1905 tel 1904 tel 1905 tel 190 1905 tel 1905 tel 1	28.2 0.40		man market (Ne Cales Actor)	33.2 0.47		**************************************	33.2 0.47	The state of the s	interior - 2015 and	To 12 bell good por whose Law telephone to the man of
Actuated g/C Ratio		0,40	A STATE OF THE PROPERTY OF THE	1.23	Man () And () And () And () And ()	12.777.1.10.10.10.10.10.10.10.10.10.10.10.10.1	0.62	Control of the second	(played manufactual limits of	0,71	al and account on the state of	A STATE OF THE STA	
v/c Ratio	PINTER COMMISSION	0.22 15.3		1.23 ∷145:2⊩		The same of the sa	18.3	The second secon		23.5		701.52127727	The second of th
Control Delay		Links of home of the part of the part of the		0.0			0.0		A CONTRACTOR OF TAXABLE PROPERTY.	0.0	Andria Maria Propini Maria Maria Propini		Chair and the second of the se
Queue Delay		0.0		0.0 145,2			0.0 18.3		of contained and comments of the contained of the contain	23.5			The second secon
Total Delay	Andrew Comments	15.3	A CONTRACTOR OF THE CONTRACTOR	140,Z F			в			C	A CALLED COMMENT OF THE PARTY O	Andrew Stor Stor	APPLY THAT THE STREET OF THE S
LOS		B 15.3 ≦	The state of the s	145.2	A)438),() (400)	The Light Constitution	18.3		And the second s	23.5			The second section of the second section secti
Approach Delay		Control of an American Section		140,Z F		201052-0-4	. 10.0 В	minimistration of the state	The second second second second	20.0 C	Manual Company		
Approach LOS	25.0	B 25.0	25.0	ר 25.0≘		30.0	30.0	To the state of th	30. 0	30.0		13.0	
90th %lle Green (s) 90th %ile Term Code	⊸zə,⊍ MaxR	Zo.u MaxR	Zo.u MaxR	MaxR	Section 18 bill control of 18 billion	MaxR	MaxR	The second secon	MaxR	MaxR		Ped	
70th %ile Green (s)	1018XFC	17.0 × 17.0	1VIAXIN 25.0	25.0	7.524 T. J. Maria, Andry 9.	30.0	30.0	- Company of the Comp	30.0	30.0		0.0	The second secon
70th %ile Term Code	MaxR	MaxR	MaxR	MaxR	A Paris of the second s	MaxR	MaxR	The state of the s	MaxR	MaxR		Skip	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
50th %lle Green (s)	25.0	25.0	25.0	25.0	A Contract of the Contract of	30.0	30.0		30.0	30.0		0.0	Control of the Contro
50th %ile Term Code	MaxR	MaxR	Zo.o MaxR	MaxR		MaxR	MaxR		MaxR	MaxR		Skip	
30th %ile Green (s)	25.0	25.0	25.0			30.0	30:0		30.0	30.0		0.0	The second secon
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	And the second s	MaxR	MaxR	At the colone is not made into a particular or of the colone of the colo	MaxR	MaxR		Skip	mandrial film (1979) (1979) (1979)
10th %ile Green (s)	25.0	25.0	25.0		The second secon	30.0	30.0	with the control of t	30.0	30.0		0.0	
10th %ile Term Code	MaxR	MaxR	MaxR	TO THE DOLLAR OF STREET COME THE PROPERTY.	The second second second second	MaxR	MaxR	A. C. S. Commission of the Com	MaxR	MaxR	. N. 27	Skip	
Queue Length 50th (ft)		34		~324			125		The manufactured at 1970 CO.	143	T.		
Queue Length 95th (ft)		92		#660			304			#365			TOTAL TO SEE COMPANY AND SEE CO. S.
Internal Link Dist (ft)		379		366	No. of the Artist Control of the Artist Cont		649	1, 100 at 1	The state of the s	558	graduation of the control of the con		A SECTION OF A CONTROL OF SECTION
Turn Bay Length (ft)	The second secon	man a promet of the state of th	the statement of the st	and the factor of the second	Committee of the Commit					er er er y kan en i Mensa i i Vida	-waaaaa 1175 maa 12 17 maa 1		
Base Capacity (vph)	Company of the support	668	The following state of the stat	516	Appropriate of the second seco		783	The state of the s		687	The state of the s	The second secon	Annual Control of the

	*	-	*	*	-	1	1	†	-	-	ļ	1			
Lane Group	EBL	EEBTE	EBR	WBI.	WBT	WBR	NBL	NBT	ENBR	SBL	SBT	SBR	ø9		
Lane Configurations		4			4			4			4				
Ideal Flow (vphpl)	1900	1900=	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0			
Leading Detector (ft)	49			49	49=		49	49		49	49				rie/Avojatija
Trailing Detector (ft)	0	0		0	0		0	0	and theresales the	0	0	200 91 201 001 91		56 0000000	
Turning Speed (mph)	. 15		9	15		9	ATTACK TO SECRETARY THE		9	15		9			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FILE	Target Carried Control Control	0.957			0.979	American Control of Co		0.999	A Language Control of the Control of		0.993			to the second of	
Flt Protected		0.986			0.995			0.995			0.999				
Satd. Flow (prot)	0	Angles of the second second second second second	0.		1565	0.	0		0	0	1775	0			
Flt Permitted		0.853			0.965			0.923			0.994	4			
Satd: Flow (perm)	0	1470	0	0	1518	0	0	1650	0	0	1766	0	A THE PART OF THE	1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (
Right Turn on Red			Yes			Yes			Yes			Yes			
Satd: Flow (RTOR)		27			10	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	A CONTRACTOR OF THE CONTRACTOR				4	The second secon	The second secon	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Headway Factor	1.04	1.04	1.04	1.04	1.24	1.04	1.04	1.07	1.04	1.04	1.07	1.04	10,23		
Link Speed (mph)	- No. 1 Control of the control of th	30			30			30			30				
Link Distance (ft)		378			311	ì		638	217 (22 15 15 22 17 17 16 2)		756	T	233320G5V2822 27/0		
Travel Time (s)	7. T	8.6	The second secon		7.1			14.5			17.2				
Volume (vph)	36	51	41	19	150	31	37	310	2	6	360	20			
Peak Hour Factor	0,89	0,89	0,89	- 0.86	0.86	0.86	0,86	0.86	0.86	0.86	0,86	0.86	77		200 and 200 an
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	1%	1%	1%			
Bus Blockages (#/hr)	0	0	1111110 11	0	0	0	0	4	0	- 0	4	0	1907	7 - 17 - 17 - 17 - 17 - 17 - 17 - 17 -	Total Control of the
Parking (#/hr)					5										
Adj. Flow (vph)	40	57	46	- 22	174	36	43	360	2	750 E 75	419	23	A A A A A A A A A A A A A A A A A A A		
Lane Group Flow (vph)	0	143	0	0	232	0	0	405	0	0	449	0			
Turn Type	Perm			Perm-			Perm			Perm					
Protected Phases	Committee is a material state of the	4		and the second s	8		# A	2		W. C	6		9		in the second
Permitted Phases	4			8			2		Carrie Carres	6					
Detector Phases	4	4		8	8	pared President American	2	2		6	6				
Minimum Initial (s)	7.0	7.0		7.0	7.0	and of the second secon	40.0	40.0		40.0	40.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0		46.0	46.0		46.0	46.0		15.0		
Total Split (s)	26.0	26.0	0.0	26,0	26.0	0.0	21. Feb	46.0	0.0	46.0	46:0	0.0	15.0	GYGLEN	2000
Total Split (%)	29.9%	29.9%	0.0%	29.9%	29.9%	0.0%	52.9%	52.9%	0.0%	52.9%	52.9%	0.0%	17%	10.000 10.00	
Maximum Green (s)	20.0	20.0	American School of the Control of th	20.0	20.0	A to the second	40.0	40.0	Accounted by the country of the coun	40.0	40.0	A COLOR OF SHEET AND A SHEET A	13.0		

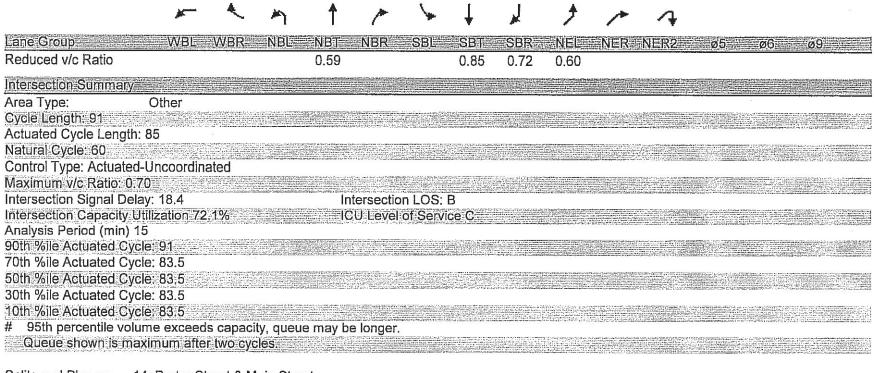
	*		7	6	←	*	*	†	1	1	Ţ	1		
Lane Group	#EBL		EBR	WBL	WBT==	WBR	NBL	NBI	NBR	#SBL	SBT	SBR	ø9	And the second s
Spillback Cap Reductn		0			0			0			0			
Storage Cap Reductn		0.5	The Party of the Control of the Cont	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	The second section is a second section of the second section of the second section is a second section of the second section of the second section is a second section of the second section is a second section of the sec		0 =			0			
Reduced v/c Ratio		0.30			0.49			0.40			0.41			
Intersection Summary		Constitution of the Consti	the property of the second of			Transport of the Control of the Cont		Section 1 Control of the Control of		The state of the s			Company of the compan	
Area Type: O	ther										1 Committee of the second of t	and the control of th		
Cycle Length: 87														
Actuated Cycle Length: 71	1.2													0.01.7777 W 500 WF 20 .794 D 401 . 200
Natural Cycle: 75	And property of the second sec	And the second s		The second secon				And the second s		175.1. 219. 32.				
Control Type: Semi Act-U	ncoord				***************************************	10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			SCH ISHER KER		W. S. J. W. C. W.	UI II INC 1010 N		27 25 25 27 27 27 27 27 27 27 27 27 27 27 27 27
Maximum v/c Ratio: 0.56	The state of the s				Identify and all the		10.000 marks / 10.000	7,77						
Intersection Signal Delay:			SECTION COMMENTS OF		tersectior				3771774-0774-3747455-27	aption View as the second com-				,
Intersection Capacity Utiliz	zation 60	.4%			U Level o	of Servi	ce B	A Company of the Comp					**************************************	
Analysis Period (min) 15		engradiska produktion (%)	an Anthon Topology Victoria						THE COLUMN STEP SEES OF SOME	ing in the contract of the con	on braining content of the real			
90th %lle Actuated Cycle:		A CONTRACTOR OF THE PROPERTY O	d week of the control					A to a be a second of the seco	**************************************					
70th %ile Actuated Cycle:					Walter Street Committee Co	CONTRACTOR CONTRACTOR AS	MITTERS PARTY AND			voje topovojeto		gerialata and the con-	er e de la compressione se	alegan and a second second second second second
50th %ile Actuated Cycle: 30th %ile Actuated Cycle:				24 212 11 3 77		irialiwe:								
10th %ile Actuated Cycle.			::	TO A STATE OF THE PARTY OF THE	And the second s				Makes Freeze				7	
noun zone Aduated by the	UZ.J		The second secon	and the second s										

Splits and Phases: 11: East Emerson Street & Lebanon Street





Lane Group	WBE WBR	NBE NBI	NBR SE	BIE SBIE	SBR	NEL	NER NER2	ø5	== ø6 =	ø9************************************
Lead/Lag				ar Drevenska i stro Adelast Artis street - Yte Gret Yr		age of Children Administration (age of Art	Le	ad	Lag	NOOPENAGESTA STANDAY WAS SEC
Lead-Lag-Optimize?			A Committee of the second seco	Service of a state of			And the second s			A CONTRACTOR AND CONTRACTOR CONTR
Vehicle Extension (s)	r andruik audi er tittu na turti kart karakteriak er akter ere	3.0		TO DESCRIPTION OF THE PROPERTY	Process of the country of the way of	3.0		3.0	3.0	3.0
Recall Mode	- Control of the Cont	None	The state of the s			Max	N	ax	Max	Min
Walk Time (s)	The second secon								32 53 15100 15100	8.0
Flash Dont Walk (s)		And the second s	A Company of the Comp	The second secon						5.0
Pedestrian Calls (#/hr)										10
Act Effct Green (s)	The second secon	35.0		35,0	the contract of the second of	35.0				
Actuated g/C Ratio		0.41		0.41		0.41				
v/c Ratio	The second secon	0.59	A 18-13 make to 2 may 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1	0.70	CARLANDON TO CARLANDON AND AND ADDRESS OF THE ADDRE	0.60	Carlot Martine Control (1997)	1		
Control Delay	A CONTRACTOR OF THE PROPERTY O	23.6		28.4		24.3				
Queue Delay	A STATE OF THE PROPERTY OF THE	0,0	And the second of the second o	3.6	0.8	0,0	Special Control of the Control of Special Control o			A STATE OF THE STA
Total Delay	, , , , , , , , , , , , , , , , , , , ,	23.6	2000 100	32.0		24.3				
LOS		C			et error and a consideration of the same grown man	С	Proceedings of the Control of the Co			The state of the s
Approach Delay		23.6		14.3		24.3				
Approach LOS	A STATE OF THE PROPERTY OF THE	E C		В		C	The state of the s	riciāi:	A CONTRACTOR OF THE PROPERTY O	The second secon
90th %ile Green (s)		32.0				32.0		2.0	18.0	13.0
90th %ile Term Code	A second	Max	Control of the second s	A STATE OF THE PROPERTY OF THE		/laxR	be 186 . I delicated decisions his new contract of the contrac	COLUMN TERMINA	MaxR =	Ped
70th %ile Green (s)		32.0				32.0		2.0	18.0	5.5
70th %ile Term Code		Hold			<u> </u>	/laxR	DO DO NO DOTOS COSULAS ESPECIANCIANOS COMPANIOS COMPANIO	*** * * * * * * * * * * * * * * * * *	MaxR	Gap
50th %ile Green (s)	Two Paradigates Safety Mayor A 1 (1) and MAYOR MAYOR TO 100	32.0	K HARWALIYEDA XIXI XIDILIYAYE			32.0		2.0	18.0	5.5
50th %ile Term Code	A Company of the Comp	Hold			N	/laxR	Ma		MaxR_	Gap
30th %ile Green (s)		32.0	××××××××××××××××××××××××××××××××××××××			32.0		2.0	18.0	5.5
30th %ile Term Code	The second secon	Hold			N	/laxR			MaxR =	Gap
10th %ile Green (s)		32.0			getrany and national to A single MAN and A single Section 1997.	32.0		2.0	18.0	5.5
10th %ile Term Code	The second secon	Hold	The second secon			/laxR	Ma.	xK₌	MaxR	Gap '
Queue Length 50th (ft)		172		185	0	166		MANA PARA		
Queue Length 95th (ft)		281		#342	39	274				The second distance of the second seco
Internal Link Dist (ft)	265	676		230	civa e cual o li sus dimentici	524	Company of the Company of the Section of the Company of the Compan		The state of the s	management of the second between the second of the second of
Turn Bay Length (ft)	And the second s	The state of the s	The second secon				A part of the second of the se		a de l'approprie	The second secon
Base Capacity (vph)		753	man and the second of the seco	638	1277	709	Sand of the county when the second day through the Sand Sand Sand Sand Sand Sand Sand Sand		China and the street of the	To All the State of the State o
Starvation Cap Reducting	Tomba formation and the second of the second	The state of the s	The second secon	114	274	0	Light and the property of the state of the s	Constraint.	garage garage and	A CONTRACTOR OF THE PROPERTY O
Spillback Cap Reductn		0		0	0 - 0 0	0 				7
Storage Cap Reductn	A second of the		The second secon			U	The state of the s		The state of the s	



Splits and Phases: 14: Porter Street & Main Street

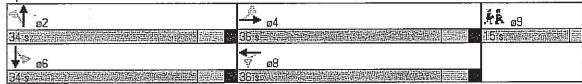


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Lane Group	EBL	EBITE	MEBRE WILL	WBT	WBR	NBL	NBI	NBR	SBL	SBT	SBR	rø9bille
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		2.0
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0	1,0		1,0	1.0	Accounts to the contract of th	0.0
Lead/Lag	And the same of the same of the same of		7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1									service and a service of the service
Lead-Lag Optimize?	**************************************	4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	the state of the s	Selfor Company of the	The first state of the state of		The state of the s			Figure 1		
Vehicle Extension (s)	5.0	5.0	5.0	5.0		3.0	3.0	4045021000000000	3.0	3.0	and control of the second second second	3.0
Recall Mode	Max	Max	Max Max	Max		Max	Max		Max	_ Max	N	one .
Walk Time (s)										······································	entregation of the control of the con-	8.0
Flash Dont Walk (s)			A STATE OF THE PARTY OF T	A STATE OF THE STA								5.0
Pedestrian Calls (#/hr)								en en enaderski standarni dat timentima	~~~	Antonia Coppetition of Property Section 1		5
Act Effet Green (s)		21.1	The second secon	21.1	the water grown and a second of the second o		41,3		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	41.3		
Actuated g/C Ratio		0.30		0.30		Tangah bang mbiling	0.58			0.58	a and a second second second second	
v/c Ratio		0.38		0.55			0.43	A CONTRACTOR OF THE CONTRACTOR		_0.59	The state of the s	The state of the s
Control Delay		20.0		26.3			10.7	more many more managed (27 s = 27		13.0		
Queue Delay		0.0		0.0			0,0			0.2	Jank to 1, 17 To 1	
Total Delay		20.0		26.3			10.7	anno as community at 11 and		13.3		and the second s
LOS		- C		G G			В			B		
Approach Delay		20.0	d receipts the control of the contro	26.3	na compression menos del con (/2)	ewayaa — s charasa	10.7	mentioner medical augest partic		13.3		ener exception original control of 170946
Approach LOS		C		G.			B			В		
90th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	n sekanaga kalabagan bagan k	13.0
90th %ile Term Code	- MaxR	MaxR	MaxR	MaxR =		/laxR	MaxR		laxR	MaxR	7 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Ped
70th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0	**************************************	0.0
70th %ile Term Code	MaxR.	MaxR	The state of the s	MaxR	heart control of the	/laxR			1axR	MaxR		Skip
50th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0		0.0
50th %ile Term Code	MaxR	MaxR	MaxR	MaxR	The series are the street of the series of t	Contract when the	MaxR	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	laxR∈	MaxR		Skip
30th %ile Green (s)	20.0	20.0	20.0	20.0		40.0	40.0		40.0	40.0		0.0
30th %ile Term Code	MaxR∍	-MaxR-	MaxR	MaxR-		/laxR⊨	The contraction of the party of the same o	i e e e e e e e e e e e e e e e e e e e	laxR	MaxR		Skip
10th %ile Green (s)	20.0	20.0	20.0	20.0	a new days of the property of the party	40.0	40.0		40.0	40.0		0.0
10th %ile Term Code	MaxR		MaxR	MaxR=		/laxR	MaxR	1	/laxR	MaxR	100 A	Skip
Queue Length 50th (ft)		36		80	many communications and a control of the Control of the		94	and the second s		153		
Queue Length 95th (ft)	And Andrew Control of the Control of	67	A manufacture of the second of	161			236			389	A CONTRACTOR OF THE PROPERTY O	
Internal Link Dist (ft)		308	095 Uno 1960	276	4.0	Tampenimodes //	229	er - Wasanist and a Same consequence	many despite on the said	505	Market 1, 240 1	en remaind a property of the control
Turn Bay Length (ft)	The second secon		The second secon				Total Angles Pales	The state of the s		A property of the second secon		The state of the s
Base Capacity (vph)		392	test de 10	455		Mad Surger	1134		ment of \$0.95min	1189		
Starvation Cap Reductn		0	The second secon	0.5	of any time to the second seco	- 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1	0			100	An article of any particle of a service of the serv	Control Contro

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Lane Group = 1	EBL	E EBRE	EBR	=WBL	WBI	#WBR	NBL	NBT	NBR	SBL	SBT	SBR	ø9	graphy and I by glastic as any standard and a supply of the supply of th	
Lane Configurations		4	- 303	-0 10 91	4			4		aris Pilance and Propagas. Years of York	4				
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1962.03 - 200	1900	1900	1900			
Lane Width (ft)	11	10	11	11	10	11	11	11	11	11	11	11	- 14		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0	3.0	3.0			
Leading Detector (ft)	49	49		49	49		49	49		49	49		19.12	8.5	
Trailing Detector (ft)	0	<u> 0</u>		0	0.		- 0	0.		0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.959			0.988			0.998		20 00 00 00	0.993				
FIt Protected		0.987		Tribute and Alexanders, and the	0.988			0.995				7.11.7.11.11.11.11.11.11.11.11.11.11.11.			
Satd. Flow (prot)	0	1679	0	0	1731	0	0	1777	0	0	1777	0		SALLE SUPERIOR STATE	
Flt Permitted	Laboratory of the control of the con	0.904		F. W	0.913	A COLUMN TO A COLU		0.798			0.996				
Satd. Flow (perm)	0	1537	0	0	1600	0	0	1425	0	0	1770	0	Andrew Prince Con-	entichen nach	to and a property
Right Turn on Red			Yes		1 Charles 24 Property Control And Artists	Yes			Yes			Yes		7564F99	
Satd. Flow (RTOR)		30	Age of the second of the con-		6	**************************************		1			4	reference association		Sangkarian kara-tah	
Headway Factor	1.04	=1.09	1.04	1.04	1,09	1.04	1.04	1.07	1.04	1.04	1.07	1.04	A Comment of the Comm		
Link Speed (mph)	AND AND ASSESSED.	30			30			30	Season Medically	eranagan dan 18 merikan	30			,	
Link Distance (ft)		142			162			585			729				entinged transmission
Travel Time (s)		3.2	and a second	The second contract of the second	3.7	nd ran disease		13.3	negowie w rone ożo Czer, (11)	ero, a vantore, virtettalik	16.6	Start Hill tal thin .	Thirties in a travel with a	***************************************	Long Supply Six Co.
Volume (vph)	29	50	35	32	92	12	42	405	8	5	611	35			
Peak Hour Factor	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88	0.96	0.96	0.96	2.00-01337227.22		and the second second
Heavy Vehicles (%)	0%	0%	0%-	0%	0%	0%	1%	1%	- 1%	1%	1%	1%			
Bus Blockages (#/hr)	Ō	0	0	0	0	0	0	4	0	0	4	0		V PSF CTC.CC 24 . C F	Walling a sea of
Adj. Flow (vph)	38	65	45	39		≝ = 14	48	460	9	5	636	36	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		
Lane Group Flow (vph)	0	148	0	0	164	0	0	517	0	0	677	0	The state of the s		
Turn Type	Perm			Perm			Perm			Perm					
Protected Phases	eterizador i servida estatelera	4	rya i kina gurkanya ya jiya gari	th and other transfers and	8	ili		2	epitolista en mercia de reprocu-	Carrier Charles (CTC)	6	morrida Fareva-Varia	9	odmi Acid oceletos	The second contracts
Permitted Phases	4			8			2			6					
Detector Phases	4	4	2 Me or whitened in white or broader	8	8	Freedy part of a grant of any set of Theories and	2	2	and the state of t	6	6	27171161417727711 7711111	1011111111 PATRICULAR VITO	7418782555-25-7-41-41	200900000000000000000000000000000000000
Minimum Initial (s)	==10.0	10.0		10.0	10.0	Control of the second s	28.0	28.0		28.0	28.0	To the state of th	4.0		
Minimum Split (s)	16.0	16.0		16.0	16.0	means favor Conf. Acrost serving	34.0	34.0	Construction and property New York (1994)	34.0	34.0	and \$5 they had the Country and the country of the	15.0	Miles (11 page on person of a	#44777-1-100 TO
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0,0	34.0	34.0	0.0	34.0	34.0	0.0	15.0	The first payer of the payer of	er party and artist along
Total Split (%)	42.4%	42.4%	0.0%	42.4%	42.4%	0.0%	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	18%		
Maximum Green (s)	30.0	30.0	The second secon	30.0	30.0	AND AND ADDRESS OF THE PARTY OF	28.0	28.0		28.0	28.0		13.0 =	A CONTROL OF THE CONT	1467211111111111111111111111111111111111

	*	-	*	1	+	*	4	†	1	1	↓	4			
Lane Group	EBL	MEBIE	EBR	WBL	■WBT	WBR	₩ŊBI		NBR	#SBL	SBT	SBR	ø9≕	A company of the comp	And the second s
Spillback Cap Reductn		0	96 125299		0		100 mm	0	00000000000000000000000000000000000000	prist 1000 PERSONAL CHANGES	9				
Storage:Cap Reductn		0	20 - 1 and 1 and 2	The state of the s	0		Table of the second of the sec	0			0				
Reduced v/c Ratio		0.22			0.24			0.55			0.59				
Intersection Summary			1,000												
	Other												A27 M.D 44350	AND THE PART	
Cycle Length: 85						The second secon	A CONTRACTOR OF THE CONTRACTOR					Car Charles (May per 1)			
Actuated Cycle Length: 5	7.6										NO. 744 (No. 101) 161 (1				e - podje čeg, nijelovanja
Natural Cycle: 65							And the same of th							raina ironiania Tilkaingan	
Control Type: Semi Act-L				entern dentifikt volks data entern för t	THE STREET				Law enterprise programs	Notes without their sections	entresette et				RV SPECIAL SCHOOL ST
Maximum v/c Ratio: 0.58		Fine A time is required and you will be a supplied to the supplied and the	A TANAGAM AND A SAME A	744	A STATE OF THE PARTY OF T			All the state of t	The second section of the section of t	And the second s	The second secon	The control of the co	Andrewski to be a second		Control of the contro
Intersection Signal Delay			minum film a kind on a vision		tersectio						The state of the s	a a manage of the state of the			
Intersection Capacity Util	ization 67	.0%	A CONTROL OF THE CONTROL OF T		CU Level	of Serv	ice C			V STR SUPPLIES IN A STREET					1,72
Analysis Period (min) 15				7	CFN.001094ACPDSTTZ_SZETYLY		A CONTRACTOR OF THE PARTY OF TH	one, or mages, & remains the & O'New' reliant this reliant to a relian-	management of the control of the con		Maria Maria			es a service of acceptance	DANGER OF THE
90th %ile Actuated Cycle		The second secon													
70th %ile Actuated Cycle		40000000000000000000000000000000000000			Democrate in the second No. The second				ganagapan pagasan paga	greene in toward					
50th %ile Actuated Cycle		Cartill Second Second	The second secon	A STATE OF THE PARTY OF T		ar via vojetler									
30th %ile Actuated Cycle		nantani kutan e windika wa Manatani		2/07/ 16/07/16 Tolking Single	Company of the Compan	A STATE OF THE STA			and the plant of the party	terantina (Service de La Charle Lagrido), Selvice de La Charle La La Charles de La Charle La Charles La Charle La La Charles de	yer om enterest and yerror entered			e remains and the same of the same	or and the second
10th %ile Actuated Cycle							arevore franci	- Seedal Xeedeare. 1						Liffichtholiac	
# 95th percentile volum				e may b	e longer.		130-25	and the state of t	entral description of the second of the seco						
Queue shown is maxi	нингаце	i iwo cyc	NE2:31	Control of the contro			Tongo de como arregim de 10 montos en 12 de como o protego de 12 m en 12 de 12 m en 12 de como o protego de 12 m en 12 m en 12 de 12 m en	To a transfer of the second	magneting has all high first such as a facility of the second such		to Promote State Commented	CARLON IN TANK			
				- 01	50740										

Splits and Phases: 5: East Foster Street & Lebanon Street



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Lane Group	EBL	EBT	EBR WBL		=WBR	ENBL	NBT	NBR	SBL	SBT	SBR	₩9E	
Maximum Green (s)	25.0	25.0	25.0	25.0		30.0	30.0		30.0	30.0		13.0	
Yellow.Time (s)	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	A Company of the Comp	2.0	Section Control of the Control of th
All-Red Time (s)	2.0	2.0	2.0	2.0	ner over conner Wantsham & Mary	2.0	2.0		2.0	2.0		0.0	
Lead/Lag			The state of the s		The state of the s	A TO MANY AND A STATE OF THE PARTY OF	And the second s		Asserting to a 7 mag and A or a mag		The state of the s		Appelled Andread Angle (1997) and the second Angle (1997)
Lead-Lag Optimize?	The state of the s			.,	Proceedings on the second state of the second			Andread of the contraction of th			egeneration and the		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0.	Control of the second of the s	3.0	A STATE OF THE STA
Recall Mode	Max	Max	Max	Max	(Compression of the contract o	Max	Max		Max	Max		None	The second second
Walk Time (s)		The state of the same		www.			Toward Control					8.0 5.0	
Flash Dont Walk (s)						en salan ayan karan ing salan sa		and the second of the second o			minimal and the second section of the second	5.U 5	
Pedestrian Calls (#/hr)			The second secon		An appeared to the standard of	Comment Plant and Agent (1997) and all the comment of the comment	33.2		The state of the s	33.2			Confidence of the property of the property of the confidence of th
Act Effct Green (s)		28.2	e ne museum synemisemmen promoter melemane er en melemane et er gebine eig ble 1900 in 1904 in 1904 in 1904 in 1904 bestelmelt et delmante per en melema bestelmelt et en melemane et en del	28.2 0.40		man market (Ne Cales Actor)	33.2 0.47		**************************************	33.2 0.47	The state of the s	interior - 2015 and	To 12 bell good por whose Law telephone to the man of
Actuated g/C Ratio		0,40	A STATE OF THE PROPERTY OF THE	1.23	And the second s	12.777.1.10.10.10.10.10.10.10.10.10.10.10.10.1	0.62	Control of the second	(played manufactual limits of	0,4 <i>1</i> 0,71	al and account on the state of	A STATE OF THE STA	
v/c Ratio	PINTER COMMISSION	0.22 15.3		1.23 145:2		The same of the sa	18.3	The second secon		23.5		701.52127727	The second of th
Control Delay		Links of home of the part of the part of the		0.0			0.0		A CONTRACTOR OF TAXABLE PROPERTY.	0.0	Andria Maria Propini Maria Maria Propini		Chair and the second of the se
Queue Delay		0.0		0.0 145,2			0.0 18.3		of contained and comments of the contained of the contain	23.5			The second secon
Total Delay	Andrew Comments	15.3	A CONTRACTOR OF THE CONTRACTOR	140,Z F			в			C	A CALL CONTRACT OF STREET	Andrew Stor Stor	APPLY THAT THE STREET OF THE S
LOS		B 15.3 ≦	The state of the s	145.2	A)438),() (400)	The Light Constitution	18.3		And the second s	23.5			The second section of the second section secti
Approach Delay		Control of an American Section		140,Z F		201052-0-4	. 10.0 В	minimistration of the state of	The second second second second	20.0 C	Manual Company		
Approach LOS	25.0	B 25.0	25.0	ר 25.0≘		30.0	30.0	To the state of th	30. 0	30.0		13.0	
90th %lle Green (s) 90th %ile Term Code	⊸zə,⊍ MaxR	Zo.u MaxR	Zo.u MaxR	MaxR	Section 18 bill control of 18 billion	MaxR	MaxR	The second secon	MaxR	MaxR		Ped	
70th %ile Green (s)	1018XFC	17.0 × 17.0	1VIAXIN 25.0	25.0	7.524 T. J. Maria, Andry 9.	30.0	30.0	- Company of the Comp	30.0	30.0		0.0	The second secon
70th %ile Term Code	MaxR	MaxR	MaxR	MaxR	A Paris of the second s	MaxR	MaxR	The state of the s	MaxR	MaxR		Skip	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
50th %lle Green (s)	25.0	25.0	25.0	25.0	A Track I may make the Carlot	30.0	30.0		30.0	30.0		0.0	Control of the Contro
50th %ile Term Code	MaxR	MaxR	Zo.o MaxR	MaxR		MaxR	MaxR		MaxR	MaxR		Skip	
30th %ile Green (s)	25.0	25.0	25.0			30.0	30:0		30.0	30.0		0.0	The second secon
30th %ile Term Code	MaxR	MaxR	MaxR	MaxR	And the second s	MaxR	MaxR	And the colours of the colour colours of the colour	MaxR	MaxR		Skip	mandrial film (1979) (1979) (1979)
10th %ile Green (s)	25.0	25.0	25.0		The second secon	30.0	30.0	with the company of t	30.0	30.0		0.0	
10th %ile Term Code	MaxR	MaxR	MaxR	TO THE DOLLAR OF STREET COME THE PROPERTY.	The second second second second	MaxR	MaxR	A. C. S. Commission of the Commission	MaxR	MaxR	. N. 27	Skip	
Queue Length 50th (ft)		34		~324			125		The manufactured at 1970 CO.	143	T.		
Queue Length 95th (ft)		92		#660			304			#365			TOTAL TO SEE COMPANY AND SEE CO. S.
Internal Link Dist (ft)		379		366	NAME OF THE PARTY		649	1, 100 at 1	The state of the s	558	graduation of the control of the con		A SECTION OF A CONTROL OF SECTION
Turn Bay Length (ft)	The second secon	man a promet of the state of th	the statement of the st	and the factor of the second	Committee of the Commit					er er er i Anna Silvania (1932)	-waaaaa 1175 maa 12 17 maa 1		
Base Capacity (vph)	Company of the support	668	The following state of the stat	516	Appropriate of the second seco		783	The state of the s		687	The state of the s	The second secon	Annual Control of the

	*	-	*	*	-	1	1	†	-	-	ļ	1			
Lane Group	EBL	EEBTE	EBR	WBI.	WBT	WBR	NBL	NBT	ENBR	SBL	SBT	SBR	ø9		
Lane Configurations		4			4			4			4				
Ideal Flow (vphpl)	1900	1900=	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3,0	3.0			
Leading Detector (ft)	49			49	49=		49	49		49	49				rie/Avojatija
Trailing Detector (ft)	0	0		0	0		0	0	and commenced the	0	0			56 0000000	
Turning Speed (mph)	. 15		9	15		9	ATTACK TO SECRETARY THE		9	15		9			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FILE	Target Carried Control Control	0.957			0.979	American Control of Co		0.999	A STATE OF THE STA		0.993			to the second of	
Flt Protected		0.986			0.995			0.995			0.999				
Satd. Flow (prot)	0	Angles of the second second second second second	0.		1565	0.	-0		0	0	1775	0			
Flt Permitted		0.853			0.965			0.923			0.994	4			
Satd: Flow (perm)	0	1470	0	0	1518	0	0	1650	0	0	1766	0	A THE PARTY OF THE	1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (
Right Turn on Red			Yes			Yes			Yes			Yes			
Satd: Flow (RTOR)		27			10	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	A CONTRACTOR OF THE CONTRACTOR				4	The second secon	The second secon	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Headway Factor	1.04	1.04	1.04	1.04	1.24	1.04	1.04	1.07	1.04	1.04	1.07	1.04	10,23		
Link Speed (mph)	- No. 1 Control of the control of th	30			30			30			30				
Link Distance (ft)		378			311	ì		638	217 (22 15 15 22 17 17 16 2)		756	T	233320G5V2822 27/0		
Travel Time (s)	7. T	8.6	The second secon		7.1			14.5			17.2				
Volume (vph)	36	51	41	19	150	31	37	310	2	6	360	20			
Peak Hour Factor	0,89	0,89	0,89	- 0.86	0.86	0.86	0,86	0.86	0.86	0.86	0,86	0.86	77		200 and 200 an
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	1%	1%	1%			
Bus Blockages (#/hr)	0	0	1111110 11	0	0	0	0	4	0	- 0	4	0	1907	7 - 17 - 17 - 17 - 17 - 17 - 17 - 17 -	Total Control of the
Parking (#/hr)					5										
Adj. Flow (vph)	40	57	46	- 22	174	36	43	360	2	750 E 75	419	23	A A A A A A A A A A A A A A A A A A A		
Lane Group Flow (vph)	0	143	0	0	232	0	0	405	0	0	449	0			
Turn Type	Perm			Perm-			Perm			Perm					
Protected Phases	Committee is a material state of the	4		and the second s	8		# A	2		W. C	6		9		in the second
Permitted Phases	4			8			2		Carrie Carres	6					
Detector Phases	4	4		8	8	pared President American	2	2		6	6				
Minimum Initial (s)	7.0	7.0		7.0	7.0	and of the second secon	40.0	40.0		40.0	40.0		8.0		
Minimum Split (s)	13.0	13.0		13.0	13.0		46.0	46.0		46.0	46.0		15.0		
Total Split (s)	26.0	26.0	0.0	26,0	26.0	0.0	21. Feb	46.0	0.0	46.0	46:0	0.0	15.0	GYGLEN	2000
Total Split (%)	29.9%	29.9%	0.0%	29.9%	29.9%	0.0%	52.9%	52.9%	0.0%	52.9%	52.9%	0.0%	17%	10 100 10 10	
Maximum Green (s)	20.0	20.0	American School of the Control of th	20.0	20.0	A to the second	40.0	40.0	Accounted by the country of the coun	40.0	40.0	A COLOR OF SHEET AND A SHEET A	13.0		

	•		*	1	-	*	4	†	1	1	Ţ	1			
Lane Group	EBL	E EBIE	EBR	WBL	WBT=	WBR=	NBL	NBT	NBR	#SBL#	SBT	SBR	ø9	And the second s	
Spillback Cap Reductn		0		The section is a second	0	and the second second second		0	TTO CONTRACTO (SAIN SAIN	7775 / 22945 210 885	0	ogacjes in je gojesnoj		onyegy neg ng	
Storage Cap Reducth Reduced v/c Ratio		0.30	The second secon	Andrew American	0.49	The state of the s	A property of the property of	0.40			0- 0.41		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 100
Intersection Summary					U. 10						U.TI			And the second s	
	ther		ding paramakan properties berginde for emiliar gleggeren der	Carlo de de la carlo de la carlo			Shappy free free comments of the comments of t	And the second s	The second secon	The second secon	Committee of the second section of the section of t			The second secon	
Cycle Length: 87		nt dis La Cilia Stra age Colone a Cilia Cilia Stra		TOTAL STATE OF THE											
Actuated Cycle Length: 71 Natural Cycle: 75	1.2	programme and the second		11 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		TO PERSON AND THE PROPERTY OF THE PERSON AND THE PE	Total Control of the		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		**************************************		gilla and regarded to a company of the company of t	************	
Control Type: Semi Act-U	ncoord							The manufacture of the first transfer of the							
Maximum v/c Ratio: 0.56				700 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		500000000000000000000000000000000000000	Charles and the contract of th			Control of the Contro	Files y and Calif Games and	the first with the second of the state of			
Intersection Signal Delay:			garnis arrowanie eser ne		tersection				2010-02-22-2014	aktom Vijes paj kis invidioo	***************************************				e de deservicios
Intersection Capacity Utiliz Analysis Period (min) 15	zation 60	.4%			U Level (of Servi	ce B		512 (SP204/42)		A				
90th %lie Actuated Cycle:		The second secon	TYPE LODGETH COMPLETE	737.77	Community of the Commun	A STATE OF THE STA	Vac part 1 Time 1 Property of the Community of the Commun	According to the control of the cont			SEAR PAR				
70th %ile Actuated Cycle:		the state of the s		A CONTRACTOR OF THE PARTY OF TH	AN HIS TIMES TO THE		Without Artificial Color of the Artificial		and the second section of the second	**************************************	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	rawaranah ing Lawa	e a transmissioner	a tamanda sa dia taman da baran	u contrator
50th %ile Actuated Cycle: 30th %ile Actuated Cycle:				A Company of the State of the S					17 17 18 18 18 18 18 18 18 18 18 18 18 18 18				77.465.45		
10th %ile Actuated Gycle:				CONTROL TO BEST OF			75. 15074777.E				The second secon	i alijizdi			
			A C		TO SECURITION OF THE PROPERTY		Anna Anna Anna Anna Anna Anna Anna Anna				. Seen artifal laser	and other forms of a series of		Commercial Control of the Control of	10 00000 0

Splits and Phases: 11: East Emerson Street & Lebanon Street



					Storage Cap Reductn
The same of the sa	0	0 0	0	A TOTAL CONTRACTOR OF THE STATE	Spillback Cap Reductn
Car county bearings of the county of the cou	0		UL O	Commercial Commercial Control of Commercial	Starvation Cap Reductn
Market and the second s	604	7721 8	63 63		Base Capacity (vph)
		A contract of the contract of			Turn Bay Length (ft)
Figure (Figure 1) - recent of make the second commence of the second	224	01	52 23	S92 C	Internal Link Dist (ft)
	b 72	- 68 Z	₽6# L8!		Gnene Teudiu aein (II)
The second secon	991	0 9	72 18	L _I	Queue Length 50th (ft)
XR MaxR Gap	ceM AxeM	A service of the serv	pjo		aboQ mtəT əli% rli0f
5.0 18.0 5.5	35.0		2.0	8	10th %ile Green (s)
ge9 AxeM Ax	MaxK AxeM		pjo		30th %lle Term Code
5.0 18.0 5.5	32.0		0.2	33	30th %ile Green (s)
хк Махк Сар	œM AxeM		plo		50th %ile Term Code
5.0 18.0 5.5	The state of the s		0.2	33	50th %ile Green (s)
	MaxR AxeM		pjo		Plo2 mieTeli% di07
9.3 0.81 0.2			0.2	3:	70th %ile Green (s)
XR MaxR Ped			ja v	N	90th %ile Term Code
0.61 0.81 0.2	32.0	Control of the Contro	0.2		90th %ile Green (s)
		8.5.5.5			Approach LOS
STEEL COLUMN COLUMN STEEL STEE	24.3	٤	3.6	7	Approach Delay
	0	99	9	As an enter a contract of the	SO1
304 mag free resp. 1 mg - a transfer free free free free free free free	£.4S	£.E 0.	35.	7	Total Delay
	0.0		0.0		Griene Delay
CE chanded 2000 that delicate that a company transfer to a confidence of the confide	24.3		3.6 28.		Control Delay
	09.0	Z9:0 0	2:0 69	0	V/c Ratio
ne. Prilonovitati vise il modeli descrivi descrivi più il terretti i i investing colle più più prime villa b ondi i i i i i i i i i i i i i i i i i i	Γ 4.0	Comment of the commen	4.0 14.		Actuated g/C Ratio
	320	.,		A LEVEN A LEVEL DE COMPTE DE LE CONTRACT DE AUSTRE DE LA CONTRACT DE LE CONTRACT DE CONTRACT DE CONTRACT DE LE	Act Effet Green (s)
OL	te er nach ab milit 1974 dicht Anthre (III auf 1918 ina. 1911 de 1918 v. 1974 dichter vor allen (19 50 1918 v. 2 I	in file of the file of the second			Pedestrian Calls (#/hr)
0.9					Flash Dont Walk (s)
0.8	Tad safatigida en repu te en e l mune Ma rie en reservado en entre el compose e () <u>en electro</u> en en en en el co	ning solsker straighters (1948-1949	The allegation (Section 1975) where (Section 14 training section 14 training section 1975)	entida del medicale de control de la composition de la composition de la control de la control de la control d La control medicale de la control de la c	Walk Time (s)
ax Max Min	Max		eu(ON .	Recall Mode
3.0 3.0	The part of the same of the sa	Letter Line completed a conservation	0.8	AND ADDRESS OF THE PARTY OF THE	Vehicle Extension (s)
					resq-rsd Obijuses
бе¬ ре	(a)			n der Malia Africa, en en Maria, escribió acrolum filozof. Signia Africa (1914 A 12-12) (1916 A 12-12) (1917 A O Companyo de Companyo (1917 A 1917 A 19	геэд/гэд
	MENERALERS	SBR		AND MARK MARK IN THE MARK	
	V 4 1	7	↑ *	W -2 -4	
		ı	1 / *	7	

Synchro 6 Report Sonditions Existing Conditions

P://0600s/612-03 - Lebanon St - Melrose - English/Engineering/Traffic Analysis/Synchro/2007ambase.sy7 BETA Group, Inc.

	J	Γ	24	*	*	
Lane Group	* NBT	NBR	SBL	SBI	SWL	≣SWR≣
Lane Configurations	^	75		स	k/f	
Ideal Flow (vphpl)	190Ō	1900	1900	1900	1900	<u> 1</u> 900 -
Storage Length (ft)	- John Coly Car grapher interspections	131	0		0	0
Storage Lanes		1	Ó	/		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	49	49	49	49%	= 49	a yaan 44
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)	The Artificial Control of the Contro	9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
The second secon		0,850	TO THE PERSON NAMED IN T		0.998	
Flt Protected	of a common of a reserve to their constitution of the reserve to				0.953	*
Satd. Flow (prot)	1818	1546		1818	1747	0
Flt Permitted			Maria and Colored Action Colored		0.953	
Satd, Flow (perm)	1818	1546	0.	1818	1747	. 0
Right Turn on Red		Yes	The second section of the second section of the second section	The second secon		Yes
Satd_Flow (RTOR)		164	TES T			
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)	30			30	30	
Link Distance (ft)	68		1000 A WW 672 14 4 14 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	494	490	
Travel Time (s)	1.5	TOWARTS TO A STORY OF THE	A Comment of the comment of the	11.2	1111	
Volume (vph)	423	216	0	699	396	5
Peak Hour Factor	0.87	0.87	0.95	0.95	0,88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
AdJ. Flow (vph)	486	, 248	0	736	450	6
Lane Group Flow (vph)	486	248	0	736	456	0
Turn Type	And the second s	Free	Perm		The second secon	Application of the second seco
Protected Phases	2			6	8	
Permitted Phases		Free	6	A PRODUCT OF THE PROPERTY OF T		And the contract of the contra
Detector Phases	2		6	6	8	
Minimum Initial (s)	4.0:		4.0	4.0	4.0	A STATE OF THE STA
Minimum Split (s)	41.0		41.0	41.0	23.0	
Total Split (s)	46.0	0,0	46.0	46.0	24.0=	0.0
Total Split (%)	65.7%	0.0%	65.7%	65.7%	34.3%	0.0%
Maximum Green (s)	42.0	The second secon	42.0	42.0	20.0	And the second s

	J	Γ	24	*	*	
Lane Group	* NBT	NBR	SBL	SBI	SWL	≣SWR≣
Lane Configurations	^	75		स	k/f	
Ideal Flow (vphpl)	190Ō	1900	1900	1900	1900	<u> 1</u> 900 -
Storage Length (ft)	- John Coly Car grapher Subsequent	131	0		0	0
Storage Lanes		1	Ó	/	1	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	49	49	49	49%	= 49	a yaan 44
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)	The Artificial Control of the Contro	9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
The second secon		0,850	TO THE PARTY OF TH		0.998	
Flt Protected	of a common of a reserve to their constitution of the reserve				0.953	*
Satd. Flow (prot)	1818	1546		1818	1747	0
Flt Permitted			Maria and Colored Actions of the Colored Acti		0.953	
Satd, Flow (perm)	1818	1546	0.	1818	1747	. 0
Right Turn on Red		Yes	The second section of the second section of the second section	The second secon		Yes
Satd_Flow (RTOR)		164	TES T			
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)	30			30	30	
Link Distance (ft)	68		1000 A WW 672 14 4 14 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	494	490	
Travel Time (s)	1.5	TOWARTS TO A STORY	A Comment of the comment of the	11.2	1111	
Volume (vph)	423	216	0	699	396	5
Peak Hour Factor	0.87	0.87	0.95	0.95	0,88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
AdJ: Flow (vph)	486	, 248	0	736	450	6
Lane Group Flow (vph)	486	248	0	736	456	0
Turn Type	And the second s	Free	Perm		The second secon	Application of the second seco
Protected Phases	2			6	8	
Permitted Phases		Free	6	A PER AND THE PROPERTY OF THE		And the contract of the contra
Detector Phases	2		6	6	8	
Minimum Initial (s)	4.0:		4.0	4.0	4.0	A STATE OF THE STA
Minimum Split (s)	41.0		41.0	41.0	23.0	
Total Split (s)	46.0	0,0	46.0	46.0	24.0=	0.0
Total Split (%)	65.7%	0.0%	65.7%	65.7%	34.3%	0.0%
Maximum Green (s)	42.0	The second secon	42.0	42.0	20.0	And the second s

	†	*	PA.	1	4	t
Lane Groupe	NBT	NBR	SBL	SBT	SWL	SWR
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	1.0	William Control of the Control of th	10	1.0	1,0	
Lead/Lag			7211100000			
Lead-Lag Optimize?	The second secon		Committee of the commit	AND THE PROPERTY OF THE PROPER	Tel Virginiar annual annual	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	in regions of
Recall Mode	Max		Max	Max	None	
Walk Time (s)			N. C		7.0	- 100 A.V.
Flash Dont Walk (s)		Value Value Value			12.0	240
Pedestrian Calls (#/hr)					0	****
Act Effet Green (s)	48.0	69.3		43.0	20.3	
Actuated g/C Ratio	0.62	1.00	· · · · · · · · · · · · · · · · · · ·	0.62	0.29	
v/c Ratio	0,43	0.16		0.65	0.89	
Control Delay	8.4	0.2	TO A TO LANGITUDE TO S	12.0	45.8	
Queue Delay	1.0	0.0		0.1	1,9	ine.
Total Delay	9.4	0.2		12.2	47.7	T. C
LOS	A	A		B-	D.	
Approach Delay	6.3	and the same of th	v- 1000 - 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	12.2	47.7	
Approach LOS	A			В	<u> </u>	
90th %ile Green (s)	42.0	particular state of the state o	42.0	42.0	20.0	n-12
90th %ile Term Gode	MaxR	Property and the second		MaxR	Max	£
70th %ile Green (s)	42.0		42.0	42.0	20.0	-4-
70th %ile Term Code	_MaxR∈	The second secon		MaxR	Max	
50th %ile Green (s)	42.0	and the same of th	42.0	42.0	20.0	e a
50th %ile Term Code	MaxR_		MaxR	MaxR	Max	3
30th %ile Green (s)	42.0		42.0	42.0	20.0	
30th %ile Term Code	MaxR	The second secon	MaxR-	MaxR	Max	13
10th %ile Green (s)	42.0	representative of the second	42.0	42.0	16.5	-
10th %lle Term Code	MaxR	The state of the s	MaxR	draw and the second second	Gap	2
Queue Length 50th (ft)	97	0		181	184	****
Queue Length 95th (ft)	147	A STATE OF THE PROPERTY OF T	And the second s	291	#333	172
Internal Link Dist (ft)	1	Manager street, a consequence	managang ga kabupatan	414	410	5,00
Turn Bay Length (ft)	The second secon	131			A CONTRACTOR OF THE PARTY OF TH	(11)
Base Capacity (vph)	1129	1546		1129	525	
Starvation Cap Reductn	383	0	A STATE OF THE PARTY OF THE PAR	0	0	-Vire

	†	ď	4	↓	€	tv .
Lane Group	NBT	NBR	SBL	SBT	≣SWL ∗	
Spillback Cap Reductn	0	0	W	41	18	
Storage Cap Reductn		0		0	0	
Reduced v/c Ratio	0.65	0.16		0.68	0.90	
Intersection/Summary				evaluate etterri Salati vili		
Area Type: C	Other					
Cycle Length: 70	HALLES OF THE PROPERTY OF THE	The state of the s	enggaytic coares		eraga ga jer vergeron	
Actuated Cycle Length: 69	9.3					
Natural Cycle: 65						
Control Type: Actuated-U		ated				
Maximum v/c Ratio: 0.89	total a management of the second of the seco					
Intersection Signal Delay:		NATURAL VIVE CA 2 AND THE STATE OF THE STATE	XIV.#************************			on LOS: B
Intersection Capacity Utilize	zation 65	.7%			CU Level	Lof Service C
Analysis Period (min) 15						
90th %ile Actuated Cycle.			The second of th		Fig. 1 Control of Cont	
70th %ile Actuated Cycle:		in a pool to accommon cost a construction of con-	one sameway large services	and the state of t	en exempleos de la cuesta en mesos la companya de l	
50th %ile Actuated Cycle:						
30th %ile Actuated Cycle:						
10th %ile Actuated Cycle:						
# 95th percentile volume				e may b	e longer.	* Company of the control of the cont
Queue shown is maxin	num atte	r two cyc	les.			
Outre and Discussion (40)			- 01			i i
Splits and Phases: 16:	Main Stre	eet & Gre	en Stre	et		
↑ "2						
46.855.655.655.655.655.655	are significan		s vienski		2012	

	<u></u> ▶		*	1	←		4	†	1	-	\downarrow	1			
Lane Group		gal-Bil	EBR	=WBL	EWBIE	=WBR	= NBL	NETE	=NBR	#SBL	SBILL	SBR	ø9		
Lane Configurations		4			4			4			4		8/ 80% 865		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		A CONTRACTOR OF THE PROPERTY O	Activated terms and the second of the second
Lane Width (ft)	11	10	11	11	10	11	11	16	11	11	16	11			
Total Lost Time (s)	3.0	3.0	3,0	3,0	3.0	3.0	3,0	3.0	3.0	3.0	3.0	3.0			Financial articles and the second of the sec
Leading Detector (ft)	49	49		49	49		49	49		49	49		The state of the s		
Trailing Detector (ft)	0	0	The second secon	0	0.1	The second secon	0	0	A STATE OF THE STA	0	0	e ama Papina paga Laban and a mana and a mana and a mana and a ma			The second secon
Turning Speed (mph)	15		9	15		9	15		9	15		9			
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	The state of the s	AL PENCHER	ACMACAN TALES
Frt		0.966	POR KOROKOWA		0.978	9.30		0.990			0.992				
Fit Protected	The second of the second	0.982			0.985	The second secon	The second secon	0.996			0,998	TO STATE OF THE ST	TO COLUMN TO THE PARTY OF THE P	A CONTROL OF THE PARTY OF THE P	The second secon
Satd. Flow (prot)	0	1682	0	0	1708	0	0	2069	0	0	2077	0			
FIt Permitted	And the second s	0.857			0,886	And the same of th	T.A. ST. C. St. Company	0,931	And the second second		0.953				
Satd. Flow (perm)	0	1468	0	0	1537	0	0	1934	0	0	1983	0			and the state of t
Right Turn on Red	TO THE THE PARTY OF THE PARTY O	The state of the s	Yes		on the section of the	Yes		10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	Yes		Canada Angara	Yes	A CALL TO SERVICE AND		and a street of the street of
Satd. Flow (RTOR)		19			11			7			5	nea Year Philippe (in the second of the second	21.0007.0007.24	o er senor on seno our ex- er	· · · · · · · · · · · · · · · · · · ·
Headway Factor	1,04	1.09	1.04	1.04	1.09	1,04	1.04	- 0.87	1.04	1.04	0.87	1,04		American Marine	To the second se
Link Speed (mph)		30			30			30			30		e de la companya del companya de la companya de la companya del companya de la co	mala marriage a 1 Paul m. V	CAL DOLGO WATER TO THE TAX TO THE
Link Distance (ft)		388		No acceptance of	356		* * * * * * * * * * * * * * * * * * *	309	Description of the state of the state of	A CONTRACTOR OF THE PARTY OF TH	585				in the second of the second
Travel Time (s)		8.8			8.1	a resolved a second of the		7.0	· · · · · · · · · · · · · · · · · · ·		13.3	un ann - maisteach sinighiù (Ngillani); ne e gang	e Tirenja serebilism (niph) (Napolin		
Volume (vph)	67	68	= :45	36	64	20	50	579	51	26	482	32	(A. 1. (Marging) (1)		
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.93	0.93	0.93	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	0%	0%	0%-	0%	1%	1%	1%	1%	1%	1%	Control of the contro		The second secon
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0			
Adj. Flow (vph)	71	72	48	40	72	22	54	623	55	29	542	36	A service of the serv	Particular to make the particular to the particu	Particular Community of the Control
Lane Group Flow (vph)	0	191	0	0	134	0	0	732	0	0	607	0			The second second second second
Turn Lype	- Perm	Service of the servic		Perm			Perm			Perm	Child Control of the				
Protected Phases		4	a va companyament	AFFIRE CONTRACT	8		Andrew Control	2	germann, agusta a "Baquara errora na saga Querra a a a habaya nitha famba bang an adamir Bayaya an	current March St. Austral Science Communication	6		9	The same property and the same state of the same	.e.c., working a second rate
Permitted Phases	4			8		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2			6	Man water and a law and a				The Condition of
Detector Phases	4	4		8	8	A. Land Managaga and Jangga Marine	2	2	***************************************	6	6	and the same of th		ON THE PARTY OF THE	1
Minimum Initial (s)	7.0			7.0	7.0		7.0	7.0	The state of the s	7.0	7.0	The second of	8.0	American American Community of the Commu	Friedrich and State of State o
Minimum Split (s)	12.0	12.0	er ikretske materialsk	12.0	12.0	Account and the second	39.0	39.0		39.0	39.0		15.0	**************************************	
Total Split (s)	24.0	24.0			24.0	0.0		44.0	0.0	are desired a reserve to the same of the	44.0	0.0	15.0		Many out grounds, w. C.
Total Split (%)	28.9%	28.9%	0.0%	28.9%	28.9%	0.0%	53.0%	53.0%	0.0%	53.0%	53.0%	0.0%	18%	. er s. p. jun dreg (i. 4 i.).	and the specific of the state o
Maximum Green (s)	19.0	19.0		=119:0	19,0	The state of the s	39.0	39.0	The second secon	40,0	40.0	***************************************	13,0		And the second second second

	1	→	7	*		•	*	†	~	1	1	1		
Lane Group	EBE	EBI	EBR	WBL	=WBT	WBR	NBL	NBT	NBR	SBL	#SBT#	SBR	-≣-ø9-⊪	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0		2.0	
All-Red Time (s)	1.0	1.0	alverte a contract of	1.0	1.0		1.0	1.0	The same of the sa	1.0	1.0	1/Court / YYDD 1 TV 2/ds person	0.0	
Lead/Lag	· · · · · · · · · · · · · · · · · · ·				CT. T001E2444.	Contraction of the Care	Salahin arist Make	igg - sig to a Adjuly of the both water words.					***********	V. Tallian Control of the control of
Lead-Lag Optimize?					The second secon		American Company of the Company of t							
Vehicle Extension (s)	5.0	5.0	Make was maken week became	5.0	5.0	Name of the Contract of the Co	3.0	3.0		3.0	3.0	Continue Marie Con	3.0	Parago North Barry and State of State of Control State of
Recall Mode	Max	Max		Max	Max	The second secon	Max	Max		Max	Max		None	
Walk Time (s)		CONTRACTOR AND AND ADDRESS OF THE AD	per historia de Colongo Per Edina de La constitución de la constitución de la colonia	h) Marantapakarya di St. No.					Directorijani kontensis s	entytytykan czak	en da de la Telegrada de la Maria de l La maria de la	ografia verse og ermene	8.0	
Flash Dont Walk (s)		The Park Control of the Control				The second secon							5.0	The state of the s
Pedestrian Calls (#/hr)		21.1		The second second				e da a			44.0	r Transfer of the second	5	
Act Effct Green (s) Actuated g/C Ratio	The second secon	0.30			21,1	Saning of the Sa		41.3			41.3			And the second s
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Total Delay		22.7			20.9		January State of the State of t	14.5			12.0			
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90th %ile Term Code	≟MaxR	MaxR		VlaxR=	MaxR		/laxR	MaxR	N STATES	/laxR	MaxR	Control of the Contro	Ped	
70th %ile Green (s)	19.0	19.0		19.0	19.0	2 - 4 - 2	39.0	39.0		40.0	40.0		0.0	
70th %ile Term Code	- MaxR⊨	MaxR =		VlaxR	MaxR	N	/laxR	MaxR		/laxR	MaxR		_Skip	The second secon
50th %ile Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		40.0	40.0		0.0	
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30th %ile Green (s)	19.0	19.0	TI DANGSTON OF ELEMANDES AND SOCIETY	19.0	19.0		39.0	39.0	V	40.0	40.0		0.0	A CONTRACT C
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10th %ile Term Code	MaxR			MaxR :	MaxR		/laxR	MaxR :	A STATE OF THE STA	/laxR	MaxR		Skip	
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Queue Length 95th (ft)		141			100	The second secon		438	And the second s		318			
Internal Link Dist (ft)		308			276			229		Carrie 1977 In Acres 19	505			
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Spillback Cap Reductn		0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0			0		La No. Lot de Lota martino Pri	0			
Storage Cap Reductn	A CONTRACTOR OF THE PROPERTY O	0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A. C.	0.2		The second State of the second	0	duning the second	Company of the State of the Sta		and the second s		
Reduced v/c Ratio		0.42			0.29			0.65	S. A., a., S., S.	Adjusted Adjusted States	0.53		and the same of th	ref som at a fill the the best septembers.
Intersection Summary	ar ner styre g								CAUGUROS PALOS				Charles a parties of the Michigan	
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Maximum v/c Ratio: 0.65	46 4	And the second s	The second of th	ar ar marks surranactive	ntersection				Anna Marian		Special Control of the Control of th			
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Analysis Period (min) 15	.a.iioi ji ji z		e Como any paint and the			CIEGERA		Cottage Checking Commission (Check						
90th %ile Actuated Cycle:	83				45-45-W24-5-4 			Anna Landri att Calenda der Filippine propri Vision	Section (1)	And distance to the second	2777 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		270.00 (100.00	
70th %ile Actuated Cycle:		And the state of t	ACCUSANT AND CO. C. AND	and the second second		7	7							ACAMA CONTRACTOR AND A STREET OF THE STREET
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lane Group	EBI	EBT	EBR	WBL	≣WBT≌	=WBR=	NBL	NBT	≝NBR≅	SBL	= SBT=	SBR	ø9,		Colored States
Lane Configurations	VV5.464627 61.800371 PPG 51.403.780047	4			4			4			4				
Ideal Flow (vphpl)	1900	1900=	1900	_1900	1900	<u> </u>	1900	1900	1900	1900	1900	1900			2012-31
Lane Width (ft)	11	10	11	11	10	11	11	11	11	11	11	11			
Total Lost Time (s)	3.0	3.0	3.0	3,0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Leading Detector (ft)	49	49		49	49		49	49		49	49	******			
Trailing Detector (ft)		1 2 0		4.0.	0		0 .	0	10.000	0	0				
Turning Speed (mph)	15		9	15		9	15		9	15		9	: *C***********************************		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1,00	1.00	1.00	1.00			
Frt	to to to show a life of the state of	0.962			0.991			0.995			0.993			Personal in Association	
Flt Protected	A product of the control of the cont	0.988			0,990			0.997			0.999	11.99		* * * * * * * * * * * * * * * * * * *	Warner .
Satd. Flow (prot)	0	1685	0	0	1740	0	0	1775	0	0	1775	0	and the second second second second	p. r. p. 65 (6) - 80 - 27 - 27 - 27 - 27 - 27 - 27 - 27 - 2	4.570.0
Flt Permitted		-0,923		The second secon	0.939	The state of the state of	A Selection of the Control of the Co	0.922			0.984			The first part of the second s	
Satd. Flow (perm)	0	1575	0	0	1650	0	0	1642	0	0	1748	0			a consequencia apparez
Right Turn on Red			Yes			Yes			Yes		The state of the s	Yes			
Satd. Flow (RTOR)		27			4	10		3		erani safi po pali. A como	4	B. 17 - 11 - 12.73 (192)	2012-0-1017-0-10-6	enteres parameters of the ACT ACT TO ACT.	ANDROXYC SAN L
Headway Factor	1.04	1.09	1.04	1.04	1.09	1.04	, 1,04	1.07	1.04	1.04	1.07	1.04			
Link Speed (mph)		30			30			30	**************************************		30				
Link Distance (ft)		142			162	og Pilot og Sandi. Professioner		585			729	erio per con monero. La manda Carrona da		Control of the Contro	
Travel Time (s)		3.2	managers is all and designation of the		3.7		— yourselve among and the book of	13.3		energy was a server of the ser	16.6	нермень все <u>т те</u> лерар		72074 1244 1441 WINDE	
Volume (vph)	42	79	48	9=	31	.E.E.3	36	606	-24	9	483	27	The state of the s		
Peak Hour Factor	0.85	0.85	0.85	0.67	0.67	0.67	0.93	0.93	0.93	0.93	0.93	0.93	water to the state of the state of	Control of the same of the same of	manage of the property
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%	A Company of the Comp		12020-100
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0	enegation et al	The Control of the Co	#F14.07.30.12
Adj. Flow (vph)	49	93	56	13	46	4	fragment & more named at 2	652	26	10	519	29		and the second s	
Lane Group Flow (vph)	0	198	0	0	63	0	0	717	0	0	558	0	- California mana		NEW PROPERTY
Turnellype	Perm			Perm		The state of the s	Perm			Perm				17 17 17 17 17 17 17 17 17 17 17 17 17 1	. Deriver
Protected Phases		4	who must go that I I Afficial Afficiance		8	e de manuel productivo de la manuel de la com-	ALLEGE CONTRACTOR	2	ensise provinciano	an makaran ke a .	6		9		
Permitted Phases	4			. 8		Mary Control of the C	2			6				A CONTRACTOR	
Detector Phases	4	4		8	8		2	2	mander of the second second second second	6	6		ma emotione (To II) (- To II		Manager 1981
Minimum Initial (s)	10.0	10.0	material party and the second	10:0	10.0		28.0	28.0	and december of the second	28.0	28.0	e god an gana or one of the control	8.0	The state of the s	
Minimum Splît (s)	16.0	16.0		16.0	16.0		34.0	34.0		34.0	34.0		15.0		date and place
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0	15.0	The second secon	A CONTROLLE
Total Split (%)	42.4%	42.4%	0.0%	42.4%	42.4%	0.0%	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	18%	The second secon	
Maximum Green (s)	30:0	30.0	The second secon	30.0	30.0		28.0	28.0		28.0	28.0	A CANADA	13.0	The second of th	11 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -

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Lane Group	ÉBLE	EEBTE	EBR V	/BE	WBT	WBR	NBE.	ENBT:	NBR	SBL	SBT	SBR	ø9	IFC. ADDRESS OF SERVICE SERVIC
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0		2.0	
All-Red-Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	The second secon	0.0	year (***), and and alice and in Primary, year (**) primary (***) of the mode parameters (**) of the mode paramete
Lead/Lag				THE PERSON NAMED IN COLUMN NAM		waren dan pamenda un re-deligi ya apalea d	0.0 MIR 19-14 P. C.E. 4 VACE 47 F.E.E.*	2-4 (CD44) (CB 6 D4 (T 4200) EP / D	em maneral card					
Lead-Lag Optimize?							CONTRACTOR (NO. 12)	And the second second second	700000000000000000000000000000000000000		Control of the second s	Call Control of the C	A STATE OF THE STA	Committee And Company of Committee C
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0		3.0	
Recall Mode	None	None	N	one	None	CONTRACTOR AND ASSESSMENT ASSESSMENT	Max	Max		Max	_⊧Max		None =	We strike an effect of a common of the first
Walk Time (s)													8.0	
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Pedestrian Calls (#/hr)												transport to the signature of the signat	5	
Act Effct Green (s)	The state of the s	15.3	And the second s	1000-000-00	15/3		7	37.2			37,2			And the second s
Actuated g/C Ratio	7272 X288 W FV 808007 70	0.25	and the state of t		0.25	Tel: (1/2-1/2-1/2-2924T		0.65			0.65	anno y a reconstante e la seguina de la companya del companya de la companya de la companya del companya de la companya del la companya de la	The second of the second of the second of the second	a a
v/c Ratio		0,47			0.15			0.67			0,49		A specific to the second secon	The state of the s
Control Delay	GOLDON SERVICE	19.2			16.5	Ta	AND AND DESCRIPTION	16.1			11.2		والمعارض وال	
Queue Delay		0.0			0,0		The second secon	0.0			0.0=	The state of the s	CTOST 1 2 A CONTRACTOR	An experimental section of the secti
Total Delay		19.2	managaman produced particles (co.)	and 10 22 m	16.5			16.1	Provided Society of a Society	semple and Silver Law of \$204 a	11.2			and the second section of the second section sec
LOS		B.	The Control of the Co		E B		15791-5-Turk 2012	B			В	Contract of the contract of th	The same of the same	and done has the first of the f
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Approach LOS		i	The state of the s		В.	I service and one property		P B			B	The state of the s		The state of the s
90th %ile Green (s)	18.2	18.2		18.2	18.2	The second secon	28.0	28.0	<u> </u>	28.0	28.0		13.0	A STATE OF THE STA
90th %ile Term Code	Gap	≝ Gap	The state of the s	lold	Hold		MaxR ₌		And the second s	MaxR	MaxR-		Ped	A CONTROL OF THE PROPERTY OF T
70th %ile Green (s)	12.0	12.0		12.0	12.0		28.0	28.0		28.0	28.0	Landon Santa Company (service Alam	0.0	
70th %ile Term Code	Gap	Gap.		lold	Hold		MaxR	MaxR	20120000 page 0.000	MaxR	CONTRACTOR A CENTRAL AND A STATE OF THE PARTY OF THE PART	elimental of the second	Skip	The second secon
50th %ile Green (s)	10.0	10.0		10.0	10.0		28.0	28.0		28.0	28.0		0.0	· · · · · · · · · · · · · · · · · · ·
50th %lle Term Code	Min	Min		Min	Min		MaxR	MaxR =	Annual Control of the	MaxR-	The section was at the section of the	The second secon	Skip	The state of the s
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30th %ile Term Code	Min	Min -		Hold	Hold		MaxR	CARRESTANCE VALUE CALLON CONTRA	A STATE OF THE STA	MaxR:	MaxR	A Control of the Cont	Skip	Control of the contro
10th %ile Green (s)	0.0	0.0		0.0	0.0		54.1	54.1		54.1	54.1	- Calaman	0.0	
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Internal Link Dist (ft)		62	Sadra and Color of the Color of the	The e. The upon you	82	Sant in the fighting Physical Legisla Physic	A ANTHON A SECTION AND AND AND AND AND AND AND AND AND AN	505	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ewy years of the well-refus to a	649	Construction and the same	Marie Victoria (C. 1818)	
Turn Bay Length (ft)			A CONTROL OF THE PROPERTY OF T	7				4074	Annual Transfer		4444		A CONTRACTOR OF THE PARTY OF TH	And the second s
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Intersection Summary											A Comment of the Comm				
31	ther														
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Actuated Cycle Length: 57	7.1														
Natural Cycle: 65	Section 1 and 1 an			And the second s											
Control Type: Semi Act-U		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			TT of Shareh V F C 2 White V and 2 MeV 2	N. The hearth work with an and take									
Maximum v/c Ratio: 0.67		of many an appear of the control of	Annual State of the Control of the C	The second file of the second			10 10 10 10 10 10 10 10 10 10 10 10 10 1						The second secon	Market Company	
Intersection Signal Delay:					tersectio				275.2277.22.22.22.24.2			DOZEFFIJANO DANIOZOGA ZETA NA KORU P	Province Call Majorar Charles (No. 1997) 457 Julius	e Britanija Salde da nili Nobel er na na	
Intersection Capacity Utilize	zation 73.	2%	- ur dueren i dan	Facilities of	U Level	of Servi	ce D				A CONTRACTOR OF THE PROPERTY O	The second secon	The second secon		
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10th %ile Actuated Cycle												A COLUMN TOWN		AT DAYS TO THE	
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Lane Group	EBL	EBT	EBR	WBL	-WBT	WBR.	NBL	NBT	NBR .	SBL	SBT	SBR	ø9==		
Lane Configurations		4			4			43-	naces and a second		44				
Ideal Flow (vphpl)	1900	1900	1900=	1900	1900	1900	1900	1900	1900	1900		1900	200 and 100 an	Mary M. J. State Control of the Cont	
Lane Width (ft)	11	10	11	11	13	11	11	11	11	11	11	11		American del amora (TO) - TO) .	-1considerationary
Total Lost Time (s)	3,0	3.0	3.0	3.0	3,0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			CALCADOM TANKS
Leading Detector (ft)	49	49		49	49		49	49		49	49		ni mengani kamun 1944-1979 1980	AND DESCRIPTION OF THE PARTY OF	
Trailing Detector (ft)					0		0	0			0	2010/10/10/10/10/10/10/10/10/10/10/10/10/	\$4 of Tables is entered as a real name of the state of th	Topic of the property of the control	The state of the s
Turning Speed (mph)	15	A A A A A A A A A A A A A A A A A A A	9	15	and the second s	9	15		9	15		9	ngan karawan ki ang raya mga mga Silay Vilai Silay	AMERICAN	in tradecistation
Lane Util Factor	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00		Eli agai white	1941-774-774-774-774-774-774-774-774-774-7
Frt		0.984			0.978	ALAFE AAAP JOT LABOL LALIISA SAII	M	0.958	mirrogal, Berger St. Gir rigi	***************************************	0.996	an an annual and resident to the Section of the Sec	** svingrimmi min.	The second second second	Inches and Landerson
Flt Protected		0,998			0.982			0.998	Control of the second s		0.989			After a control of the control of th	Annual Control of the
Satd. Flow (prot)	0	1724	0	0	1650	0	0	1711	0	0	1542	0			
Fit Permitted		0.978			0,672	A STATE OF THE STA	Company of the second s	0.972		A company of the control of the cont	0.670		The second secon	And the second s	The property of the control of the c
Satd. Flow (perm)	0	1690	0	0	1129	0	0	1666	0	0	1045	0			
Right Turn on Red			Yes			Yes			Yes	The second secon	244	Yes			
Satd. Flow (RTOR)		9			13			33			2				
Headway Factor	1:04	1.09	1.04	1.04	1,14	1.04	1.04	1.07	1.04	1.04	1.26	1.04			
Link Speed (mph)		30			30			30			30				
Link Distance (ft)	The state of the s	459			446			729			638		The state of the s		
Travel Time (s)		10.4			10.1			16.6			14.5			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Volume (vph)	8	168	23	==201	247	87	- 28	392	191	==80=	279		And the property of the second	A second of the	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%			
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0			
Parking (#/hr)					5						5-				
Adj. Flow (vph)	10	210	29	218	268	95	29	413	201	84	294	12	THE COURT OF THE CASE BORNEY AND A THICK	, marriero y a restricti en subtena	and an income and the second and the second
Lane Group Flow (vph)	0	249	0	0.	581	0.	0	643	0	0	390	0	COLUMN TO THE PARTY OF THE PART	The real real real	
Turn Type	Perm	- 1 t *fr= r cort become		Perm	Celulare marion ara rocate	canada sa se es es que de 200 anio	Perm	- ar - marine (politica a significa de marin	ما د دهند و دود دید در دید	Perm	ngawisang nggapanin bisasasa	رون در	· Discognishing on product a contract of the stand	c: conductions	The Theory of the Second Andrew
Protected Phases	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4		The state of the s	8			2			6		9 1		
Permitted Phases	4		100 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8	**************************************	aran magagarakan salah kal	2	rakataba mengara-mana	997279 JULIUN VIII LA	6		o pro con commence de la commence de	makes	national and a	
Detector Phases	4	<u></u>	market a service and a service		8	Annual Address of the Control of the	2	2		6-	6	The second secon		Part of the same o	A PART OF THE PART
Minimum Initial (s)	8.0	8.0	all the same and the state of the same is a second	8.0	8.0		10.0	10.0		10.0	10.0		8.0	Maria de la compresa	The second secon
Minimum Split (s)	14.0	14.0	Estation and the second	14.0	14.0_		16.0	16,0		16,0	16.0		15,0	20 4 2 1 1 Campa 1 20 20 4	77447017
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	36.0	36.0	0.0	36.0	36.0	0.0	15.0	i es increstante	montanton o constituto
Total Split (%)	37.8%	37.8%	0,0%	37.8%	37.8%	0.0%	43.9%	43.9%	0.0%	43.9%	43,9%	0.0%	18%	Carry phantagements	A contraction of the contraction

Lane, Group		۶	-	*	€	←	*	4	†	~	-	+	1		
Vellow Fime (s)	Lane Group		EBU	EBR V	/BL	-WBT	WBR=	NBL	ENBI	NBR	SBL	SBT	SBR	5 Ø9 5	
All-Red Time (s)				2							30.0			13.0	
Lead/Lag Lead-Lag Optimizer Vehicle Extension (s) 3.0 3.		THE RESERVE AND ADDRESS OF THE PARTY OF THE			of Personal Property and the	A CONTRACT OF THE PARTY OF THE		The state of the s	a more of a decomposition of a continuous	The second secon	4.0	ACCESS ATTENDED	Control of the Contro	the state of the s	markita in a francisco de prife inde como de markita de prima de marco de marco e conquestra de como de marco d
Lead-Lag Optimize?	[18] [18] [18] [18] [18] [18] [18] [18]	2.0	2.0	Commence and Comme	2.0	2.0		2.0	2.0	Market Tarket - programme and a	2.0	2.0		0.0	
Vehicle Extension (s) 3.0		The second secon	STATE OF THE STATE			Company of the compan	And the second s					A STATE OF THE STA		The second secon	
Recall Mode Max		; http://downless.com/	در دخود در ۱۱۰ سرار چې ردز دستمون دري پيوسمنوس ۱		to the end of e	, v	de as delivery page and the control of the control		~~~~		2000 Page 1 (12/2) 1 (12/2	The speciment of the second	Militaria Sanagarania amanda pama		
Walk-Time (s)		int. 's of remodulating my become and	Take the second second second second second		BLTWING CO.	The second second second second second second		The second of the second of the second	The state of the s		A Series Constitution of the Constitution	at the set. Whe had been appeared at the		And the Part of the Part of the Part of the State of the	
Flash Dont Walk (s)		Max	Max	j	/lax	Max		Max	Max	erre approximation of the group	Max	Max	on a marine of the contract of		
Pedestrian Calls (#/hr)		A service of the serv		Comment of the branch of the beautiful o					wester that the care		lavelerma			Mark the second was a second transfer than	entre de commentant
Act Effct Green (s)				in estimanti arbies sistis	y and the second	e silvenines sometine estationes of the silven of the silven	concensor Assessment Assessment (No.	parts was assumed a second and assume about	**************************************		************				200
Actuated g/C Ratio 0.40 0.40 0.47 0.47 Wc Ratio 0.36 1.26 0.80 0.78 Control Delay 17.1 156.0 2.5.5 30.9 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 17.1 156.0 2.5.5 30.9 LOS B F C C C C C Approach Delay 17.1 156.0 2.5.5 30.9 Approach Delay 17.1 156.0 2.5.5 30.9 Approach LOS B F C C C C C C C C C C C C C C C C C C										The Control of the Co				6. 5 4	
Wc Ratio 0.36 1.26 0.80 0.78 Control Delay 17.1 156.0 25.5 30.9 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 17.1 156.0 25.5 30.9 LOS B F C C Approach Delay 17.1 156.0 25.5 30.9 Approach LOS B F C C Solth %ile Green (s) 25.0 25.0 25.0 30.0 <td></td> <td>(ojeko) pinya cama (ili) j</td> <td></td> <td>en samentario</td> <td></td> <td></td>		(ojeko) pinya cama (ili) j											en samentario		
Control Delay			A			The second secon				The second secon	Control of the second	A family was a first frame a market	A PARTIE OF THE PARTY OF THE PA		The second secon
Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 17:1 156:0 26:5 30:9 LOS B F C C Approach Delay 17:1 156:0 25:5 30:9 Approach LOS B F C C 90th %ile Green (s) 25:0 25:0 25:0 30:0		Deriver in 1913 house		A CONTRACTOR OF THE PROPERTY O			** yang pangang membang	TO STANCE							
Total Delay		Commence of the series of the	nangary ma improved our makang-	The state of the s			A second					and the second of the second of the second	The second second	January and American	A COMPANY OF THE PROPERTY OF T
LOS		artiske menadali - Fr			225 SI XIZMS					an castroner; measure	eromentorietzer			neme kondin tempe versione a	ner george anggrees as en marro.
Approach Delay 17.1 156.0 25.5 30.9 Approach LOS B F C C 90th %ile Green (s) 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 13.0 90th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR Ped 70th %ile Green (s) 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 0.0 70th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip 50th %ile Green (s) 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 50th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip 30th %ile Green (s) 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 <t< td=""><td></td><td></td><td>swallner waterin</td><td></td><td></td><td>Linear transport of the state o</td><td></td><td></td><td>initetiinessinnuunudiilii</td><td></td><td></td><td>CONTRACTOR OF THE PROPERTY OF THE PARTY OF T</td><td></td><td></td><td></td></t<>			swallner waterin			Linear transport of the state o			initetiinessinnuunudiilii			CONTRACTOR OF THE PROPERTY OF THE PARTY OF T			
Approach LOS B F C C C 90th %ile Green (s) 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 30.0 13.0 90th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR			_	To the total beautiful to the second of the	¥1377	•	and the state of t		_			-		The state of the s	
90th %ile Green (s)			STOREST TENENT CONTRACTOR		Baile.	=100.U==		Nigotenia del Cita	454500 400 000 000	Awameta.		Section of the sectio		Line Carrier	
90th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR		OFA	_		E n	ר סבית:		30 O			20.0			. 42 A	
70th %ile Green (s) 25,0 25,0 25,0 25,0 30.0 30.0 30.0 30.0 0.0 70th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip 50th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip 30th %ile Green (s) 25,0 25,0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 30th %ile Green (s) 25,0 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 30th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip 10th %ile Green (s) 25,0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 10th %ile Green (s) 25,0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 10th %ile Term Code MaxR MaxR MaxR MaxR	The state of the s	The second secon	A CONTRACTOR OF THE PARTY OF TH	Property Control of the Control of t		The state of the s	A Committee of the Comm	******							
70th %ile Term Code MaxR MaxR </td <td></td> <td>TAX ENGLISHED TO THE STATE OF T</td> <td></td> <td></td>													TAX ENGLISHED TO THE STATE OF T		
50th %ile Green (s) 25.0 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 0.0 50th %ile Term Code MaxR		22-94-75-954-5-99-5-5-5-5-						the respective desired and the	to Santaken a would be a set of the Plane			A COLUMN TO THE PARTY OF THE PA		And the first or of the first or part of a set because it has been	AND THE RESIDENCE OF THE PARTY
50th %ile Term Code MaxR MaxR </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>110770707711411</td> <td></td> <td></td> <td>East on 15</td> <td></td> <td></td> <td></td> <td></td> <td></td>							110770707711411			East on 15					
30th %ile Green (s) 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 30.0 0.0 0.0 30th %ile Term Code MaxR Skip 10th %ile Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip Queue Length 50th (ft) 64 ~298 191 120 Queue Length 95th (ft) 136 #615 #515 #365 Internal Link Dist (ft) 379 366 649 558 Turn Bay Length (ft) 558	The state of the s	74-04-14-14-14-14-14-14-14-14-14-14-14-14-14			TARGET AND STATES	WARTER AND ARTHUR AND THE APPLIES		ACT 444 74.4 1.1.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4	the contact and the Color		*****	C. Sand Co. Land Com., Married Street,		Artes and the State of Burnston	A Comment of the Comm
30th %ile Term Code															a and before \$10 has for first a series a contract to the
10th %lle Green (s) 25.0 25.0 25.0 25.0 30.0 30.0 30.0 30.0 30.0 0.0 10th %lle Term Code MaxR MaxR MaxR MaxR MaxR MaxR MaxR Skip Queue Length 50th (ft) 64 -298 191 120 Queue Length 95th (ft) 136 #615 #515 #365 Internal Link Dist (ft) 379 366 649 558 Turn Bay Length (ft)						from the country of the part of the a	nastriothichic	Street of many to be a contract.	Sind of the second sections			and the second second	Commence of the control of the contr	Contract of the second	tir jevi 4. rilikast liv
10th %ile Term Code MaxR MaxR <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Mary present water and the second of the sec</td><td></td><td></td><td></td><td>Market and a second second</td><td>TOTAL STATE OF THE STATE OF THE</td></t<>										Mary present water and the second of the sec				Market and a second second	TOTAL STATE OF THE
Queue Length 50th (ft) 64 ~298 191 120 Queue Length 95th (ft) 136 #615 #515 #365 Internal Link Dist (ft) 379 366 649 558 Turn Bay Length (ft)		The second second second second	The second of the second of the second	was of topic and it, approach to practice the	** * * * * * * * * * * * * * * * * * *	terminate the management	and the second	and Falia coal coarse a francis				Harris Sunnan and Charles	en en i la meir de la despers.	275 This of F. 417 - 5 - 117 - 11	and the state of t
Queue Length 95th (ft) 136 #615 #515 #365 Internal Link Dist (ft) 379 366 649 558 Turn Bay Length (ft)					(2-4475a)						The state of the s				A Committee of the Comm
Internal Link Dist (ft) 379 366 649 558 Turn Bay Length (ft)	 All and the first of the first	et ert, zu zet tewalit für	136	nessedu recorne 41 com 1960 in	tione Kitch	#615	- ero - c - eromal vertagin e V	serii. seriti dino esti listo	#515		o engris com parasirio a	#365	and the second second second second	agenta de la composició d	2
	Internal Link Dist (ft)	Apply Commission of the commis	379			366	10011 5001	Proceedings of the control of the co	649		Total Carlotte Control	558	The second section of the second section of the second section of the second section of the second section sec		
Base Capacity (vph) 462 808 497				And Park	10	10 TO 10									
	Base Capacity (vph)		686	The state of the s	grand and a	462	The state of the s	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	808	The state of the second of the		497	2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	And the second second second	

The second secon			1		CDD -
Lane Group Starvation Cap Reductn		WBL WBR WBR	NBL NBT N		39BK
Spillback Cap Reductin	Commission of the control of the con				
Storage Cap Reductn	The state of the s		A CONTRACTOR OF THE PROPERTY O	And the state of t	
Reduced v/c Ratio	0.36	1.26	0.80	0.78	
The manufacture of the second					
Intersection Summary					
The first of the control of the cont	ther			The control of the co	
Cycle Length: 82		At 12 Dates and an analysis of the same and a same and a same		ngan sandan sangan ka yana basa dilipasa da pingan 1900 da paga sandan da bisa sandan da bisa sandan da bisa s	
Actuated Cycle Length: 70	1 Annual State of the Control of the		A CONTROL OF THE CONTROL OF T	The state of the s	
Natural Cycle: 150					
Control Type: Semi Act-Ur	1600rd	the grant and product of the control	A consistent of the consistency	The September of the Workshop of the Control of the	Application of the State of the
Maximum v/c Ratio: 1.26	The state of the s	Intersection LOS	A Control of the Cont	man parameter and a property of the second s	A CONTROL OF THE PROPERTY OF T
Intersection Signal Delay:	00.2	ICU Level of Ser		And the second s	ACCOUNTS AND A CONTROL OF THE PROPERTY OF THE
Intersection Capacity Utiliz Analysis Period (min) 15	auon 90.2 %	IOO Level Of Oel	YIOC I		
90th %ile Actuated Cycle:	87	The state of the s	The second secon	Service of the servic	
70th %ile Actuated Cycle:					
50th %ile Actuated Cycle:			A second control of the second control of th	AND	
30th %ile Actuated Cycle:			AND THE RESIDENCE OF THE PROPERTY OF THE PROPE	The second secon	
10th %ile Actuated Cycle:		The first transfer of the second section of the section	CONTRACTOR	учения выполня выполня выдой Р. Б.Толо С.С.С.С.С.С.С.С.С.С.С.С.С.С.С.С.С.С.С.	ACTION OF THE STATE OF THE STAT
~ Volume exceeds capa		ally infinite and all the second	The second secon	A second	
Queue shown is maxim		3			
# 95th percentile volume		eue may be longer.	A STATE OF THE STA	White Configuration Configuration and Configuration Services and Configuration Configu	
Queue shown is maxim	num after two cycles.	Part W. A. Prince and Anderson Sparre in the Control of the Contro			
Splits and Phases: 8: U	pham Street & Leband	on Street			
☆ ↑ _2	<u> </u>	o4	.fŘ ø9		
1 UZ 98 6 300 7 4 4 5 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6			15/8	PAR NUMBER OF THE PARTY OF THE	

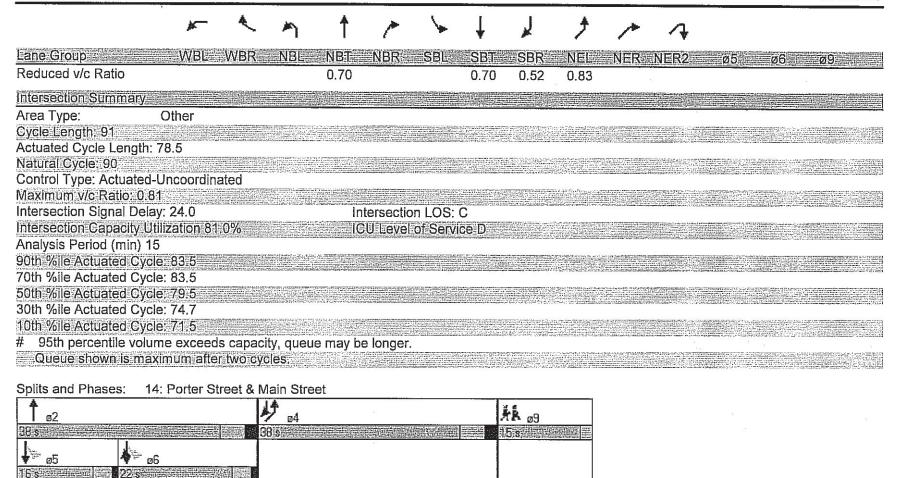
	۶	-	*	1	—	*	1	†	1	1	Ţ	4			
Lane Group	EBL	EBŢ.	EBR	WBL	#WBT#	WBR	NBL	NBT	NBR	SBL	SBI	SBR	ø9	(production)	
Lane Configurations		4			€			€}>			4				
ldeal Flow (vphpl)	1900	1900	1900	=1900	1900	1900	<u> </u>	1900	1900	1900	1900	1900		The second secon	A PARKET
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			
Leading Detector (ft)	49	49	and officer while	49	49	A COMMAN OF THE PARTY OF THE PA	49	49		49	49				
Trailing Detector (ft)	0	0		0	0		0	0	***************************************	0	0				
Turning Speed (mph)	15	Est.	9.	Constitution of a single on extendi	And the second s	9	W. WARTS ATTEMPT OF CALLET		9	15		9		The second secon	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	A NORTH CONTROL AND THE STORY OF THE STORY O	AT A STEEL OF STANDARD STANDARD WAS	CONTROL .
FA	A Think Band Day 17 had a	0.962			0.973			0.997			0.989				
Flt Protected		0.995			0.996			0.996			0.998				
Satd. Flow (prot)	0	1758	0.		1542	. 0	0	to the same of the			1766	0.9			
Flt Permitted		0.964			0.972			0.954			0.973				
Satd. Flow (perm)		1703	0 11.0	. 0	1505	0		-1702	0	0	1722	0			10127 N 9 1
Right Turn on Red	v na nanamana manaka	d gar-driven gring, danger breggiven gang gardelle, yerb pub-	Yes		d Annan Tring with Advance - may 2003 12/03	Yes	1000 J. 1. (2000 F. marigan)	na a a a ann an an an an an an an an an	Yes			Yes	more shower to the COMP (from the control of the	na — najvoju vojeni kolovnom kodu, najvod militar (1948).	OF MO TO
Satd: Flow (RTOR)	And a second sec	22			-14			2			7				
Headway Factor	1.04	1.04	1.04	1.04	1.24	1.04	1.04	1.07	1.04	1.04	1.07	1.04			T 715 13
Link Speed (mph)		30			30			30			30				
Link Distance (ft)	nay) or on A c Springer by press continue po	378	DONANO FRANCISCO MARIO SANO SANO		311			638	N. N. STONISKOV, AND SHIP CO., L. CO. S. C. C. C.	g er gom vers same vivers grops i to	756		. *F 31000000000000000000000000000000000000	,	
Travel Time (s)	The branch of the beautiful of	8.6	Lighten Angental		7.1			14.5	ty many discussion and		17.2				
Volume (vph)	20	118	55	9	82	22	36	439	12	15	306	29	(m	Newscan or a preparation of the	
Peak Hour Factor	0.91	0,91	0.91	- 0.89	0.89	0.89	0.93	0:93	0.93	0.96	0.96-	0.96			
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%		e de la companya del companya de la companya de la companya del companya de la co	. 1 .12
Bus Blockages (#/hr)	0.	0.1	0	0		0	0	4	0	0	4	0		The second secon	
Parking (#/hr)	Marie Carrer de la proposició de la constante	nachaniaries (menada)	por . To gill gill hamas have despre	n e alle density et ble alleghe bellete	5	attiniment and a second a second a second	a venden var av Samuela never i never i never s	tim magica <u>et ar</u> ter	to mercine construction of the construction	dearer contact grown	and the second second second second	ادر اروا در <u>در در د</u>	e (3
Adj. Flow (vph)	22	130	- 60	10:	92	25	39	472.	13	16	319	30		N 1004 700 100 100 100 100 100 100 100 100 100	N.
Lane Group Flow (vph)	0	212	0	0	127	0	0	524	0	0	365	0	and the second process with	e, and grantening policy for the color	
Turn Type	Perm			Perm	Property of the control of the contr		Perm			Perm					
Protected Phases		4			8			2	er en in homenn, der fi		6		9		
Permitted Phases	4		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		2			6					-
Detector Phases	4	4		8	8	<u> Barbalan ten paga</u>	2	2		6	6	T. ALD PROPERTY.			
Minimum Initial (s)	7.0	7.0		7.0	7.0		40,0	40.0		40.0	40.0		8.0		
Minimum Split (s)	13.0	13.0	SI NA SISTANJARINA DE	13.0	13.0		46.0	46.0		46.0	46.0		15.0	-0.0000-0000000000000000000000000000000	77,77
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0 0.0%	46.0	46.0	0.0 0.0%	46.0	46.0	0,0 0,0%	15.0 17%		24.72
Total Split (%)	29.9% -20.0	29.9% - 20.0	0.0%	29.9% -20.0	29.9% 20.0	U.U%	52.9% 40.0	52.9% - 40.0	U.U%	52.9% - 40.0	52.9% 40.0	U.U%	17%	terminal by the course of the	707
Maximum Green (s)	ZU.U			ZU.U.	ZU.U		40.0	40.0	100000000000000000000000000000000000000	4U,U	4U.U		10.0		

	ⅉ		7 1	-	1	4	†	-	1	Į.	4	
Lane Group	EBE		EBR WBL	WBT	WBR	=NBL	⊜NBT≣	NBR=	SBL	SBI	SBR Ø9	A STATE OF THE STA
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	2.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	The proof of the p	2,0	2.0		- 2.0	2.0	0.0	The second secon
Lead/Lag		2			ALL PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS A		Combined Commission of Commiss			Same and the second of the sec		and the second s
Lead-Lag Optimize?			TF ANTONIA AND THE TENT OF T			The second secon	The second secon				The second secon	Section 1 and 1 and 2 and 3 and 4 and 5 an
Vehicle Extension (s)	5.0	5.0	5.0	5.0		3.0	3.0	A MERCHANICA STANCE OF THE STA	3.0	3.0	3.0	and the second of the second s
Recall Mode	None	None	None	_None-		Max	Max	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Max	- Max :	None	A CONTROL OF THE CONT
Walk Time (s)		readings for the transfer of t	n error - version - 6 king ing 3 ng/haga g pig fr. A y 1 Li 2 to 4 u u	#8 a. //a = 2 /	***************************************					Was read the street and address of the	8.0	
Flash Dont Walk (s)			2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			Linguignos prima					5.0	
Pedestrian Calls (#/hr)		MM2-1-2 // //	market his firm to the first the state of th	**************************************	4.7	***************************************	TO ALVIE III ALAT LANCISCA AM		J. 100 J.		5	MOSEM 2012 2011/10/2744/2010 2010
Act Effct Green (s)		17.3	The first part of the second s	17.3			43,6			43,6	A COMPANY OF THE PROPERTY OF T	The second secon
Actuated g/C Ratio		0.25		0.25	and contact manages and contact and contact and		0,63			0.63		A SEA OF THE PROPERTY OF THE P
v/c Ratio		0.48	A STATE OF THE STA	0,33	2 V V V V V V V V V V V V V V V V V V V		0.49			0.34	The second secon	The second secon
Control Delay		24.5		22.2			11.0			8.9		
Queue Delay		0.0	The second secon	0.0			0.0			0,0	A CONTROL OF THE PROPERTY OF T	The second secon
Total Delay		24.5		22.2			11.0	70. 10. 11. 11.	21 21 22	8.9		
LOS		0		- 0			В			A.	The second secon	
Approach Delay		24.5		22.2			11.0			8.9		
Approach LOS		C	A CONTRACT OF THE PARTY OF THE	C	The second secon		В	To page of the product of the product of	The second of the second second	A	The second of process and the second of the	The state of the s
90th %ile Green (s)	20.0	20.0	20.0	20.0	Col. Va	40.0	40.0	Cho t sin a situate a mas. N	40.0	40.0	13.0	
90th %ile Term Code	Max	Max-	Hold	Hold		MaxR			MaxR.	MaxR=	Ped	The second secon
70th %ile Green (s)	16.7	16.7	16.7	16.7		40.0	40.0		40.0	40.0	0.0	en en en en en particular de la company
70th %ile Term Code	Gap	Gap	Hold	THE PARTY OF THE VALUE OF THE PARTY OF THE P		MaxR	the state of the state of the state of the	of all control to a new order to 200 M	MaxR	THE STATE OF THE PARTY OF THE P	Skip	A service of the serv
50th %ile Green (s)	14.4	14.4	14.4	14.4	i F.W.CPapp. Gener	40.0	40.0	is and sometiment of	40.0	40.0	0.0	
50th %ile Term Code	Gap	Gap	Hold	Contracting the Contract Contract Con-	The second of th	MaxR	MaxR		MaxR.	MaxR=	Skip	The state of the s
30th %ile Green (s)	12.1	12.1	12.1	12.1		40.0	40.0	arrena e e aporto de porto de como c	40.0	40.0	0.0	THE RESERVE OF THE PROPERTY OF THE PERSON OF
30th %ile Term Code	Gap	Gap	Hold	Hold	The second secon	MaxR	MaxR		MaxR	MaxR	Skip	The second secon
10th %ile Green (s)	9.0	9.0	9.0		grande of management of the state of the sta	40.0	40.0		40.0	40.0	0.0	
10th %ile Term Code	Gap	Gap	Hold	Hold		MaxR	ATTION OF ALL PROPERTY AND AREA		MaxR	AMOUNT TO THE REAL PROPERTY.	Skip	The state of the s
Queue Length 50th (ft)	and the second second second	64		37			91			55		ned reducement, or according to proceedings of the confidence of t
Queue Length 95th (ft)	The second secon	152	The second secon	96	and the first property and subject of the first property of the fi	A STATE OF THE STA	304			188	And the second of the second o	and your return and an artist of the second
Internal Link Dist (ft)	parameter and the second	298	Port of the control o	231			558	namen and also year a per secretae of for y and benefit for the base and all high the secretae of the y and	German Androide (Link & a ball ann annual Eire ann Anna Barthann ann an Anna Anna Anna Anna Anna Ann	676	t de martine de la companya de la co	The state of the s
Turn Bay Length (ft)			A STATE OF THE STA			The second secon	4074	All the beautiful and the second of the seco		4005	The second secon	And the second s
Base Capacity (vph)	tuesa selahen s	540		474		;	1071 	Carlon Spage 1. Target and Spage 1.	Section of the last	1085	entropromonente de la companya de l La companya de la co La companya de la companya del la companya de la companya del la companya de la companya del la companya de la companya de la companya del la compa	
Starvation Cap Reductn			The second secon		1400010,000			COST OF DEPOSIT ALTON		- V	The property of the second sec	

	<i>→</i> → →	←	* 1 <i>*</i>	A 1 4	
lane Group		WBI WBI WBR		SBL SBT SBF	8 10 10 10 10 10 10 10 10 10 10 10 10 10
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	the state of the s	
Reduced v/c Ratio	0.39	0.27	0.49	0.34	
Intersection Summary			The second secon		The second of th
	ther				The second secon
Cycle Length: 87	A second control of the second control of th	A service of the serv	A control of the cont		
Actuated Cycle Length: 69.	.4	A (WO) - 1 (Market Co		
Natural Cycle: 75	And the second s	Let have beginn the control of the c			
Control Type: Semi Act-Un	coord	manus (a & 2) and a superior of the superior	era um mensando antil sant hi 1975 f. Mai 2000 milio grava minipa amo mana a minis de la constitució en la con Como esta de la como esta de la constitució en		
Maximum v/c Ratio: 0.49	The state of the s	The state of the s	The state of the s		
Intersection Signal Delay:		Intersection LOS:			
Intersection Capacity Utiliz	ation 59.2%	IGU Level of Serv	MCC D. C. A. C.		
Analysis Period (min) 15 90th %lie Actuated Cycle: I	07	And the state of t			
70th %ile Actuated Cycle:		A STATE OF THE PROPERTY OF THE	The state of the s		
50th %ile Actuated Cycle:		And the state of t			
30th %ile Actuated Cycle: (ti setti kari gunda in territori	The affiliant salam is the more and the second	The state of the s
10th %ile Actuated Cycle:		A STATE OF THE STA			
Compared the Compared		(э. е. эк г ере сти с меня колоско систем МЕСС Вело М ЕНЕМ по на настоя на осторожения с			
Splits and Phases: 11: E	East Emerson Street & L	ebanon Street		1	
62		<u>\$</u> 04	ÅŘ ø9		
46 s		266			
v ∞6		₹ ø8	- Roman Communication Communic		

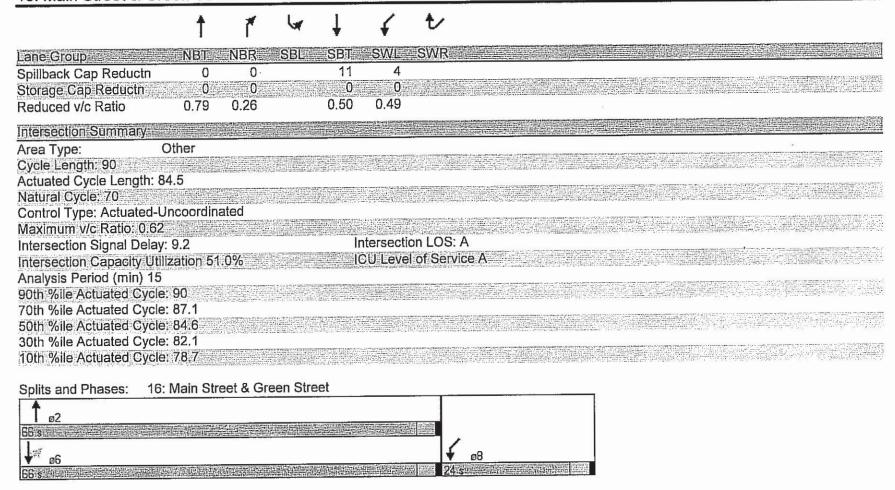
	*	*	M	†	1	-	+	لير	*	/	4				
Lane Group	WBL	WBR	NBL	NBT	NBR.	SBL	SBT⊨	SBR	NEL	NER	NER2	ø5	ø6	ø9	
Lane Configurations			- 10 TOWN TOWN TO	ĵ _a			લી	7	Kyl.					marroro per paganograpa.	
Ideal Flow (vphpl)	1900	1900	1900=	1900	1900		1900	1900	1900		1900	And the second s	A Linear Continue of the Conti	The state of the s	ALIGNATURE TO SERVICE
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	100	100	200	0
Leading Detector (ft)		War Land		49		49=	49	49	49				Company of the Compan	and the second s	(decided to the
Trailing Detector (ft)				0	fortheres set to a colo	0	0	0	0	and delice and the second of t		Annas - no et s'A Wage Nicht, Den	a gazzer minimizer is 4 mm, grieß / Z.J. weils h	oning, or a valuable and lighted	eseration and actions
Turning Speed (mph)	15	9	15		9	15		9	15	9	9	The state of the s	The state of the s	Towns () and any property (
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	**************************************	Yanadan	9	
Ett				0.994		roya tersoaren er er	ALCOHOL CONTRACTOR	0.850		A CONTROL OF THE CONTROL OF T	A CONTROL OF THE PARTY OF THE P	Acceptance of the second secon			
Fit Protected	According to the second			ngdawakanikakakakakanya ().	ewa sako anan <u>an</u> uama	omero president	0.996		0.956	et kanalari 17979 tin 664 yan 1775an ili			The state of the s		SETTO SEET
Satd=Flow (prot)		0.	0	_1808_		0	PERSONAL PROPERTY AND PROPERTY	1546	1721	0			And the property of the proper		
Flt Permitted		erren ar eff erhandskrivelin frik milital de after å	erroma della el plana è sera è bendi a la	- *************************************		and an arrange before the state of the state	0.773	-1894-17-07-07	0.956		a (ballamanyan bayaktan danama danama an a. a. a. d.)				
Satd, Flow (perm)	0	0,		1808	0	0	1406	1546	1721	0	0.0	outer: Vocament			
Right Turn on Red		Yes	and the company of the state		Yes	german was the single of the single page.	anderson of the square gap against	Yes		and the second s	Yes			more action to the court of the	
Satd. Flow (RTOR)	of \$ 1,000 feet of apparent	All Indiana and a second and a		3		The second secon		426	1		American St. 1979 Annual Control of the Control of	And the second s	A special services of the serv	Annual Control of the Control	The second secon
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	consequent grade brane a local and a con-			3250
Link Speed (mph)	30			30	The state of the s		30	The state of the s	30	TEET COMMENSATION	A STATE OF THE STA	Marine Committee	Completed to the control of the cont		
Link Distance (ft)	345			756	The real Part and Inches the		310	1 / Page 10 / Pa	604	protection and a last control	. 15 5 (4.5 91.4) (6.4)	The state of the s	1121.220.000	ar ne racional	comment by Colonia () and
Travel Time (s)	7.8			17.2			7.0	440	13.7		A CONTRACTOR OF THE PARTY OF TH	The second secon			
Volume (vph)	0	0	0	461	20	28	341	413	552	35	9	The second secon		. When the Control of	Control of the second
Peak Hour Factor	0.95	0.95	0.91	0,91	0,91	-0.97	0.97	0.97	0.95	0.95	0.95		Andrew William Control of the Contro	Proceedings of the second of t	10.00
Heavy Vehicles (%)	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	California de la companya del companya de la companya del companya de la companya	Principal and the second secon	Sagarati (Latertin, f.)	The state of the s
Adj. Flow (vph)	0	0	0	507	22	29	352	426	581	37.	9	I I I I I I I I I I I I I I I I I I I	William Company	And the Single of	Control of the State of State
Lane Group Flow (vph)	0	0	0	529	0	0	381	426	627	0	0				ata resta
Turn Type						ustom	Prot		Total Control of the		And the second s		6		
Protected Phases	and the state of t	. Y. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14	waterdays the Alex	2	control of charges being \$ 00000000000000000000000000000000000		56	46	4	The second secon	or and the second second	5	6	9	an in a second code and a
Permitted Phases		Territoria	STATE OF THE PARTY		The state of the s	5.6	Transfer of the second of the	46		at a figure of the control of the co	No. 1 and 1 and 2	Control to a control of the control	The second secon		TO SERVICE THE SERVICE AND SER
Detector Phases	VALIDIZASTINI ADALIJA	r (dagada dagana ayaysa		2	ening and beautiful	56	56	40	4 8.0		Valley Park 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.0	4.0-	4 4 0	en and
Minimum Initial (s)				8.0	A CONTRACTOR OF STREET			ALL HARMON BASKS TO	14.0		A CANADA CANADA	16.0	10.0	15.0	24 Slaudi
Minimum Split (s)				14.0		38.0	38.0	60.0	14.0 38.0	0.0	0.0	16.0	22.0	15.0 15.0	
Total Split (s)	0.0	0.0	0.0	38.0	0.0		- Commercial and the commercial	65.9%	M. Markey and the Control of the Control	0.0%	0.0%	18%	24%	16%	And the second of the second o
Total Split (%)	0.0%	0.0%	0.0%	41.8%	U.U%	41.0%	41.8%	05.976	32.0	U.U70	U.U 7a	10 %	24 /0 18:0	13.0	The second second
Maximum Green (s)		Control of the second		32.0			Product Commence of the Commen		32.U 4.0	Control of the second s		3.0	3.0	2.0	40.433.535
Yellow Time (s)	The second secon		and a feetle same	4.0 2.0				and the second of the second o	4.0 2.0		The Committee of the Co	3.0 1.0	3.0 1.0	2.0 2.0	a manufactured day source
All-Red Time (s)	The second secon		The second second	۷, ا		Control of the second		The state of the s	2,0	The second secon	Total Andrews Commence (III V		

	*	-				*	+	*	1	1	1			
eane:Group:	WBL	WBR	NBE	NBT	#NBR	≡SBL	SBT	SBR	ENEL	NER	NER2	ø5	ø6.⊸	⊭ø9≣
Lead/Lag					***		\$2. \$2.					Lead	Lag	
Lead-Lag Optimize?			Control of the contro			A Company of the Comp	Part of the second seco			AN AND THE PARTY OF THE PARTY O		Company Company		A COMMENT OF THE PARTY OF THE P
Vehicle Extension (s)			Principle Company	3.0					3.0			3.0	3.0	3.0
Recall Mode			The state of the s	None		Product of the Product of the			Max			None	None	Min
Walk Time (s)		Promings Produce and law and a		-0.5.5.07.7.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.		Amaren		The second secon		4				8.0
Flash Dont Walk (s)		To the second se		J. S. W. C. W. Outline .					4.00 mm 1.00 mm					5.0
Pedestrian Calls (#/hr)	Milla (Filaboros controlos)	ground , to the eggs of the first fi		Control of the contro		Z.A. 17 S. C. P. C.	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			-,				0
Act Effet Green (s)				29.8	THE STATE OF THE PARTY OF THE P	CONTRACTOR OF THE STATE OF THE	29.8	51.9	35,1		The second secon		12.7	
Actuated g/C Ratio	mentana di mandana yang barang ba	PEDALUA SEL ESSAF	THE WAY AND A PROPERTY AND ASSESSED.	0.38	indikarinarinaren eta	Average and an art life in him in	0.38	0.66	0.45		THE LIGHT COLUMN TO SERVING THE COLUMN		10 10000 1000	
v/c Ratio	ortizio principi	The second secon	Charles Control of the Control of th	0.77		and the second s	0.71	0.37	0.81	A 1 per manufactura i company o	The same of the sa	The second secon		And the second s
Control Delay	more designation of the	-NEW AND STATE OF THE PARTY OF		29.4		The second second	28.9	1.4	30.7	The state of the s				
Queue Delay		para de la companya d	A SALAMATAN, THE STORMAN AND STORMAN AND AND AND AND AND AND AND AND AND A	0.0		The second secon	0.7	0.5	0.4					And the Control of th
Total Delay	n in an and specification and the second	**************************************		29.4		,	29.6	1.9	31.1					
LOS		The state of the s	1 2 September 1	C	140.48 24.2	The second secon	C C	A	C			Sign of the State		
Approach Delay	CTAL VINESCOLO DE COMO COMO	La standard A. A. S.	10 (V.) (29.4			15.0		31.1				and the second s	and a second second second second second second second second
Approach LOS				G		The second secon	. В		C.					
90th %ile Green (s)			Add God	32.0					32.0	managed a series of 25 2000		12.0	18.0	5.5
90th %ile Term Code			24	_ Max≟				I del con la constitución	MaxR	(Max	Max	Gap =
70th %ile Green (s)				32.0					32.0			12.0	18.0	5.5
70th %ile Term Code	The state of the s			Max		The second secon			MaxR			Max	Max∷	-Gap
50th %ile Green (s)	22274-4-44-02224-334	C MAN . C. M. COR. C.	and the state of t	28.0					32.0			12.0	14.0	5.5
50th %ile Term Code				. Gap.					MaxR =			Max	Hold	Gap
30th %ile Green (s)		A. C.		23.2					32.0			12.0	9.2	5.5
30th %ile Term Code		A TOTAL CONTRACTOR OF THE PROPERTY OF THE PROP		Gap	Application (1987)				MaxR			==Max	Hold	Gap
10th %ile Green (s)	21.411.4	- 1 1. / 1. / 1. / 1. / 1. / 1. / 1.		20.0	William Commission (No. 1974)	Types (4) days on the same of			32.0			12.0	6.0	5.5
10th %ile Term Code	The same of the sa			Hold					MaxR			Max	Gap	Gap
Queue Length 50th (ft)	1	St. (2.) St.	2.17.4.0000000000000000000000000000000000	219			154	0	263					
Queue Length 95th (ft)				335			254	- 25	#495					
Internal Link Dist (ft)	265	Commercial Control of the Control of		676			230		524	-417, 494, 454, 454	marking profession and profession as	andresens e appoint the	en a compositor and company of the	
Turn Bay Length (ft)				The state of the s						The state of the s				
Base Capacity (vph)				760			589	1191	770		operate special section of the control of the contr			and the second s
Starvation Cap Reductn							48	376	0	The second secon	The same and the s	The second secon		A charge and a contract of the
Spillback Cap Reductn				4			0	0	17			menne som stirt og til grendstretterner		
Storage Cap Reductn		The state of the s			Charles of the second second second	A STATE OF THE PARTY OF THE PAR	0	0	0	Press Prince	And the second s			Management of the second secon



	↑	ď	(a)	↓	4	t
Lane Group	NBT	≝NBR	SBL	SBT∷	#SWL	SWR
Lane Configurations	*	74		4	Ŋď	
Ideal Flow (vphpl)	190 0	1900	1900	1900	1900	1900
Storage Length (ft)		131	0		0	0
Storage Lanes	The state of the s		07			0.
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	49	49	49	49	49	
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
	The commence of the property of the commence o	0,850	A transport of the property of	mark the same and the same	0.997	
Flt Protected	motorio galge est per sua ser mai de la morte de la colorida da Estado de La colorida de La colo	o local consumer or consumer			0.954	A 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Satd. Flow (prot)	1818-	1546	0	1818	1747	0
Flt Permitted				TELEPRINA COLLUNI	0.954	and the section of the section
Satd. Flow (perm)	1818	1546	0	1818	1747	7
Right Turn on Red	The second secon	Yes	mana na Maladah kabilata	numerous sur l'interesse l'évil		Yes
Satd: Flow (RTOR)		154				
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)	30			30	30	
Link Distance (ft)	68			494	490	
Travel Time (s)	-1.5			11.2	÷1161	
Volume (vph)	617	380	0	610	178	5
Peak Hour Factor	0.93	0.93	0.90	0.90	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	663	409	0.	678	191	5
Lane Group Flow (vph)	663	409	0	678	196	0
Turn Type		Free	Perm	The second secon	The second secon	
Protected Phases	2			6	8	
Permitted Phases		Free	6	The second secon	The second secon	
Detector Phases	2		6	6	8	
Minimum Initial (s)	41.0		41.0	41.0	4.0	
Minimum Split (s)	45.0		45.0	45.0	24.0	
Total Split (s)	66.0	0.0	66.0	66.0	24.0	0.0
Total Split (%)	73.3%	0.0%	73.3%	73.3%		0.0%
Maximum Green (s)	62.0		62.0	62.0	20,0	

	†	7	Lor	Ţ	✓	t
Lane Group	≝NBT:	≝NBR	SBL	SBT	SWL	SWR
Yellow Time (s)	3.0		3.0	3.0	3.0	
All-Red Time (s)	1101	And the state of t	1.0	1,0	1,0	
Lead/Lag						
Lead-Lag Optimize?		The second secon			The second secon	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	and the second second second second
Recall Mode	Max		Max	_ Max_	None	
Walk Time (s)		Le presentation de la completa			7.0	
Flash Dont Walk (s)	A Communication in the Communi	er eller er e			12.0	
Pedestrian Calls (#/hr)	00.4			co	0	
Act Effet Green (s)	63.1	84.5	en for the second	63.1	15:4	
Actuated g/C Ratio	0.75 0.49	1.00	- Van	0.75	0.18 0.62	1141.714.11
v/c Ratio	The second second second second	0.26	A STATE OF THE STA	0.50	THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS	
Control Delay	6.3	0.4	n ng gayanin da anilang ng Gilanin na ng gayanin ng anilang ng anilang na	6.4	40.3	- January
Queue Delay	2.0	0.0		0.0	10.0	
Total Delay	8.3	0.4		6.5	40.3	
LOS	A.	A CONTRACTOR		Α	40.2	MACOTT !
Approach Delay	5.3	der konnerten over 1915		6.5 A	40.3 D	1 70 000 00 1
Approach LOS	62.0	CONTRACTOR OF THE PROPERTY OF	62.0	62.0	20.0	CLENIL
90th %ile Green (s) 90th %ile Term Code	62.0 MaxR		oz.u /laxR≕	ەك.u MaxR=	ZU.U Max	
70th %ile Green (s)	62.0		62.0	62.0	17.1	Carrotto
	o∠.u ∈MaxR≕	The second secon		MaxR_	Gap	made (7% of 1
50th %ile Green (s)	62.0		62.0	62.0	14.6	Brad v. C/
50th %ile Term Code	MaxR	in in the second second		MaxR	Gap	er-sylver en
30th %ile Green (s)	62.0	mad times of the State of the	62.0	62.0	12.1	
30th %ile Term Code	MaxR		o∠.o ∕IaxR	MaxR	Gap	AND PROPERTY.
10th %ile Green (s)	62.0		62.0	62,0	8.7	400 Miles
10th %ile Term Code	MaxR	ere i e con l'ar illa communità i		MaxR	Gap	
Queue Length 50th (ft)	113	0	AIQY! /	118	96	
Queue Length 95th (ft)	227	U	Company Company	235	90 163	
Internal Link Dist (ft)	1	A section of the sect		414	410	Tiday (wo who
Tum Bay Length (ft)		131		T 1 T	7 IV	
Base Capacity (vph)	1358	1546		1358	408	
Starvation Cap Reducting	519	1040		1000	400 ***********************************	
Grand Francisco	Wilder Street and the Merchant	Committee of the Commit		CONTRACTOR MADE AND ADDRESS.	ita iring ilayahi	



Lebanon Street				Mel. rose, MA
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BETA Group, Inc. December 2007

Lanes, Volumes, Timings 1: Grove Street & Lebanon Street

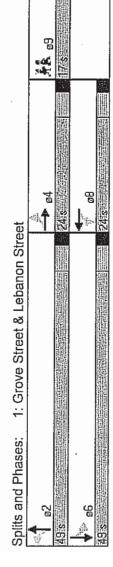
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 | ses | ses | es | (S) | (s) | | The second secon | en (s)
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| Action with the state of the st | ane Group | _ane configurations
deal Flow (vohol) | ane Width (ft) | Fotal Lost Time (s) | -eading Detector (ft) | railing Detector (ft)
 | Turning Speed (mph) | ane Util. Factor | | Fit Protected | Satd. Flow (prot) | Fit Permitted | Satd. Flow (perm)
 | Right Turn on Red | Satd. Flow (RTOR | Headway Factor | ink Speed (mph) | ink Distance (ft)
 | Fravel Time (s) | Volume (vph) | Peak Hour Factor | Heavy Vehicles (%) | Bus Blockages (#/hr | Adj. Flow (vph) | ane Group Flow (vph) | уре | Protected Phases
 | Permitted Phases | Detector Phases | Vinimum Initial (s | Viinimum Split (s) | Fotal Split (s) | otal Split (%) | Vlaximum Green (s)
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| | ane | Ideal | Lane | Total | Leadir
 | Trailin | Turnin | Lane | Ŧ | | Satd. | FIFPe
 | Satd. | Right | Satd. | Heady | Link S
 | Link | Travel | Volum | Peak | Heavy | Bus B. | Adj. F | Lane (| Turn Type
 | Protec | Permi | Detec | Minim | Minim | Total | Total
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Melrose - Lebanon Street 12/17/2007

Lanes, Volumes, Timings 1: Grove Street & Lebanon Street

1123	362	294	Tum Bay Length (ft) Base Capacity (vph)
			Turn Bay Length (ft)
to the state of th		TAPET TO A PROPERTY OF THE PRO	The second secon
229	276	308	Internal Link Dist (ft)
326	#224	8	Queue Length 95th (ft)
123	149		Queue Length 50th (ft)
Coord Coord		Hold	10th %ile Term Code
		16.1 16.1	10th %ile Green (s)
			30th %ile Term Code
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A . C . Se . A		Max	50th %ile Term Code
			50th %ile Green (s)
10000		Max	70th %ile Term Gode
			70th %ile Green (s)
16 . 1			90th %ile Term Code
		18.0 18.0	90th %ile Green (s)
			Approach LOS
	50.9	34.8	Approach Delay
8		The state of the s	And the second s
	50.9	34.8	Fotal Delay
0'0			Queue Delay
	50.9	34.8	Control Delay
0:50	0.81	0.58	v/c Ratio
0.67	0.23	0.23	Actuated g/C Ratio
0.09		20.6	Act Effet Green (s)
	and the second state of the second		Pedestrian Calls (#/hr)
	And the second s		Flash Dont Walk (s)
			Walk Time (s)
G-Max C-Max			Recall Mode
2.0			Jead-Lag Optimize (Jehiolo Evioneion (s)
			-ead/Lag
	1,000	2.0 2.0	All-Red Time (s)
			Yellow Time (s)
			i
## 1789 1886 1846 1846 1886 1866 1886 1866 1886		2.0 5.0 5.0 0.23 0.81 50.9 50.9 50.9 50.9 50.9 18.0 Max 1	4.0 4.0 4.0 2.0 2.0 2.0 5.0 5.0 Min

†	4 4 4 4	₹	→
Lane Group. EBI EBT EB	EBR WBL WBT WBR	NBL NBT NBR S	3L SBT SBR ø9
Spillback Cap Reductn 0	0	0	0
Storage Cap Reducth Reduced vic Ratio	0.80	0 50	0000
		0.0	60.0
Area Type: Other	and the second s		
Cycle Length 90 Actuated Cycle Length: 90			
Offset: 50 (56%), Referenced to phase 2 NBTL	TL and 6;SBTL, Start of Yellow		
Natural Cycle: 90 Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81,			
Intersection Signal Delay: (18.9	Intersection LOS; B		
Intersection Capacity Utilization 68.0%	ICU Level of Service	Control of the contro	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, qu	queue may be longer.		NOTO THE TAXABLE MANAGEMENT OF THE PROPERTY OF THE TAXABLE PROPERTY OF TAXABLE PROPERT
Queue shown is maximum after two cycles			



Lanes, Volumes, Timings 5: East Foster Street & Lebanon Street

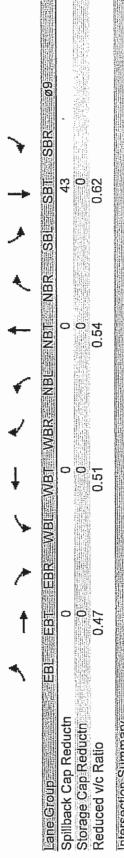
Lane Corrigurations		4	†	1	>	ţ	4	•	←	*	<u>ر</u>	→	*		
1900 1900	Group	EBI	EB1	EBR	WBL	WBI	WBR	NBI	NBIL	NBR	SBI	SBI	SBR	- 6ø	
(f) 11 12 11 11 12 11 11 12 11 11 12 11 11	Conngurations Flow (volto)	1900	\$	006	1900	\$	1900	1900	\$ 0061	1900	1900	\$ 006£	1900	Children of the control of the contr	The second section of the second seco
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(ff) 49 4	LostFIme (s)	-30	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
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1,00	ing Speed (mph)	15	C	0	15	Control of the latest street, and the latest	6	15		တ	15	Service Commission and address.	6	er og de sammer og de skaller	
0.956 0.988 0.998 0.998 0.993 0.993 0.993 0.993 0.993 0.995	Uff Factor	1.00	1.00	1.00	1,00	1.00	1:00	1,00	1,00	1.00	1 00	1.00	1.00		A Committee of the Comm
0.987 0 0.988 0 0 1838 0 0 1838 0 0 0 1838 0 0 0 1838 0 0 0 1839 0 0 0 1855 0 0 0 1838 0 0 0 1838 0 0 0 1838 0 0 0 0.996 0 0 0.979 0 0 1653 0 0 1653 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 0 1655 0 1004 1.004			0.958			0.988	<i>C</i>		0.998			0.993	The state of the s		Constitute and the constitute of the constitute
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erm) 0 1563 0 01879 0	. Flow (prof)	0	1797	0	0	1855	0	0	1838	0	0	1838	0		
FRed Ves Yes Feat O 1553 O 1650 O 1624 O 1831 O Ves Yes	ermitted		0.853			0.879			0.879			0.996			
1 Red Yes Yes 1 Fermion Yes	. Flow (perm)	0	1553	0	0	1650	0	0	1624	0	0	1831	0		
(TOR) 23 5 1 5 1 5 5 104 102 104 104 102 104 102 104 104 102 104 104 102 104 104 105 104 105 104 105 106 106 106 106 106 <	t Turn on Red			Yes			$^{ m Yes}$			Yes			Yes		
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πρh) 30 30 30 30 πρh) 4142 462 585 729 (f) 3.2 3.7 43.3 729 729 (g) 3.4 58 41 37 107 44 470 9 6 729 set (%) 3.4 58 41 37 107 0.83 0.83 0.88 0.88 0.88 0.96 </td <td>lway Factor</td> <td>1,04</td> <td>1.00</td> <td>1.04</td> <td>1.04</td> <td>1,00</td> <td>1.04</td> <td>1.04</td> <td>1.02</td> <td>1.04</td> <td>1.04</td> <td>1.02</td> <td>1.04</td> <td></td> <td></td>	lway Factor	1,04	1.00	1.04	1.04	1,00	1.04	1.04	1.02	1.04	1.04	1.02	1.04		
(ft) 142 162 585 729 729 (ft) 3.1 3.2 3.7 16.6 16.6 (s) 3.2 3.7 16.6 (s) 3.7 16.6 (s) 4.1 3.1 16.6 (s) 6.8 16.0 (s) 6.8 16	Speed (mph)		30			30			30			30			
State Stat	Distance (ft)		142			162			585			729			
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h) 44 75 53 45 129 17 56 534 10 6 739 43 low (vph) 0 172 0 0 191 0 0 600 0 788 0 ases 4 A A B B B 2 2 6 6 6 all (s) 770 70 70 16.0 16.0 34.0 34.0 34.0 10.0 it (s) 256% 25.6% 0.0% 25.6% 55.6% 55.6% 55.6% 55.6% 55.6% 55.6% 56.6% 60.0% b) 25.6% 25.6% 0.0% 25.6% 0.0% 55.6% 55.6% 55.6% 50.0% eln (s) 17.0 17.0 17.0 17.0 44.0 44.0 44.0	3lockages (#/hr)	0	0	0	0	0	0	0	4	0	0	4	0		
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ases 4 4 8 2 2 6 6 8 6 8 8 8 8 8 8 8 8 8 8 8 8 8	Group Flow (vph)	0	172	0	0	191	0	0	900	0	0	788	0		
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ial (s) 7.0 7.0 7.0 7.0 7.0 10.0 10.0 10.0 10.0	ctor Phases	4	4	į	ω	œ		2	7		တ	9			
it (s) 16.0 16.0 16.0 16.0 34.0 34.0 34.0 34.0 34.0 34.0 23.0 23.0 23.0 0.0 23.0 0.0 50.0 50.0 50.0 50.0 0.0) 25.6% 25.6% 0.0% 25.6% 0.0% 55.6% 55.6% 0.0% 55.6% 0.0% 6en (s) 47.0 47.0 47.0 47.0 44.0 44.0	num Initial (s)	_0'/_	_0.7		0.7	0'/_		10.0	10.0		10.0	10:0		4.0	
.) 23:0 23:0 0:0 23:0 23:0 0:0 50:0 50:0 50:0 50:0 50:0 0.0 50:0 0.0 0.0 50:0 0.0 0.0 50:0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	:=::	16.0	16.0		16.0	16.0		34.0	34.0		34.0	34.0		17.0	
25.6% 25.6% 0.0% 25.6% 25.6% 0.0% 55.6% 55.6% 0.0% 55.6% 55.6% 0.0% 55.6% 55.6% 0.0% 55.6% 55.6% 0.0%	Split (s)		23.0	0	56414	23.0	Stati.	50.0	50.0	0.0	50.0	50.0	0.0	17.0	
44.0 44.0 44.0	Split (%)		25.6%	%		25.6%	18	55.6%	55.6%	0.0%	55.6%	55.6%	%0.0	19%	2 () () () () () () () () () (
	mum Green (s)	17.0			17:0	17.0		44.0	44 0		44 0	44.0		15.0	

Melrose - Lebanon Street 12/17/2007 5: East Foster Street & Lebanon Street

Lanes, Volumes, Timings

2.0 0.0	3.0 None 7.0 8.0	C C	15.0	Ped 0.0 Skip 0.0 Skip	Skip 0.0 Skip	
SBL SBI SBR 4.0 4.0 2.0 2.0	3.0 3.0 G-Max. C-Max No	64.0 0.71 0.60 7.8 7.8		Goord 61.2 Goord 63.9 Coord		1304
NBT NBR 4.0 2.0	3.0 3.0 ; G-Max G-Max G-W	64-0 0.71 0.52 8.4 8.4		Goord 61.2 Goord 63.9 Goord	69.8 69.8 Goord 70 m229 505	1156 142
WBIT WBR 1	2.0 2.0 S.Min G.M	16:6 0.18 0.62 41.5 41.5	41.5 41.5 17.0	Max 16.8 Gap 14.1	Gap. 8.2 Gap. 97 146.	371 0
EBI EBR W	2.0 Min	16.6 0.18 0.56 35.7 35.7		Max 16.8 Hold	Hold 8.2 Hold 77 71 62	363 0
Lane Group Yellow Time (s) All-Red Time (s) Lead/Lag	Optimize? xtension (s) dde e (s) tt Walk (s)	Act Effet Green (s) Actuated g/C Ratio We Ratio Control Delay Queue Delay	LOS Approach Delay Approach LOS Approach LOS Approach LOS	0 0 0	30th %ile Green (s) 11.7 30th %ile Term Code Hold 10th %ile Green (s) 8.2 10th %ile Term Code Hold Queue Length 50th (ft) Queue Length 95th (ft)	lurn bay tengin (n) Base Capacity (vph) Starvation Cap Reductn

P:\0600s\612-03 - Lebanon St - Melrose - English\Engineering\Traffic Analysis\Synchro\2027amimp.sy7 BETA Group, Inc.



ntersection Summary

Area Type:

Other

Cycle Length: 90

Offset: 43 (48%); Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow Actuated Cycle Length: 90

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection LOS: B ntersection Signal Delay: 14.5

ICU Level of Service D

Intersection Capacity Utilization 76.6%

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum affer two cycles.

Volume for 95th percentile queue is metered by upstream signal

5: East Foster Street & Lebanon Street Splits and Phases:



Lanes, Volumes, Timings 8: Upham Street & Lebanon Street

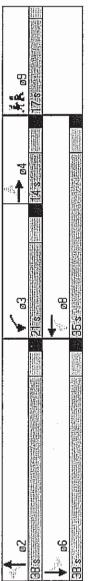
		And the second s	And the second s				ACCOUNT OF THE PROPERTY OF THE		many and the first that the first th		And the second of the second o			The second secon	And the second s			The state of the s	A THE RESIDENCE AND THE PARTY OF THE PARTY O		A THE RESERVE AND THE PARTY OF		A commence of the commence of			A control of the cont	Antonomick database of the Guide Roma is such as same by the design of the tracking field of E.		A STATE OF THE PARTY OF THE PAR					
*	SBR ø9		The state of the s		0	3.0	and the company of th	The state of the s	6				0		O The special property of the special property of the special	Yes	THE RESERVE AND THE PROPERTY OF THE PROPERTY AND THE PROP	1,04	and for the first of the first			8	0.86	7.0%	0		6		designation on the continue of the comparison of	6			8.0	07/)
-	SBI	4000	12		And A Control of the	3.0	49	0	The street of the second stree	100	0.998	0.992	1833	0.728	1345		~	1.02	30	638	14.5	398	0.86	%1	4		463	566		9		9	10.0	16,0
•	SBI	000	_		0	3.0	49	0	15	1:00	of Street or water property or a street of the street of t		0	The state of the s	0			1.04	The second secon			8-	0.86	1%	0		94		Perm		9	9	10.0	16.0
*	NBR	1900	Ţ	0	0	3.0	hai dheesadh dadh ga'alleen a ta da garag a ganaa a ga a	And the second s	o	1,00			0		0	Yes		1,04				134	0.89	- 1%	0		151						On the second of	
-	NBI	4				9.0	49	0	A to the first of	00	0.964	0.996	1777	0.905	1615		24	1,02	30	729	16.6	326	0.89	1%	4		366	563		8			•	16.0
*	NBI	006)					49	0	15		A Charles of the Control of the Cont		0		0			104			and the second s	7	0.89		0		46	0	Perm		2	2	10.0	(6.0
*/	WBT WBR	. 9 = 1900	1			3.0	CD.		O	00 1 00	~		0 2		7 0	Yes	+	70	0			9	5 0.95		0	_	2 77			8		œ	0	
↓ ,	53316831	ጥ 0 (1900)				0.0	49 49	0	5		0.972		8 1547	9	0 1547		7	4 124	30	446	10.1	6 315		%1 %	0		3 332	3 409	Ħ	က		•	0 7.0	0 14.(
*	R WBL	<mark>ال</mark> 006/00	11	0 100		0.0	4		9 1	00 1:00		0,950	0 1728	0.286	0 520	S		0.4 1.0			After the control of		38 0.95	1	0			0 333	pm+pt		The second discussion and the second of the second		7.	(4,0
<u> </u>		⊕ 1900 – 19(3.0	49	0		Ť	85	98	1796	99	42	X	Q	(:00	30	459	10.4	25 - 16		% 4%			142			7		7	7.0	-3.0
4		1900=19	7	0			49		15	1.00 - 1.00	0.985	0.998	0 17	0,968	0 1742			.04			7		0.88 0.	4% 4%	0		7		Perm		4		ĺ	13.0
,																						The second secon	0											
	-	urations rphp)	(#)	gth (ft)	es	ime (s)	ector (ft)	sctor (ft)	ed (mph)	actor			prot)		perm)	n Red	RTOR)	ctor	(mph)	e (ff)	(s)		actor	(%) səl:	les (#/hr)		oh)	Flow (vp		Jases	nases	ases	tial (s)	olit (s)
	ane Group	-ane Configurations deal Elow (vphpl)	ane Width (ft)	Storage Length	Storage Lanes	Fotal Lost Time (s)	Leading Detector (ft)	Frailing Detector (ft)	Turning Speed (mph)	Lane Util. Factor		FIt Protected	Satd. Flow (prot)	FIt Permitted	Satd. Flow (perm)	Right Turn on Red	Satd. Flow (RTOR)	Headway Factor	Link Speed (mph)	Link Distance (ft)	Travel Time (s)	Volume (vph)	Peak Hour Factor	Heavy Vehicles (%)	Bus Blockages (#/hr)	Parking (#/hr)	Adj. Flow (vph)	Lane Group Flow (vph)	Turn Type	Protected Phases	Permitted Phases	Detector Phases	Minimum Initial (s)	Minimum Split (s)
	[au	Lan Idea	Lan	Stor	Stor	Tota	Lea	Tai	Tur	Lan	T L	Ħ	Satc		Satu	Rig	Satu	Hea	Link	Link	Tray	Volt	Pea	Hea	Bus	Par	Adj.	Lan	Tun	Pro	Pen	Det	Min	M

Lanes, Volumes, Timings 8: Upham Street & Lebanon Street

	191	H H	ጟ	MAB	WH WE	SK NBL		NOK			30K	
Total Split (s)	14.0	14.0	0.0	21.0		0.0 38.0		0.0				0
otal Split (%)			0.0% 23	3.3% 3	0	% 42.2%		0			0.0% 19%	0
Vlaximum Green (s)	8.0	8.0		15.0	i	32.0		į				0
Yellow Time (s)	7.0	4.0		4.0	4.0	7				4.0	2.(0
All-Red Time (s)	2.0	2.0		2.0 2.0	2.0	2.0) 2.0		2.0	2.0	0.0	
.ead/Lag	Lag	Lag		Lead								
_ead-Lag Optimize?												
Vehicle Extension (s)	9.0	3.0		3.0	3.0	3.	3.0			3.0	3.	0
Recall Mode	Min	Min		Min	Min	C-Max	c C-Max		C-Max (C-Max	None	a)
Walk Time (s)											7	
Flash Dont Walk (s)	m. v.										9.0	0
Pedestrian Calls (#/hr)												2
Act Effct Green (s)		11.2			31.9		48.7			48.7		
Actuated q/C Ratio		0.12			0,35		0,54			0,54		
v/c Ratio		0.75		}	0.73	200-4-10-10-10-10-10-10-10-10-10-10-10-10-10-	0.64			0.78		
Control Delay		59.1		No.	33.7		23.5			25.6		
Queue Delay		0.0		0.0	0.0		0.0			0.0		
otal Delay		59.1			33.7		23.5			25.6		
The company of the Cartest of the Cartest of the company of the cartest of the ca	and the second s	ш			ပ		O			ပ		
Approach Delay		59.1			36.0		23.5			25.6		
Approach LOS		ш			Ω		ပ			ပ		
90th %ile Green (s)	0.8	0.8			29.0	32.0	= 32.0		32.0 32.0	32.0	15:0	0
90th %ile Term Code	Max	Max		i	Max	Coorc	Coord		Coord	Coord	Pe	73
70th %ile Green (s)	8.0	8.0		1115	29.0	49.0	49.0		49.0	49.0	Ö	0
"0th %ile Term Code	Max	Max			Max	Coorc	Coord		Coord	Coord	SKil	0
50th %ile Green (s)	8.0	8.0			29.0	49.0	49.0		49.0	49.0	Ö	0
50th %ile Term Code	Max	Max		į	Hold	Coorc	Coord	Company of the Compan	Coord	Coord	Skil	a
30th %ile Green (s)	8.0	8.0		31	29.0	49.0	1 49.0		49.0	49.0	0	0
30th %ile Term Code	Max	Max	VI TI SECULATION DESCRIPTION	Max	Hold	Coord	i Coord			Coord	Skip	0
Oth %ile Green (s)	0	9.1			28.4	49.6	9'67		49.6	49.6	ö	0
10th %ile Term Code	Gap	Gap			Hold	Coord	_			Coord	Skij	0
Queue Length 50th (ft)	The state of the s	- 00	W. S.	149	193		219			155		
Organia andth 95th (ff)	And the second s	FO F#	Carporate and Company of the Company	4010	200	THE PARTY AND	TALON			#504		

*.	<i>/</i> *	\	1	←	1	→	*		Į.
Lane Group EBL /EBT EB	T EBR V	VBL WBI	WBR NBI	NBI	NBR SE	SE SBT	SBR	60	
		100							1
Base Capacity (vph) 22	222	425 - 559		885		729			
	0	0 0		0		0	and the second s	energie immer understandstanden gegeben werden. Der bergeben gegeben der	
Spillback Cap Reductn		0 0		0		0			
	0	0 0		0		0	THE SECTION OF THE SE	And the state of t	7
Reduced v/c Ratio 0.75	9	0.78		0.64		0.78			484
Intersection Summary								And the state of t	1000
Area Type; Other									6
Cycle Length: 90				And the control of th	enement of the continue of the following of the continue of th	10 mm	aler einen socia ekan merkadelij diskipalijalijalijalijalijalijalijalijalijalij		
Actuated Cycle Length: 90								The state of the s	9591
Offset: 0 (0%), Referenced to phase 2:NBTL ar	VBTL and 6:SBT	BTL, Start of Yellow	Yellow						Y
Natural Cycle; 90									WE
Control Type: Actuated-Coordinated							And the second of control of the second of t	The state of the s	ĺ
Maximum v/c Ratio: 0.79									
Intersection Signal Delay: 31.6		Intersect	Intersection LOS; C				And the state of t	 The state of the s	ē
Intersection Capacity Utilization 82:8%		ICU Levi	CU Level of Service E						
Analysis Period (min) 15									
# 95th percentile volume exceeds capacity, q	acity, queue n	nay be longe		And the second sec					
Queue shown is maximum after two cycles.	cycles.								

8: Upham Street & Lebanon Street Splits and Phases:



Lanes, Volumes, Timings 11: East Emerson Street & Lebanon Street

SIT SBR ø9	006L 006	12 11	3.0: 3:0	49		6	1.00	93	00	36 0		25 0	Yes		1.02 1.04	30	756	17.2			1% 1%	4 0		485 27	520		9	S = AN (1992) (AN to 17) (AN) (AN (1994) (Any Color of No. 1994) (And South Color of No. 1994) (0.4
	1900	=	3.0	49 ,	0	15	1.00	0.993	0.999	0 1836	0.993	0 1825			1.04		7	17		(9	Perm		100		į	46.0=46.0
NET NBR	-006)===006 分		3.0	49	0	6	1,00 1,00	0.999	0.995	1840 0	0.915	1692 0	λes		1.02 1.04	30	638	14.5		0.86 0.86		4 0		419 2	471 0		2		2	10.0	46.0
NBL	006 - 0		3.0	49	0	9 15	00"1	0		. 0 0	The state of the s	. 0 0	Yes		1.04 1.04		And the second s		43	0.86		0		42 50	0	Perm		2	2	į	76.0
WBT WBR	4900 = 1900	12	3:03	49	0	And the second s		0.979	0.995	1619	0.967	1564	X	10		30	311	7.1		_	%0	0		202 4	270		0		8	7.0	13.0
FBR WBI	1900 1900		3.0 3.0	49	0	9 15	1.00 1.00			0 0		0 0	Yes		1.04 1.04				48 22	0.89 0.86	2% = 0%	0 0		54 26	0 0	Perm		æ	8	7.0	3.0
	⊕) }	3.0	9 49	0 0	5		0.956	0.986	0 1756	0.796	0 1418		26	4 1.00	30	378	8.6		0.89	6 2%	0 0		99 /	167	_	7	4	7		13.0
EB	ns 1900		3.0			15 (hd)	100	The state of the s		The first the section of the section		to advance to the first carried of the carried of t		()	104				7	0.89	7	_		47	(ndv)	Perm					13.0
ane Group	ane Configurations	ane Width (ft)	Total Lost Time (s)	eading Detector (ft)	Frailing Detector (ft)	uming Speed (mph	ane Utill. Factor	T	Fit Protected	Satd. Flow (prot)	Fit Permitted	Satd. Flow (perm)	Right Tum on Red	Satd. Flow (RTOR	Headway Factor	ink Speed (mph)	ink Distance (ft)	ravel Time (s)	Volume (vph)	Peak Hour Factor	Heavy Vehicles (%)	Bus Blockages (#/hr)	Parking (#/hr) 🔤	Adj. Flow (vph)	Lane Group Flow (vph	Furn Type	Protected Phases	Permitted Phases	Detector Phases	Minimum Initial (s)	Minimum Split (s)

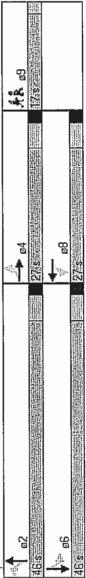
Lanes, Volumes, Timings 11: East Emerson Street & Lebanon Street

	5557 89 15.0 2.0 0.0	3.0 None 7.0 8.0		15:0 Ped 0:0	Skip Skip Oi0 Skip Skip	Skip
→ / •		3:0 3:0 C-Max C-Max	58.5 0.65 0.44 8.7	A 8-7 40:0 40:0 Coord Coord 57:0 57:0	Coord Coord	
Muga Nabi	40.0 4.0 2.0	3:0 3:0 C-Max C-Max	58.5 0.65 0.43 6.9 0.0	A 6.9 A 0.0 Coord Coord 57.0 57.0	Coord Coord 57.0 57.0 Coord Coord 59.7 59.7 Coord Coord 63.9 63.9	Coord Coord 73 109 558
	7. W.D. W.D. 21.0 21.0 4.0 4.0 2.0 2.0	5:0 5:0 Min Min	22.1 0.25 0.69 39.3 30.3	39.3 D D Max Max 27.0 21.0	Max Max 21.0 21.0 Max Max 18:3 18:3 Gap Gap	Gap Gap 131 202 231
	21.0 4.0 2.0	5:0 5:0 Min Min	22.1 0.25 0.46 28.0 0.0	28:0 C C C Z1:0 21:0 Max Max 21:0 21:0	Hold Hold 21.0 21.0 Hold Hold 18.3 18.3 Hold Hold	Hold Hold 65 123 298
ane Groun	Maximum Green (s) Yellow Time (s) All-Red Time (s) Lead/Lag	Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	Act Effet Green (s) Actuated g/C-Ratio v/c Ratio Control Delay Queue Delay	LOS Approach Delay Approach LOS 90th %ile Green (s) 70th %ile Green (s)	70th %ile Term Code 50th %ile Green (s) 50th %ile Term Code 30th %ile Green (s) 10th %ile Term Code	10th %ile Term Code Queue Length 50th (ft) Queue Length 95th (ft) Internal Eink Dist (ft) Turn Bay Length (ft)

11: East Emerson Street & Lebanon Street

*	<i>></i>	√ ↓ ↓	←✓	<u>→</u> •	*
Lane Group	EBL EBL	WBI WBT WBR	NBL NBT NBR	SBL SBT	SBR
Starvation Cap Reductn	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0			de de made est nomina a de la manda de de manda de la manda de la manda de manda de manda de la manda della
Reduced v/c Ratio	0,42	0.64	0.43	0.44	
Intersection Summary					
Area Type:					
Cycle Length: 90	Talley large to the first of the crypt-humans is restricted from the first of the crypt-humans is the commentation of the crypt-humans of the cryp			Walter of the contract of the	
Actuated Gydle Length: 90					
Offset: 11 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	phase 2:NBTL and 6	5:SBTL, Start of Yellow	The second of the second secon	Shall Tay () (deb) () = ((1 + 1) + 1) + (1 +	e for the second section of the second for the second for the second section of the section of the second section of the second section of the section of the second section of the section of
Nat⊍ral Gyole: 80					
Control Type: Actuated-Coordin	ated	ed Control of the CON			
Maximum v/c-Ratio; 0,69					
Intersection Signal Delay: 16.1		Intersection LOS: B		2.500 km² i na bilina di un di unio di distanti per periodi del periodi della distanti di distanti di distanti	To make an expension of the second se
Intersection Gapacity Utilization 69.1%	%1.69	ICU Level of Service C	O		
Analysis Period (min) 15					

Splits and Phases: 11: East Emerson Street & Lebanon Street



Lanes, Volumes, Timings 14: Porter Street & Main Street

				1 C. C. C. Communication								The factor and factor			2) 100 mm (The second secon	The second secon	and the second second		a i vijamahadi vi dandanda i vijamahadi.	Commence of the commence of th	on and a second											A CONTRACTOR OF THE PROPERTY O		
						And the second s						Control of the contro				The state of the s		Section of the contract Topologicals		en de esta de la desagrapa de la fortamiento de la composição de la compos		Trade, and the second s				and the second s									William Co.
	6							7	William Control	Commence of the commence of th		A STATE OF THE PARTY OF THE PAR				The state of the s		The Committee of the Co		tops a mightest contribution of the temporary (see temporary (see		And the state of t				The state of the s			G			0	0	0	7/0
	96		A STATE OF THE STA			A Transport of the College of the Co		The second section of the sect		Andreas III and a second and a					A STANSON OF THE STAN	The Advantage of American Control of the Control of		The same of the sa		made particular description of the control of the c									9				14.0 20.0		44% 22%
· ·	ER		900	11		0	3.0			G	0.0			0		0			.04	And the state of t			.03	0.85	- %-	39	0					ω		200	0.0% 44
*		<u>*</u>	006	12	0	Avenue A A M. meda A		49	0			0.989	0.956	1779	0.956	1779			1,00	30	604	13.7	380] :	8	ļ	486		2		2	8.0	0.6	H	31 1 % 0
_ _*	SBR	¥			0	0		49	0	9	1971	P	100	1599 1		1599 1		844	1.00	The Archive condition of the Control			785		1%	844	844		9 8		8-6			F:	77.8% 37
→	SBI	₩	1900	9			3.0	49	0	ž	1,00		966:0	ì	0.835	1466			1,09	30	196	4.5	441	0.93	1%	474	516	nstom		O	- 1 8			i i	46 7%=7
۶	SBL		1900	10	150	0	3.0	49	0	15	1:00			0	433.3	0			1,09				39	0.93	- 1%	42	· 0	custom custom		ထ		7.0	12.0		13.3%
*	NBR		1900	F	0		3.0			6	00 L			0	And the second s	0	Yes		1.04				26			છ	0								%0'0
←	NBI	4	1900	12			3.0		0		1.00			1885		1885		4	100	30	756	17.2					516		∞		88	8.0	19:0	2000	33.3%
€	R NBI		9	-			3.0 3.0			9 15	.00 1 00			0 0		0 0			70.1 7	A AN THE CASE OF THE PARTY AND THE STATE OF			_00	5 0.85	145		0							*	%0°0 %
* ∕ I.	3E WBR		1900 1900		0 0		3.0 3.			15	00===1.0	Manager and the control of the contr		0		0	Yes		04 10	30	45	7.8	0	1	0		0 0							0.0 0.0	0.0% 0.0%
*	WBL		19				C					-				and the state of t					345			0.0	0							A CANADA		0	0.0
		ırations	(ldyd	æ	gth (ft)	Se	me (s)	ector (ft)	ctor (ft)	ed (mph)	ctor	Charles of the country of the countr		orot)		oerm)	n Red	RTOR)	ctor	mph)	e (ft)	(s)		actor	(%) səl	h)	Flow (vp		lases	ases	ses	tial (s)	lit (s)		(6)
	апе Group	ane Configurations	deal Flow (vphpl	ane Width (ft)	Storage Length (ft)	Storage Lanes	Total Lost Time (s)	Leading Detector (ft)	Frailing Detector (ft)	Turning Speed (mph)	ane Util: Factor	Control of the second s	FIt Protected	Satd. Flow (prot)	Fit Permitted	Satd. Flow (perm)	Right Turn on Red	Satd. Flow (RTOR)	Headway Factor	ink Speed (mph	ink Distance (ft)	ravel Time (s	Volume:(vph)	Peak Hour Facto	Heavy Vehicles	Adj. Flow (vph)	ane Group Flow	Furn Type	Protected Phases	Permitted Phases	Detector Phases	Minimum Initial (s)	Minimum Split (s	otal Split (s	otal Split (%)
	g	Lan	de	Lan	Sto	Sto	Tot	Lea	<u> </u>	Tu	Lan	占	ij	Sat	Ī	Sat	Rig	Sat	ř	Ē	Ē	H B	Ş	Pe	Ť	Adj	E .	Ţ	<u>D</u>	Pe	Det	Min	Min	jo	to

Lanes, Volumes, Timings 14: Porter Street & Main Street

	\				
Lane Group Maximum Green (s)	NBI NBK 24.0	58 <u> 58 56</u> 7.0	NEL NEL	=K Ø5	/ / / / / / / / / / / / / / / / / / /
Yellow Time (s)		9:00	07	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	0.0
Lead/Lag		Lag	Lead		
Lead-Lag Optimize?	775 200 200 200 200 200 200 200 200 200 20	A CAMPAGE AND A		5	
Vehicle Extension (s)			3.0		3.0
Recall Mode	None	None	C-Max	C-Max N	None
Walk Time (s)	7.0		7.0		7.0
Flash Dont Walk (s)	6.0		6.0		11.0
Pedestrian Calls (#/hr)	S				
Act Effct Green (s)	26.9				
Actuated g/G Ratio	0.30				
v/c Ratio	0.91			Applying the form of the state	
Control Delay	2/2			The state of the s	
Queue Delay	12.4	9			
Tota Delay	63.8		0.6 18.3		
Los	ш				
Approach Delay	63.8		113		
Approach LOS	ш	:	М	:	
90th %ile Green (s)	24.0		42.0		0.0
90th %ile Term Code	Max	Max	Coord		Skip
70th %lle Green (s)	24.0	7.0	42.0		0.0
70th %ile Term Code	Max	Max	Coord		Skip
50th %ile Green (s)	24.0	1.0	42.0		0.0
50th %ile Term Code	Max	Max	Coord		Skip
30th %ile Green (s)	24.0		42.0	54.0	0.0
30th %ile Term Code	Max	Max	Coord		Skip
10th %ile Green (s)	23.3	7.0	42.7		0.0
10th %ile Term Code	Gap				Skip
Queue Length 50th (ft)	280		181		
Queue Length 95th (ft)	#428		00 250 ما	The second secon	
Internal Link Dist (ft) 265	929	9	524		
Turn Bay Length (ft)	ZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ	7 670	404		The state of the s
	Control and Contro		2000		And the second s

Eane Group Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Storage Cap Reductn Reduced V/c Ratio Intersection Summary Area Type: Cycle Length: 90 Actual Cycle: 90 Offset: 0 (0%), Referenced to phase 2:NEL and Natural Cycle: 90 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0:91 Intersection Signal Delay: 18.2 Intersection Capacity Utilization 81.7% Analysis Period (min) 15 # 95th percentile volume exceeds capacity guare shown is maximum after two cycles.
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Splits and Phases: 14: Porter Street & Main Street



	NO	NDK		000			
Lane Configurations	*	*		ţ	j c-		
deal Flow (vonpl)	1900	1900		1900	006	1900	
_ane Width (ft)	12	12		12	12	12	
Storage Length (ft)		131			0	0	
Storage Lanes	The second secon	_	0		-	0	
Total Lost Time (s)	3.0	3.0	9.0	3.0	100	3.0	
_eading Detector (ft)	49	49	49	49	(and the state of t	A CONTRACTOR OF THE CONTRACTOR
Frailing Detector (ft)	0		0	0	0		
Turning Speed (mph)		თ	5		15	6	
ane Util Factor	1.00	1.00	1:00	90.	1,00	1.00	
		0.850			The state of the s	the state of the s	
FILProtected					0.950	The state of the s	
Satd. Flow (prot)	1881	1599	0	1881	1805	0	AND AND THE PROPERTY OF THE PR
Fit Permitted		And the second s			0.950		
Satd. Flow (perm)	1881	1599	0	1881	1805	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		128					
Headway Factor	1.00	1.00	1,00	100		001	
Link Speed (mph)	8			30	30		
ink Distance (ft)	182			494	490		
Travel Time (s)	4.1			11.2			
Volume (vph)		251	0	811		0	
Peak Hour Factor	0.87	0.87	0.95	0.95	:	0.88	
Heavy Vehicles (%)		1% 1%	1%	%J	%0	% 0	
Adj. Flow (vph)	564	289	0	854		0	
Lane Group Flow (vph)	564	289		854	523	0	
Furn Type		Free	Perm				
Protected Phases	2			0	æ		
Permitted Phases		Free	9				
Detector Phases	2		9		œ		
Minimum Initial (s)	10.0	and others and a reframe & after fiftee .	10.0	10.0	7.0		13.0
Minimum Split (s)			16.0				180
Total Split (s)	43.0	0.0	43.0			0.0	18.0
A STATE OF THE STA							

Lanes, Volumes, Timings 16: Main Street & Green Street

							The second secon		Calabanda — A samada hasangangan — A sama (A) A sama (A) A samada (A)				PROMETY - ALTO-MANAGEMENT AND CONTROL OF THE CONTRO		A CONTRACTOR OF THE PROPERTY O																And the second s			
4	SWE SWR	7.0	2.0 0.0			0.6	Min	0/2	0.6	\leq	37.9	0.42	0.69	28.9		28.9	C	28,9	O	CHIE	Max	41.0		40.0	Gap	37.2	Gap	33.3	Gap	1164		410	760	16 1
→ { ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・	SE	0.75 م ۸	.0 2.0		Schoolscheiden (1996) (0.8 0.8	C-Max C-Max		e e contra e e e e e e e e e e e e e e e e e e e			1,00	0.18 0.96	0.2		0.2		L24		37.0 37.0	Coord Coord	37.0 37.0	Coord Coord	38,0 38.0	Coord Coord	40,8 40,8	Coord Coord	447	Coord Coord		m0 #746		131 (1599	ALCOHOLOGICAL TOP CONTROL TO THE
		Maximum Green (s) 37.0 Vellow Time (s) 40		lead/Lag		nsion (s)	Recall Mode C-Max	Walk Time (s)	Flash Dont Walk (s)	(M)		Actuated g/C Ratio 0.47		Control Delay 13.6	Queue Delay 2.4	Total Delay		Approach Delay 10.6		90th %lle Green (s)37.0	т т	70th %lle Green (s) 37.0=	9	50th %ile Green (s) 38:0	0	30th %ile Green (s) 40:8	Ð	10th %ile Green (s) 44.7	Ο.	Queue Length 50th (ft) 💎 = 178	_	Internal Link Dist (ft)	ı um Bay Lengtn (ft) Base Capacitv (vph) — 888	

	←	<i>3</i> * * ⊏	→	ナ	
Lane Group NBT NBR SB	NBT	NBR SBL	SBI	SWI. SWR ø9	
Starvation Cap Reductn Spillback Cap Reductn	200 0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Keduced V/c Katio	0.87	0.18	0.96 0.69	0.69	
Intersection Summary					
Area Type: Other	9				
Actuated Cycle Length: 90					And the second s
Offset: 74 (82%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	d to pha	ise 2:NBT and	i 6:SBTL, S	art of Yellow	
Natural Gycle: 90 Control Type: Activated	roje u jo				
Maximum v/c Ratio: 0.96		The match of the control of the cont	And the second s		
Intersection Signal Delay: 29.1			Inte	Intersection LOS: C	
Intersection Capacity Utilization 74.8%	ion 74.8	%	2	ICU Level of Service D	
Analysis Period (min) 15	The same of the second field		PARTY CONTRACTOR AND	CHAIRE TARAILE AND AND AREA AND AREA AND AND A AREA & AREA & AREA AND AND AND AND AND AND AND AND AND AN	
# 95th percentile volume exceeds capacity, queue may be longer.	xceeds	capacity, que	le may be	элдег	

Splits and Phases: 16: Main Street & Green Street

m Nolume for 95th percentile queue is metered by upstream signal

Queue shown is maximum after two cycles.



Lanes, Volumes, Timings 1: Grove Street & Lebanon Street

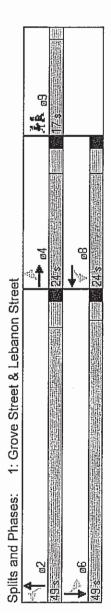
		Apply Commence of the Commence			A STATE OF THE PROPERTY OF THE				The state of the s		The state of the s		A Marie California and the Common an			And the second s	The second secon		er op en kanne kanne kanne er				Tourist or more than the files As a		a committee de la company de la commencia de l		Market Ma	The second secon	And the state of t	And the second of the second o	de			The state of the s
	R Ø9		A CONTRACTOR OF THE PROPERTY O	Control of the contro			6	0	ACCENTAGE AND ACCESS OF THE PARTY OF THE PAR		0		0	es		7	A Common and the control of the cont				6	, , , , , , , , , , , , , , , , , , ,	0	2	0	The state of the s	6			8.0	17.0			0.5
-	SBI	4		8 0 8	49	0		1,00	0.992	866'0	Control of mineral to the second	0 944	1965	X	5	0.87	30	585	13.3	559 37	0.89 0.89	1% == 1%		628 42			9		9	10.0	39.0		54.4% 0.0%	44.0
٨	R SBL	000		3.0	ACUSTO SACTOR	0	9 15	00:10			0 0		0 0	S		104	Control of the state of the sta		· · · · · · · · · · · · · · · · · · ·	9 30		% 1%			0 0	Perm		9	9	10.0	ĺ	49.0	54.4%	44.0
+		4)		3.0	49	0		1:00 1:00	0.990	966.0	2069	0.908		γe	7	0.87 1.04	30	309	7.0		0.93 0.93	% %		724 63			2		Z	0.01	39.0	49.0 0.0	54.4% 0.0%	43,0
√	R NBL	000		3.0 3.0	To a second	0	9 15	.00 1.00	of male of the same of the sam		0 0		0 0	Yes		7 04	Assert Organization of Contract Contract of Contract Contract of Contract C			23 58	39 0.93	% 1 %		26 62		Perm		7	7	0'0)	39.0	0.0 49.0	54.4%	78,0
+	WBI		10			0	AA	1.00	0.978	0.985	1708	0.829	1438		10	1.09	30	356	8.1		0.89 0.89	%0 %0		83			8		ω	7.0	13.0		26.7% 0.0%	(18,0
\ <u>\</u>	3R WBI	000	11 11	.0 3.0	49	0		00 1.00			0		0 0	80	Complete in the second of the	04 1 04	A CAMPAN AND A CAMPAN AND AND AND AND AND AND AND AND AND A		and the state of t		0.94 0.89	% 0 %				Perm		8	œ	_0	13.0		% 26.7%	18.0
		4000		0.6	49	0		1.00 1.	0.967	0.982	1684	0,793	1360	λ	17	1 09	30	388	8.8	- 79	0.94 0.) %0	0	84	222		4		4	7.0	13.0	24.0	L VI	(8,0
•		- Selo X		0.6	49	0	15	1.00			0		0			1,04				78	0.94	%0	0	83	0 (Perm		7	4	0.2	13.0	12.5	26.7%	18:0
) <u> </u> 0	ane Configurations	# (#) #h (#)	otal Lost Time (s)	eading Detector (ft)	railing Detector (ft)	Turning Speed (mph)	Factor		Sted	w (prot)	tted	w (perm)	Right Turn on Red	Satd. Flow (RTOR)	Factor	ink Speed (mph)	ance (ft)	me (s)	(udv)	Peak Hour Factor	-leavy Vehicles (%)	Bus Blockages (#/hr)	(viph)	ane Group Flow (vph)	ø	Protected Phases	Permitted Phases	Phases	Vinimum Initial (s)	າ Split (s)	(<u>s</u>)	14 (%)	Maximum Green (s)
	Eane-Group	Lane Cor	Lane Width (ft)	lefal Los	Leading [Trailing	Turning 5	Lane Util. Factor	T'H	FIt Protected	Satd. Flow (prot)	Fit Permitted	Satd. Flow (perm)	Right Tur	Satd. Flor	Headway Factor	Link Spe	Link Distance (ft)	Travel Time (s)	Volume (vph)	Peak Hou	Heavy Ve	Bus Bloc	Adja Flow (vph)	Lane Gro	Tum Type	Protected	Permitted	Detector Phases	Minimum	Minimum Split (s.	Total Split (s)	Total Split (%)	Maximun

Lanes, Volumes, Timings 1: Grove Street & Lebanon Street

<u>ID</u> ne (s) me (s)					
Lead/Lag	4.0 4.0 2.0 2.0	6K W6L W61 4.0 4.0 2.0	1 W.BK NBL NB1 4.0 4.0 4.0 2.0	NBK SBI SBI 3.0 3.0 2.0 2.0	2.0 0.0
Optimize? tension (s) de s (s) t Walk (s)	5.0 5.0 Max Max	5.0 5.0 Max Max	3.0 3.0 G-Max G-Max	3.0 3.0 G-Max G-Max	3.0 None 7.0 8.0
Pedestrian Calls (#/hr) Act Effct Green (s)	0 2	$\bar{0}$ $\bar{1}$		59.6	5
Actuated g/C Ratio v/c Ratio	0.23	0.23	0.66	0.66 0.54	
Control Delay Queue Delay Total Delay	40.4 0.0 40.4	32.6 0.0 32.6		7.4 0.1 7.5	
LOS Approach Delay	D 40.4	32.6		7.5	
Approach EOS 90th %ile Green (s)	18.0 18.0	18.0 18.0	43.0 43.0	44.0 44.0	15.0
9 _	MaxR MaxR 18.0 18.0	MaxR MaxR 18.0 18.0	Goord Goord 60.0 60.0	61.0 61.0	Ded Control of the Co
9	MaxR MaxR 18.0 18.0	MaxR MaxR 18.0 18.0	600rd 600rd 60.0 60.0	<u> </u>	Skip 0.0
		147.53	Coord 60.0	Goord Goord 61.0 61.0	Skip 0.0
	9.075G C		Coord 60.0	Goord Goord 61.0 61.0	Skip 0.0
Tuth %ile erm Code M Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	MaxK MaxK 106 #200 308	MaxK MaxK 71 130 276	Goord Goord 223 #661 #561	Coord Coord 92 155 505	SKIP
Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn	330	343		1303 77	

P:\0600s\612-03 - Lebanon St - Melrose - English\Engineering\Traffic Analysis\Synchro\2027pmimp.sy7 BETA Group, Inc.

D EBI EBI WAI WAR WAI WAR NA SAT SAD	9.095	n-Summary. Other	Jth: 90 Wale Length: 90	Offset: 80 (89%), Referenced to phase: 2.NBTL and 6:SBTL, Start of Yellow Natural Cycle: 80	Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.68	ntersection Signal Delay: 16:6 ntersection Capacity Utilization 83.1% ICU Level of Service E	Analysis Period (min) 15 # 95th percentile volume exceeds capacity, queue may be longer.	
Lane Groub	Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio	Intersection Summary Area Type:	Cycle Length: 90 Actuated Cycle Length: 90	Offset: 80 (89%), Refe Natural Cycle: 80	Control Type: Actuated C Maximum v/c Ratio: 0.68	Intersection Signal Del Intersection Capacity U	Analysis Period (min) 1 # 95th percentile volu	



Lanes, Volumes, Timings 5: East Foster Street & Lebanon Street

	ØS	The state of the s	The state of the s									a a second described and a second described a						A THE TAX A										6			8.0	17.0		3% 	0.6
	SBK		0061	11	3.0			တ	.00	C.C. of particular and particular an		0		0	Yes	A CONTRACTOR OF THE PARTY OF TH	.04				31	0.93	1%	0	33	0		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1					0.0		
	OB!	10	1900		9.0	49	0		1.00	0.993	666'(1775	. 985	1750		4	1 07	30	729			0.93 (602			ტ		ဖ	10.0		48.0	0	42.0
≯	SBL		1900	1	3.0	49	0	1	1.00			0		0		The state of the s	1.04				10	0.93	%F	0		0	Perm		9	တ	10.0	- 3	100	- 10	42.0
*	NBK		1900	ר	3.0			თ	1:00			0		0	Yes	date data serina di Gerana cantelle data da data da	104				28	0.93	- 1%	0	30	0							3990	0.0%	
←	N S	+		}			0	l	1,00	0.995	0.997	1775	0.946	1684		3	1.07	30	585	i		0.93			757			2			10.0		Hale	ည်	42.0
	JAN	11				49	0		1,00			0		0		No. of the spiritual section of the spiritual	1.04	و معمل المعمل ال				0.93				}	Perm		2	2	10.0			ດ່	42.0
4	WBK		1900	11	3.0	.		O	00	3		3 0		1 0	Yes	3	100	2)	1			7 0.67						œ		m	0			%0.0 %	0
↓	I WE	\$	006	1	3.0 3.0		0 0	15	,00	ì	0.66	0 174		0 1641			1.00	30	16	സ						0 73			8	8	7.0 7.1		11.77%	27	9.0 19.0
*	3K WE	Control of the second	9		3.0 3) 			0		graphity, No. of Justinesing	es.	eli i industria mandina di samonamina manunina.	04 1.0									0 0	177				7		O	% 27	19
†		**	900		3.0	49	- 0	And the second s	1.00	0.962	0.988	1685	0.908	1549		21	1.09	30	142)	92	0.85 0.	960	0	108	232		4		4	7.0	16.0		27.8% 0.0	19.0
	E		1900 1900	-	3.0	49	0	15	1,00	o.	Ġ.	0	0	0 1			1,04	and the sound the forms of the sound of the		**************************************	49	0.85 (0	- 28	0	Perm		4	4	7.0	16.0 '	100	N	19.0
						(f)		(hc				And the Part of the Control of the C			The State of		A CONTRACTOR OF THE PERSON OF	The state of the s	4							vph)	100 CON 100 CO	4						it is a second	(S
	: d	liguration	(Idyda)	th (ff)	Time (s)	etector (f	etector (ft	dm) peed	Factor		pe	/ (prot)	60	/ (berm)	non Red	(RTOR)	Factor	d (mph)	nce (ff)	ле (s)	nu (ud	r Factor	hicles (%	ages (#/hr)	(ngv)) wold dr		Phases	Phases	hases	Initial (s)	Split (s)	(8)	(%)	Green (s
	ane Group	ane Configurations	deal Flow (vphp	ane Width (ff)	Fotal Lost Time (s)	eading Detector (ft)	Trailing Detector (ft)	Turning Speed (mph	Lane Util. Factor	1	Fit Protected	Satd. Flow (prot)	FIt Permitted	Satd. Flow (perm	Right Turn on Red	Satd. Flow (RTOR	Headway Factor	Link Speed (mph)	ink Distance (ff	Fravel Time (s)	Volume (vph)	Peak Hour Factor	Heavy Vehicles (%)	Bus Blockages	Adj. Flow (vph	_ane Group Flow (vph)	Tum Type	Protected Phases	Permitted Phases	Detector Phases	Vinimum Initial (s	Minimum Split (s	Fotal Split (s)	Total Split (%)	Vlaximum Green (s)

Lanes, Volumes, Timings 5: East Foster Street & Lebanon Street

	2.0	3.0 None 7.0 8.0	C		15.0	Ped 0.0 Skip	Skip 0.0 0.0 0.0	OXID
S IBS	4.0 4.0 2.0 2.0	3.0 3.0 C:Max G:Max	62.2 0.69 0.53	13.0	13.0 13.0	0	Goord Goord 64.6 64.6 Goord Goord 68.7 68.7	110 110 m434 649 1211
NBI N	4.0 4.0 2.0 2.0	3.0 3.0 C-Max	62.2 0.69 0.71 13.0	13.1	13.1 13.1 12.0 42.0	Coord Goord 59.0 59.0 61.8 61.8		140 140 #698 505 1165
	4.0 4.0 2.0 2.0	2.0 2.0 None None	18:4 0.20 0:22 28.7	.0.0 28.7	28.7 28.7 19.0 19.0			
	4.0 4.0 2.0 2.0	2.0 2.0 None None	18.4 0.20 0.70 41.1	41.1	41.1			(69 (69 62 395
Lane Group	Yellow Time (s) All-Red⊡fime (s) Lead/Lag	Lead-Lag Optimize? Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s)	Act Effor Green (s) Actuated g/C Ratio v/c Ratio Control Delay	Queue Delay Total Delay	LOS Approach Delay Approach LOS 90th %ila Green (s)	90th %ile Term Code 70th %ile Green (s) 70th %ile Ferm Code 50th %ile Green (s)	50th %ile Term Code 30th %ile Green (s) 30th %ile Green (s) 10th %ile Green (s) 40th %ile Green (s)	Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (vph) Starvation Can Reduch

5: East Foster Street & Lebanon Street



ntersection Summary ----

Other Area Type:

Actuated Cycle Length: 90 Cycle Length: 90

Offset: 76 (84%), Referenced to phase 2:NBTL and 6:SBTL; Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection LOS: B

Intersection Capacity Utilization 84.7% ntersection Signal Delay: 17.3

ICU Level of Service E

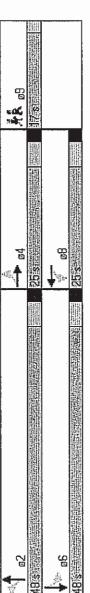
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles

Volume for 95th percentile queue is metered by upstream signal

5: East Foster Street & Lebanon Street Splits and Phases:



Lanes, Volumes, Timings 8: Upham Street & Lebanon Street

						A TOTAL CONTRACTOR OF THE PROPERTY OF THE PROP		in a market from market and a m	The state of the s	A company of the state of the s	A country to the country of the coun	CO. delication and the control of th		And the state of t	A background of the property o	AVAILABLE A COMMENT OF THE COMMENT O				(2) Company of the		fr		The state of the s		A form a contribution of number on a victorial particular and part		And the second s		A CONTRACTOR OF THE PARTY OF TH			The state of the s	Constitution of the second sec	
*	SBR		1900	11		0	9.0	Andrews of the control of the contro			00 1		The second secon			0	Yes		104	And the second s		And the second s		0.95	1%	0		14	0				A control of the cont	8.0	01/
-	SBI	4	1900	12			3.0	49	0		1.00	0.996	0.989	1595	0.558	006		2	12	30	638	14.5	324	0.95	4%	4	9	341	453	The state of the s	9		9	10.0	16.0
*	SBE		1900	Ţ	0	0	3.0	49	0	15	(1.00			0		O		The second secon	1.04	The state of the s		Color Commence of Color and Color of Co	93	0.95	%1	0		86	6	Perm		9	9	10.0	16.0
*	NBR		1900	F	0	0	3.0	weep, a page 57th Comment of South section and		တ	1,00			0		0	Yes		7.04	Control of the Contro		A STATE OF THE PARTY OF THE PAR	222	0.95		0		234	0						The Control of the Co
←	NBT	4	0	12		ACA Annument	3.0	49			1,00	0.958	0.998	1770	-0.966	ij		30	1.02	30	729	16.6	455	0.95		4		479	748	S. I. S. Problems	7	SSA (Chindu Arth, A hadrockersengament age;	2		16.0
*	JEN -		1900	7			3.0	49	0	15	1,00			0		0		Control of the contro	1.04	The second of th			93	0.95	1%	0		35	0	Perm		2	2	10.0	16.0
	T WBR	•	1900	-	0	0	3.0			0	00' 1'00			0		3	Yes	7	1.04				101	2 0.92	. 0%)	110		COORDINATION OF THE PARTY OF TH	8			(TO SECURITION OF THE PERSON OF
+	TBW)	T T	00610	`		_	3.0	9 49	0 0	10	000 1 000	0.960		5 1543		8 1543		22	1.24	30	446	10.1		2 0.92	Ö	3			3 412		9	ထ	œ	0.7.0	
*	R WB	_	1900		0 100	0	000000	49		9	0 1 00		0.950	0 1745	0.241	0 388	Ø	Spring Commence A springer	4 10			The state of the s	7=233	0 0.92	%0%	- 1		4 253	0 253	pm+pi			co.	7.(14.0
*		4	190	2			3.0	49	0.0		0 0	₹	98		. .4	33	Yes	9	1.00 1,0	30	6	4	5 2	Tak.vo	1% 1%	0		3	6		4	The state of the s	7	7.0	0
	3L EBT	ì	006)00	_	0			49 4		15	00 - 00	0.984	0.998	0 1847	0.974	0 1803			04 1.0		459		9 195			0		11 244	0 289	Ε		4		1	0===14.0
- 1		The same of the sa	1900	Committee of the commit	1		0)	•											Ţ					08.0	19%	Total State of Second		•		Perm				_	14.0
		rations	(lduc	a	th (ft)	ខ្ល	ne (s)	ctor (ft)	ctor (ft)	(mph) b)tor			7et)		erm)	ı Red	TOR)	tor	nph)	(L)	(s)		actor	(%) se	s (#/hr)		(F)	low (vph		Ses	ases	ses	al (s)	(8)
	ane Group	_ane Configurations	deal Flow (vphpl	ane Width (ft)	Storage Length	Storage Lanes	Fotal Lost Time (s)	Leading Detector (ft)	Frailing Detector (ft)	Furning Speed (mph	Lane Util. Factor		Fit Protected	Satd. Flow (prot)	Fit Permitted	Satd. Flow (perm	Right Turn on Red	Satd. Flow (RTOR	Headway Factor	ink Speed (mph	Link Distance (ft	ravel Time (Volume (vph)	Peak Hour Factor	Heavy Vehicles (%	Bus Blockages (#/hr	Parking (#/hr)	Adj. Flow (vph)	Lane Group Flow	Turn Type	Protected Phases	Permitted Phases	Detector Phases	Minimum Initial (s	Winimum Spill (S)
	Lane	Lane	ldea.	Lane	Stor	Store	Ota	Lead	Trail	Turn	Lane	F	ᆵ	Satd	H P	Satd	Righ	Satd	Heac	Link	Link	Trav	<u>=</u>	Peak	Heav	Bus	Park	Adj.	Lane	Turn	Prote	Perm	Dete	Minir	

Lanes, Volumes, Timings 8: Upham Street & Lebanon Street

			- 0	H	4									
		13	EBR			WBR	NBL		NBK	SBI	SBI	SBR	. ø9	
Fotal Split (s)	19.0 19.0	31	0.0	16.0 17.90/ 3	35.0	0.0	38.0 38.0		0.0	38.0	38.0 38.0	0.0	17.0	The second secon
Marimum Green (s)	13.0		, ,		18.4	60 16.	と る な	849	F 000	2.4.0 32.0	76.670 37 0	. 0.0.0	15.0	And the second s
Yellow Time (s)	1240				4.0		4 0 -	4.0		4.0	4.0		2.0	
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0		2.0	2.0		0.0	
	bel	Lag												
_ead-Lag Optimize?				j									3	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3,0	3.0		3.0	
Recall Mode	Min	Min	Z	None	Min	<u>5</u>	C-Max C	C-Max	O	C-Max C	C-Max		None	
Walk Time (s)													7.0	
Flash Dont Walk (s)	10 miles and 2 mil												8.0	
Pedestrian Calls (#/hr)					And the second s								5	
Act Effet Green (s)	And the same of th	16.0		,	32.0			48.6			48.6			
Actuated g/C Ratio	A Last Court No. 20 Court No. 2	0.18			0.36			0.54			0.54	1 (A) 1 (A) 1 (A) 1 (A) 1 (A) 1 (A)		
	Company of the second second	0.89)		0.74			0.80			0.93			
Control Delay	Children will this year bed on many our many	65.6			33.2			16.5			45,8			
Queue Delay	AND THE RESIDENCE OF THE PROPERTY OF THE PROPE	0.0	TOTAL CONTRACTOR OF THE PARTY O	0.0	0.0			0.0			0.0			
		65.6			33.2			16.5			45.8			
A CONTRACTOR OF THE PROPERTY O	A THE STREET STREET STREET STREET		A TOTAL CONTRACTOR OF THE PARTY	1	ပ			ш			Ω			
Approach Delay		65.6			35.2			16.5			45.8			
Approach LOS		H		ŀ	Δ			മ		4 5 5 7	Ω			
90th %ile Green (s)	13:0	13.0	City of Game, 1 c., of an arrive		29.0	8	32.0	32,0		32.0	32.0		15.0	
90th %ile Term Code	Max	Max			Max	රි		oord	J		Coord		Ped	
70th %ile Green (s)	13.0	13.0			29.0	4	1.50	49.0		G1143	49.0		0.0	単語 記して アイド・カー・アイド・アイド・アイド・アイド・アイト・アイト・アイト・アイト・アイト・アイト・アイト・アイト・アイト・アイト
70th %ile Term Code	Max	Max	_		Max	රි	Coord	oord	J	Coord	Coord		Skip	
50th %ile Green (s)	13.0	13.0			29.0	7	11 Ab	49.0		1.01	49,0		0.0	
50th %ile Term Code	Max	Max			무역	රි		oord	0		Coord	:	Skip	
30th %ile Green (s)	13.0	13.0			29.0	7	5	49.0		11 (19)	49.0		0.0	
30th %ile Term Code	Max	Max			뭐	රි	1 .	oord)	3	Coord		Skip	
10th %ile Green (s)	13.0	13.0			29.0	7	113	49.0		111300	49.0		0.0	
10th %ile Term Code	Max	Max	_		Hold	රි	1	Coord)	1	Coord		Skip	
Queue Length 50th (ft)	And the state of t	159			192			164		111	224			
λueue Length 95th (ft)	The state of the s	#250	#	#198	#307	The state of the s	The state of the s	#678		Charles Salles College	#497	and the same of th	The second second second second	The state of the s
		The state of the s	TANK TANK TOWN		The state of the second of the second	The second secon						The state of the s		The Court of the C

↑ ↑ ↑	* * + +	→ 	*
Lane-Group EBL EBT EBR	WBL WBT WBR NBL	NBT NBR SBL SBL	SBR
Turn Bay Length (ft)	100		
Base Gapacity (vph)	334 563	939	
	0 0	0	
Spillback Gap Reductn	0 0	0	
Storage Cap Reductn 0			o de la companya del la companya de la companya del la companya de
Reduced W/c Ratio	0.76 0.74	0:80	
Intersection Summary			
Area Type,			
Cycle Length: 90		e stran der graft und der General IV Promotosisk film framkliche de seine der general gegen (1772 f. 1772 f. 1784 f. 1	en de destantes de la constante
Actuated Cycle Length 90			
to phase 2:NBTL an	d 6:SBTL, Start of Yellow, Master Intersection	Intersection	A CONTRACTOR OF THE STREET OF
Control Type: Actuated-Coordinated			Description of the contract of
Maximum V/c Ratio: 0:93			
Intersection Signal Delay: 35.0	Intersection LOS: D	and the state of t	
Intersection Capacity Utilization 98.9%	ICU Level of Service F		
Analysis Period (min) 15		and the second s	TOTAL PROBABILITY OF THE PROBABI
# 95th percentile volume exceeds capacity, queur	e may be longer.		
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Upham Street & Lebanon Street

	10:27	.—	
en en	17.8		
-1 †			
63		88	- 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 19
0.2	38)S	90 🚕	

Lanes, Volumes, Timings 11: East Emerson Street & Lebanon Street

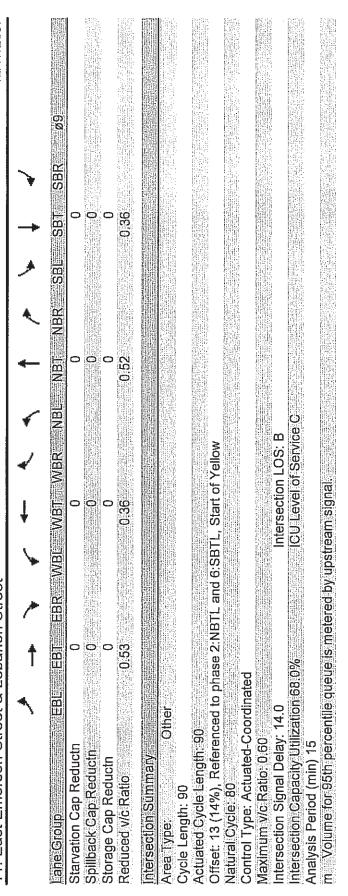
SBI SBR #99	(\$)		0.5	49		6	00.2	0.989	866.0	1827 0	0.968	1772 0			102	30	756	17.2	356. 34	0.96 0.96	7.6%	4 0			424		0		9		460	
ト VBR SBI	1900 1900	Ó V	3.0 3.0		0	9 15	1.00			0 0		0	Yes		1.04					-	1% 1%	0			0	Регт		ထ	9	10.0	46.0	747
A A	⊕ •		3.0 3.0		0 0	15	1.00	0.997	966 0	0 1838	0.946	0 1746		2	1.04 1.02	30	- 638		42 509	0.93	1% 1%	4			00	Perm	7	2	7		46,0 46.0	
† † WBIT WWBR		1	3.0	49	0	0	1,00	0.973	966.0	1595 0	7/6 0	1560 0	Yes	13	701	30			9526	0.89	1% 10%		9		147 0	L			8			c
SR WBI	19000	The state of the s	0.8			9 15	1.00	3.0		0 0		0 16	98		1.04	A SECURITY OF THE PROPERTY OF		and the state of t	10	0.89	7%	0			0	Perm		æ				
† ##	4 4 (1900)	12	0.6		0		1.00 1.	0.962	0.995	ě	1960	1757		21	1,00	30	378	8.6	137	0.91	%0			151	246		7			7.0	9.0	כשכ
★ FB	ons 1900		s) 3.0	(代) 49		nph) 15	00:				The state of the s	0		8	1.04				8		%0 (%	(#/hr) 0		25	(Hov)	Perm		to the control of the			08	ח מני
Lane	Lane Configurations	Lane Width (ft)	Total Lost Time (s)	Leading Detector (ft)	Trailing Detector (ft)	Turning Speed (mph)	Lane Util. Factor	せ	FIt Protected	Satd. Flow (prot)	FIt Permitted	Satd. Flow (perm)	Right Turn on Red	Satd. Flow (RTOR)	Headway Factor	Link Speed (mph)	Link Distance (ft)	Travel Time (s)	Volume (vph)	Peak Hour Factor	Heavy Vehicles (%	w	Parking (#/hr)	Adj. Flow (vph)	Lane Group Flow (vph	Turn Type	Protected Phases	Permitted Phases	Detector Phases	Minimum Initial (s)	Minimum Split (s)	(4/ #1GO C4C

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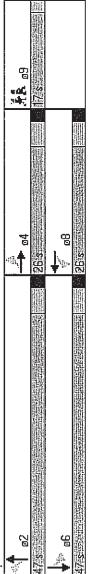
Lanes, Volumes, Timings 11: East Emerson Street & Lebanon Street

				TO SEC. 1. LEAD IN THE PROPERTY OF THE PROPERT			The state of the s	The same with the time of the time time of the time time time time time time time tim	A Company of the Comp		A CONTRACTOR OF THE PROPERTY O	The state of the s	The state of the s	THE CONTRACTOR OF THE CONTRACT				And the second s		The state of the s		A CONTRACTOR OF THE PROPERTY O		A COLON OF THE CONTRACT OF T		27 年入XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	And the second s	Many NOT THE RESIDENCE OF THE PROPERTY OF THE		College September 1997					
	BR=== Ø9==	15.0	2.0	0.0		To the control of the	3.0	None	0.2	8.0	9	The state of the s		And the second s						A property of the control of the con	(5.0	Ped	0.0	Skip	0.0	Skip	0.0	Skip	0.0	Skip		Million of the contract of the			
→	SBI SBT		-4.0 = -4.0 = -1.0		The state of the s	Anna de la composição d	3.0	ᇈ		Andrewson and the state of the	And the second s	60.4	087	0.36	66	0.0	6.6		9.2	Α	1120	rd Coord	11 (2)	Ť	. 8 - 59.8	1	.3 62.3			1	80	233	9/9		1192
•	NBR							x C-Max			A CONTRACTOR OF THE CONTRACTOR	4		2		TAX CONTRACTOR CONTRAC	A CONTRACTOR OF THE CONTRACTOR	And the second s	2			d Coord)		59.8		62.3	Andrew Street, and the street,	0 99	d Coord					
*	- NBI NBI			2.0 2.0			3.0 3.0	ᇈ				60.4	9.0	0.52		0.0	52		5.2		41.0 41.0	Coord Coord	58.0 58.0	!	59.8 59.8		62.3 62.3	1	66.0 66.0	į	7	m120	258		173
₩	WBI WBR	20.0		2.0			5.0	None			And the second s	20.2	0.22	0.41	9.08	0.0	30.0	O	30.0	ပ	20.0				18.2		15.7		12.0		64	115	231		408
*	EBR WBL		4.0	2.0			2.0	None				And the state of t					A Company of the Comp	A CONTRACTOR OF THE STATE OF TH			20.0	Max	20.0	PIOH	18.2	Hold	79	Hold	72.0	Hold		And the property of the control of t			
†	EBINEEBI			2.0 2.0			5.0	None None			A Company of the Comp	20.2	0.22	09.0	34.5	0.0	34.5	O	34.5	O	20.0 20.0	Max Max	20.0 20.0		18,2 18,2				12.0 12.0	Gap Gap	113	185	298		465
	dno	Maximum Green (s)	lme (s)	All-Red Time (s)	9	-ead-Lag Optimize?	/ehicle Extension (s)	/lode	me (s)	Flash Dont Walk (s)	Pedestrian Calls (#/hr)	Act Effct Green (s)	Actuated g/G Ratio	C	Delay	Delay	Jav	The second secon	Approach Delay	sh LOS	90th %ile Green (s)	90th %ile Term Code	70th %ile Green (s)	70th %ile Term Code	50th %ile Green (s)	50th %ile Term Code	30th %ile Green (s)	30th %ile Term Code	10th %lle Green (s)	10th %ile Term Code	Queue Length 50th (ft)	Queue Length 95th (ft)	nternal Link Dist (ff)	urn Bay Length (ft)	Base Gapacity (vph)
	Lane Group	Maximu	Xellow=lime (s	All-Red	Lead/Lag	Lead-Le	Vehicle	Recall Mode	Walk Time (s)	Flash D	Pedestr	Act Effc	Actuate	v/c Ratio	Confrol Delay	Queue Delay	Total Delay	FOS	Approac	Approach LOS	90th %II	90th %il	70th %il	70th %il	50th %il	50th %il	30th %ii	30th %il	10th %	10th %il	Queue	Queue	Internal	Turn Ba	Base C

11: East Emerson Street & Lebanon Street



Splits and Phases: 11: East Emerson Street & Lebanon Street



Lanes, Volumes, Timings 14: Porter Street & Main Street

				of this side designation of a functional state by parameters or a six of the Author Au				of the Colonia			The state of the s		The state of the s	Andrews of the Community of the Communit				And the second of the second o		a in a constant of the most professional of the interest of the		* 5 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		And the second of the second o		A THE CONTRACTOR OF THE PROPERTY OF THE PROPER		and the state of t		And the state of t		The state of the s			
				No. 10.5 ft. a Abr. State Ave.		A Company of the Comp		A the state of the second of t		1.17 to 10. (1.18		i e i e i (en la comptible format e la comptible de la comptib		The same of the same and the same of the s		en delimina de descripción de sucre, a versa (A. 1914 de 1916) de como				The state of the s							6			0.	0	.0	 %	0.	2.0
	90====0			AND THE RESIDENCE OF THE PARTY AND THE PARTY	And the second s	Name of the Park o		And the state of t	200	W. Carlotte Woods and Carlotte Control of Carl			And the second s	and the second property of the contract of the second seco		The state of the s	X	And the second s				 S. C. Community of State o		The first of the f	A CONTRACTOR OF THE PROPERTY O	- interview of the second seco	9	 - ong 1 ½ data ling of mild distributions may make the property area. 		8.0 15.0		60.0 20.0		54.0 18.0	4.0
*			1900	11	9,0	A CONTRACTOR OF THE CONTRACTOR		6		A September 1 A Principal of Assessment September 1 Assessment Septe		0		0			70				7	0.95	%)	43	0	To be a second transferred to the second sec		CO. A. C. A. C.		and the state of t		0.0	0.0%	The state of the s	
*				12				5	100		0.955	1782	0.955	1782			001	30	604	13.7	641	0.95		SECTION CO.			7		2	8.0	19,0	48.0	36.9%	42.0	4.0
->4	SBR			12		9 49	0	റ	100	0.850	iller:	1599		1599	Yes	495				+	7 480		9/6		3 495		8 9	9	3 86	AND THE RESERVE OF THE PARTY OF		110.0	84.6%	manner merkannarlerbiken meren merkannarler meren merkannarler	
→	3[SBI			10 10				15	00 100	W. W	966 0	0 1749	0.752	0 1320			60 - 60	90	10	4.4	33 397	0.97 0.97			0 448	custom custom	1 0	8	1 8	7.0	12.0	12.0 62.0	% 47.7%	0.	3,0
(IBR SBI		900		0.0			6	1 00			0			Yes		104	And the state of t		Charle in gard for many the party and the commendation of the	23	0.91 0.		25	0	custo		AND THE REST OF THE PARTY OF TH		the state of the s		Ĭ	0.0% 9.2%		
←	NBI	1		12	3,0	49			. 00 L	0.994	And the second s	1870		1870		2	100	30	756	17.2	535	in the second	%	588	613		co		80	8.0	19:0		38.5% 0	44.0	0.7
~	NBI		1900		9.0			75	1.00	TOTAL STREET STREET		0		0		A COLUMN TO THE REAL PROPERTY OF THE PARTY O	107			AND	9	0.91	961	0								0.0	0.0%	Water the second	
4	WBR				9,0			ග	00			0		0	Xes	THE CASE OF THE SECOND CONTRACTOR AND ADDRESS OF	701	No. of the Control of		\$670,000 dalkandra saraga Valorasari katrasa	0	0.95	%0	0	0							0.0	0.0%	We've'	
l _k	- WBL		1900	-	3.0			15	1.00			0		0		A Company of the Comp	1.04	30	345	7.8		0.95	0%	0	0					Tracking the little of the property of the pro		0.0	0.0%		
		rations		.	ne (s)	ctor (ft)	Stor (ff)	d (mph)), JOI			rot)		erm)	Red	TOR)	, lo	nph)	(f)	(s)		actor	(%) Se	J)	low (vph)		ases	ases	Ses	al (s)	(8)			een (s)	.s)
	ane Group	ane Configurations	deal Flow (von o	ane Width (ft	otal Lost I Ime (s)	Leading Detector (ft)	Trailing Detector (ft)	Turning Speed (mph)	Lane Util. Factor		FIt Protected	Satd. Flow (prot)	FIt Permitted	Satd. Flow (perm)	Right Turn on Red	Satd. Flow (RTOR	Headway Factor	Link Speed (mph	Link Distance (ft)	ravel Time (Volume (vph)	Peak Hour Factor	Heavy Vehicles	Adj. Flow (vph)	ane Group Flow	urn Type	Protected Phases	Permitted Phases	Detector Phases	Minimum Initial (s)	Minimum-Split (s	Fotal Split (s)	Total Split (%)	Maximum Green (s	Yellow Time (s)
	Lane	Lane	ldeal	Lane	O E B	Lead	⊤raiii	Turn	Lane	Ī		Satd.	되고	Satd.	Right	Satd.	Heao	Link	Link	Trave	Volui	Peak	Heav	Adj. I	Lane	Turn	Profe	Perm	Dete	Minin	Minin	Total	Total	Maxi	\ \ \ \

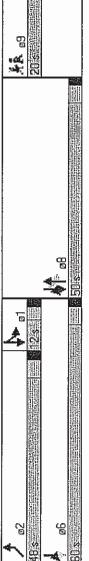
Lanes, Volumes, Timings 14: Porter Street & Main Street

All-Red Time (s)	2.0	2.0	And the second of the second o	2.0	2.0	0.0	A Company of the Comp
-ead/Lad				Lead	i		
Lead-Lag Optimize?		alberga surfections and Marie and Archives 			e in weed be easily from his propher named.	manda and a supplementation of the supplement	ming and difference of the field of the fiel
Vehicle Extension (s)			The state of the s	3.0	3.0	3.0	
Recall Mode	None	None		C-Max	C-Max	None	
Walk Time (s)						2.0	
Flash Dont Walk (s)			A CONTROL OF THE PROPERTY OF T			11.0	
Pedestrian Galls (#/hr)						9	The second secon
Act Effct Green (s)	47.0	123.0	0 125.4	61.0	a describination of the characteristic behavior of the entire of the ent	C. 1 de de C. 1	
Actuated g/C Ratio	980	96.0		0.47			The state of the s
V/c Ratio	0.91	0.3		0.86	on the base of the first of the	The second secon	
Control Delay	8.79			43.1			
Queue Delay	16.8		9)	0.0	Spring and the second s		
Total Delav	9.72	2		43.1			COLATION OF THE PROPERTY OF TH
er en kombe er der kompleken en de film besydner kompleken i de kreis en de kompleken kompleken kompleken. - 08	U			Ω		And the second s	
Approach Delay	972			48 1		A CONTRACTOR OF THE PROPERTY O	
Approach LOS			4	0			
90th %ile Green (s)	74.0			42.0	54.0	18.0	
90th %ile Term Code	Max	Max		Coord	Coord	Ped	The second contribution of the second contributi
70th %ile Green (s)	44.0	2.0		62.0	74.0	0:0	
70th %ile Term Code	Max	Max		Coord	Coord	Skip	
50th %ile Green (s)	-44.0	2.0		62.0	74.0	0.0	
50th %ile Term Code	Max	Max		Coord	Coord	Skip .	
30th %ile Green (s)	40	0.2		62.0	74.0	0.0	
30th %ile Term Code	Max	Max		Coord	Coord	Skip	
10th %lle Green (s)	44.0	0,2		62.0	74.0	0.0	
10th %ile Term Code	Max	Max		Coord	Coord	Skip	
Queue Length 50th (ft)	486			493			And the second s
Queue Length 95th (ft)	#710	85	5 26	#957			
internal Link Dist (ff) 265	976	9	Q	524			
Tum Bay Length (ft)	827		2 - 4 560	BAR			The state of the s
Starvation Cap Reductn	0	615		0			

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SBI SBR NEI NER WG) 0 0 0 0 0 0 0		ler Intersection		06. F	
A T N N N N N N N N N N N N N N N N N N	0 0		and 6:SBT, Start of Yellow, Master Intersection		euemay	les.
Lane Group WBI WBR NB	Reductn Ratio	Intersection Summary Area Type: Cycle Length: 130	Actuated Cycle Length: 130 Offset: 0 (0%), Referenced to phase 2:NEL and Natural Cycle: 140	Control Type: Actuated-Coordinated Maximum Vic Ratio: 0:91 Infersection Signal Delay: 34.3	Intersection Gapacity Utilization 92.8% Analysis Period (min) 15 # .95th percentile volume exceeds capacity, qu	Queue snown is maximum affer two cycles.

Splits and Phases: 14: Porter Street & Main Street



Lanes, Volumes, Timings 16: Main Street & Green Street

	←	*	3	→	\	4	
LanesGroup	NBT	NBR	SBL	SBT	SWI	SWR	60
Lane Configurations	+	*-		ক	¥-		
Ideal Elow (vohpl)	1900	1900		1900	1900	006	
Lane Width (ft)	12	12	12	12	12	12	
Storage Length (ft)		131	(201		0	0	
Storage Lanes		Ψ-	0			0	
lotal Lost Time (s)	3,0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (ft)	49	49	49	49	49		
Frailing Detector (ff)	0	0	0	0			
Turning Speed (mph)	2	6	15		13	တ	
Lane Util Factor	1.00	1,00	1.00	1.00	1 00 F	1.00	
		0.850		446 To a to sense - 1925	The second second second		
EffProtected					.950	-	
Satd. Flow (prot)	1881	1599	0	1881	1805	0	ter de constitue de la companya de la companya de la companya de la constitue de la companya del companya del companya de la companya del la companya de la
Fit Permitted):950		
Satd. Flow (perm)	1881	1599	0	1881	1805	0	
Right Turn on Red		Yes			The second secon	Yes	
Satd. Flow (RTOR)		106					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1 00	
Link Speed (mph)	93			30	30	Market Committee	
Link Distance (ft)	184			494	490		
Travel Time (s)	4.2			11.2			
Volume (vph)	716	14	0	709		0	
Peak Hour Factor	0.93	0.93	0.30	0.90		0.93	
Heavy Vehicles (%)	1%		- 1%	1%		%0	
Adj. Flow (vph)		474	0	788	223	0	
Lane Group Flow (vph)	770	7/4	0	788		0	
Turn Type		Free	Perm				
Profected Phases	7			9	œ		
Permitted Phases		Free					
Detector Phases	7		7.15	1000	8		
Minimum Initial (s)	10.0		10.0	10.0	7.0		16.0
Minimum Split (s)	16,0		100	311/4			
		0.0	o.			0.0	18.0
Total Split (%)	59.2%	0.0% 59.2	%	59.2% 2	26.9% (% 0:(1496

Lanes, Volumes, Timings 16: Main Street & Green Street

	C			CLOSES IN A CONTROL OF THE CONTROL OF T		ACM STATE OF THE PROPERTY OF T																											
\$ \$		0 0 0 0 0			3.0	_	5.0	8.0	O	7	8	818	4	0	4	, u	4							ap Skip				ap Skip	<u> </u>	81	0		
) †	71.0	4 0 4 0 2 0 2 0			3.0	C-Max None								0.0 0.0		۵	11.7 59.4	В	71.9 28.1		111.		97.3 20				104.5 13.5	U	224 177	625 24	414 41		22
Na Man	71	7.0		The state of the s	0.0	C-Max				130.0	1.00	0.30	0,2	0.0	0.2	A			9 7	Coord	94.3	Coord	97.3	Coord	700,3	Coord	104.5	Coord		m0		131	660
Z		20		Av til OV a	0	C-Max				-		0.55	9.9	3.1	9.7	٧	9.1	A	71.9	Coord	94,3	Coord	97.3	Coord	100.3	Coord	104.5	Coord	19)	m369	104	And the second s	965
Sans (Groun	Maximum Green (s)	Yellow Time (s) All-Red Time (s)	Lead/lag	Lead-Lag Optimize?	Vehicle Extension (s)	Recall Mode	Walk Time (s)	Flash Dont Walk (s)	Pedestrian Calls (#/hr)	Act Effct Green (s)	Actuated g/C Ratio	v/c Ratio	Control Delay	Queue Delay	Total Delay	FOS	Approach Delay	Approach LOS	90th %ile Green (s)	90th %ile Term Code	70th %ile Green (s)	70th %ile Term Code	50th %ile Green (s)	50th %ile Term Code	30th %ile Green (s)	30th %ile Term Code	10th %lle Green (s)	10th %ile Term Code	Queue Length 50th (ft)	Queue Length 95th (ft)	Internal Link Dist (ff)	Turn Bay Length (ft)	Sase Gapacity (VDh)

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ntersection Summary

Other Area Type:

Cycle Length: 130

Actuated Cycle Length: 130
Offset: 9 (7%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle; 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

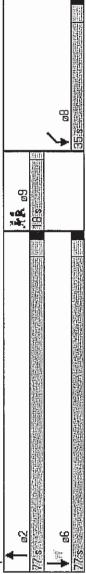
Intersection LOS: B

CUILevel of Service B Intersection Capacity Utilization 55.8% Intersection Signal Delay: 13.3

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

16: Main Street & Green Street Splits and Phases:



HCM Level of Service Summary - Existing Conditions (2007)

Intersection	L.O.S.	Delay	V/C	50% Queue	050/ 0
Garfield			110	John Quede	95% Queue
Overall	C (C)	21.8 (22.6)	0.61 (0.65)		
EB L	B (B)	15.9 (19.7)	0.07 (0.20)		10 (07)
EBT	C (C)	22.0 (20.1)	0.63 (0.55)	139 (113)	19 (27)
WB T	B (C)	19.0 (23.3)	0.45 (0.72)	97 (174)	216 (179)
SBLT	C (C)	30.3 (29.3)	0.55 (0.51)	63 (53)	155 (264) 120 (106)
Cross					
Overall	C (C)	25.0 (27.8)	0.66 (0.67)		
EB L	B (B)	16.0 (17.5)	0.05 (0.08)	5 (5)	47 (40)
EBT	C (C)	22.8 (22.1)	0.64 (0.56)	168 (138)	17 (19)
WB L	D (C)	41.2 (26.8)	0.65 (0.44)	35 (27)	230 (193) m#111 (m69)
WBT	B (C)	17.8 (21.3)	0.30 (0.53)	67 (132)	
NB LT	D (E)	42.0 (62.2)	0.66 (0.88)	80 (112)	
SBLT	C (C)	25.8 (25.8)	0.02 (0.02)	2 (2)	173 (248) 20 (16)
ranklin					
Overall	C (C)	23.8 (23.8)	0.53 (0.56)		- 42
EBT	C (C)	20.9 (21.3)	0.47 (0.48)	114 (117)	161 (164)
WBT	B (C)	19.5 (22.8)	0.34 (0.57)	73 (135)	161 (164) 108 (189)
NB LT	D (D)	38.6 (35.1)	0.64 (0.54)	94 (78)	174 (143)
ombardi					
Overall	B (C)	15.7 (20.0)	0.43 (0.55)		
EB LT	B (B)	16.5 (16.7)	0.31 (0.33)	97 (103)	404 (444)
NB LT	C (D)	29.8 (44.9)	0.36 (0.80)	77 (216)	134 (141)
SB LT	C (C)	23.2 (29.8)	0.58 (0.70)	115 (108)	140 (364)
SB R	A (A)	0.9 (1.4)	0.24 (0.39)	0 (0)	180 (170) 0 (0)

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles

m Volume for 95th percentile queue is metered by upstream signal.

2007 Existing Conditions (AM)

	e		

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	•	-	7	F	1	4-	*	₽ 1	4	†	-	L
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	(00)
Lane Configurations	7	444	7		Ä	414	7		The second	The state of the s	NON-	SBI
Volume (vph)	510	520	235	5	110	235	170	10	115		55	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			100
Lane Width	10	12	10	12	12	12	12	12	1000	Control of the last of the las	1900	1900
Total Lost time (s)	6.5	6.5	6.5	(0)	6.5	6.5	6.5	12	6.5	1 10 10 10 10 10 10 10 10 10 10 10 10 10	12	12
Lane Util. Factor	0.86	0.86	1.00	GENERAL	0.91	0.91	1.00	GEOGRAPHICA NO.	1.00		(Till Block) (Ch	and the second
Frt	1.00	1.00	0.85	- Machine	1.00	1.00	0.85	STATE BY	1.00	0.91	CHARLE	
Flt Protected	0.95	0.98	1.00	WANTED THE	0.95	0.99	1.00	ENERGY STATE	0.95	0.99	Levis wave	and the last
Satd. Flow (prot)	1420	4728	1478	Depart in	1610	3361	1583	REAL PROPERTY.		1.00	CARRY STREET	12070
Flt Permitted	0.95	0.98	1.00	F28(200	0.31	0.99	1.00	University of	1652	5047	Contractor	And and the last
Satd. Flow (perm)	1420	4728	1478	SCHOOL STATE	521	3361	1583	bile nuc Au	0.40	1.00	经过其间的	3230
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	702	5047	of the College of	
Adj. Flow (vph)	554	565	255	5	120	255	185	0.92	0.92	0.92	0.92	0.92
RTOR Reduction (vph)	0	0	141	10	0	200	69	11	125	1136	60	16
Lane Group Flow (vph)	277	842	114	0	72	308	116	0	0	5	0	0
Turn Type	Split	NAME OF TAXABLE PARTY.	Perm	Perm	Split	300		O DESCRIPTION OF THE PARTY OF T	136	1191	0	0
Protected Phases	4	4	an curi	Feini	8		Perm c	custom	Prot	18年7年	C	ustom
Permitted Phases	MERCE OF	Water State	A S	D D	O DESCRIPTION	8	THE WINDS	to to the time	5	2		Maria Maria
Actuated Green, G (s)	23.5	23.5	23.5	0	20.1	20.1	20.4	5				1
Effective Green, g (s)	23.5	23.5	23.5	AND DESCRIPTION OF THE PERSON	20.1	20.1	20.1	SEMPOSICE.	9.9	40.5	a action the sales over	Mark Mark
Actuated g/C Ratio	0.20	0.20	0.20	Description:	0.17	0.17	20.1 0.17	(M) (T) (9.9	40.5		
Clearance Time (s)	6.5	6.5	6.5	ELOSENSA!	6.5	6.5	6.5	Appleton	0.08	0.34	environments Lin	and the same
Vehicle Extension (s)	3.0	3.0	3.0	SANCES OF	3.0	3.0	3.0	Marie No.	6.5	6.5	HEARING	
ane Grp Cap (vph)	278	926	289	1000	87	563		Ting Allerson	3.0	3.0	and the state of a local	Change I
//s Ratio Prot	c0.20	0.18	200		0/	0.09	265	ED SON	58	1703		新型
//s Ratio Perm			0.08	on the same	c0.14	U.US	0.07	METALLES	0.20	0.24	THE REAL PROPERTY.	and the same
/c Ratio	1.00	0.91	0.40	SIREMAN SAN	0.83	0.55	0.44	KI ALIXI	c0.19		A CONTRACTOR	(86F)
Uniform Delay, d1	48.2	47.2	42.1	22-2004	48.3	45.8	44.9	RONNERS	2.34	0.70	Uniconstitution	printries.
Progression Factor	1.00	1.00	1.00	ALVINESUES	1.00	1.00	1.00	September 1	55.0	34.5	STATE SERVICE	2000
ncremental Delay, d2	52.6	12.5	0.9	EL PRODU	44.8	1.00	1.00	and a second	1.00	1.00	O SOUTH COME	SONOTO -
Pelay (s)	100.9	59.7	43.0	Marin Marin World	93.1	46.9	46.0		655.2 710.2	2.4	特別程的機	
evel of Service	SISS FIRST	新 E	D-	NAME OF	BAFASA	70.5	40.0 D	NAME OF TAXABLE PARTY.	Alter	36.9	ration/apparen	Alexander .
pproach Delay (s)	THE PERSON NAMED IN	64.9	Street, Street,	BUT SHE THE SE	Section 1	52.5	BEN PAGE	and the s	F	D 105.6	NAME OF STREET	VAFOR-
pproach LOS	200	E			ALL THE	D.	No. 200	REPROPERTY.	Econ de	105.6	SERVICE CO.	istori
itersection Summary					RATE OF							
CM Average Control Delay		N. Edillion	143.5	HCM	M Level o	f Service		Strange Co.	F	Autoplant and	Mark Street	TIES Y
CM Volume to Capacity ratio		7,000	1.26		2019		WHITE DURES	CONTRACT OF STREET	200	11/2 TRIBE	-16.000	20,000
ctuated Cycle Length (s)		1 555	120.0	Sun	of lost ti	me (s)	ELL-YAN	CHIEFE AC	26.0	2 1985	0.00	4.0
tersection Capacity Utilization			2.2%	ICU	Level of	Service	ECO VILINO	water ale		2469	11.50 - 11.5	
nalysis Period (min)		1003	15	11/30		2011100			F			
Critical Lane Group			100			100						

	-		1	
Movement	BIA SBL	SBT	SBR	
Lane Configurations	la la	THE REPORT OF THE REPORT	C. Constant	A CONTRACT OF THE PROPERTY OF
Volume (vph)	105		90	CONTROL SECTION AND ADDRESS OF THE PROPERTY OF
Ideal Flow (vphpl)	1900	COLUMN TO SERVICE COLUMN	1900	THE STANSON OF STREET STREET,
Lane Width	12		12	SAN PROPERTY AND AND AND AND ADDRESS OF THE PARTY OF THE
Total Lost time (s)	6.5	CONTRACTOR OF THE PARTY OF THE	-	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Lane Util. Factor	1.00		SHTYSELD:	CONTROL WITH STATE OF THE PROPERTY OF THE PROP
Frt	1.00	WHEN YOU ARE NOT A SECURE	DOM:	A STATE OF THE PARTY OF THE PAR
FIt Protected	0.95		SECTION S	THE REAL PROPERTY OF THE PROPERTY OF THE PARTY OF THE PAR
Satd. Flow (prot)	1770	5053	SESSION SERVICES	A SERVED SECTION OF THE PROPERTY OF THE PROPER
Flt Permitted	0.40	1.00	F 16	STATE OF THE STATE
Satd. Flow (perm)	753	5053	NO PARESTON	
Peak-hour factor, PHF	0.92	0.92	0.92	VICTOR STREET, CORP. T. Street, S. Street, S
Adj. Flow (vph)	114	2234	98	
RTOR Reduction (vph)	0	4	0	A THE RESERVE OF THE PARTY OF T
Lane Group Flow (vph)	130	2328	0	THE RESIDENCE OF THE PARTY OF T
Turn Type	Prot	连 一 但	STORY TO	
Protected Phases	1	6	PENES SO	
Permitted Phases	STATE OF THE PARTY		Tion S. F.	
Actuated Green, G (s)	9.9	40.5	NOT DESCRIPTION	
Effective Green, g (s)	9.9	40.5		THE RESERVE OF THE PARTY OF THE
Actuated g/C Ratio	0.08	0.34	-	
Clearance Time (s)	6.5	6.5		
Vehicle Extension (s)	3.0	3.0		The same of the sa
Lane Grp Cap (vph)	62	1705	到是包型	WHITE BELLEVILLE BETTER THE STATE OF THE STA
v/s Ratio Prot		c0.46		
v/s Ratio Perm	0.17	AND THE RESERVE AND THE PERSONS NAMED IN	1	
v/c Ratio	2.10	1.37		
Uniform Delay, d1	55.0	39.8		图图 · · · · · · · · · · · · · · · · · ·
Progression Factor	1.00	1.00		A STATE OF THE PROPERTY OF STREET, STR
Incremental Delay, d2	543.9	168.3		
Delay (s)	599.0	208.0	olonia de la constanta de la c	THE PERSON NAMED OF THE PERSON
Level of Service	F	F		
Approach Delay (s) Approach LOS	CATHER PROPERTY.	228.7	et annual contract	Medianal Company of the Company of t
The second secon	Tree Line	F		
ntersection Summary	WARY WI		District.	
		The same of the same	THE RESIDENCE OF THE PARTY OF T	

	V	1	4	1	1	*	
Phase Number		(A.V2	14	5	6	4.18 A 8	
Movement	SBL	NBT	EBTL	- SANGERSON OF THE PERSON OF T	SBT	WBTL	
Lead/Lag	Lead	Lag	Lead		Lag	Lag	THE RESIDENCE OF STREET
Lead-Lag Optimize	and the state of the state of	6000	2000	Load	Lay	Yes	
Recall Mode	None	C-Max	None	Min	C-Max	None	PER TEST TO THE CONTROL OF THE PERSON NAMED OF
Maximum Split (s)	13	47	30	13	47	30	SENSON MANAGEMENT OF THE PROPERTY OF THE PROPE
Maximum Split (%)	10.8%	39.2%	25.0%	10.8%	39.2%	25.0%	SERVICE CONTRACTOR OF THE PROPERTY OF THE PROP
Minimum Şplit (s)	10.5	22.5	14.5	11.5	22.5	22.5	国际中央工资中的企业,但是 从企业,在1965年的发展。
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	DESERTANTONISCO DE ESCOCIO DE CONTROL DE CON
All-Red Time (s)	3	3	3	3	3	3	BOM ENANGATAT KAN ENANGA A SA SA SERIA SE
Minimum Initial (s)	4	4	4		4	4	SWORK IN SECURE OF THE DESIGN DESIGNATION OF THE PERSON OF
Vehicle Extension (s)	3	3	3	3	3	3	的种种的 是是特别的。
Minimum Gap (s)	3	3	3	3	3	3	MATTER MATTER STATE OF THE STAT
Time Before Reduce (s)	0	0	0	0	0	0	国和政治的政治的企业的企业的企业的企业的企业的企业的企业。
Time To Reduce (s)	0	0	0	0	0	0	CONTRACTOR VINES WAS INVESTIGATION OF THE PROPERTY OF THE PROP
Walk Time (s)			A STATE OF THE PARTY OF THE PAR	SERVICE CHICAGO	-	5	THE PERSON NAMED IN COLUMN TO SERVICE OF THE PERSON NAMED IN COLUMN TO SERVICE
Flash Dont Walk (s)		1		I so to a		11 32	TO THE REAL PROPERTY OF THE PERSON OF THE PE
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	是2.100mm,100mm,100mm,100mm,100mm,100mm。
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	
Start Time (s)	107	0	47	107	0	77	和一种的一种。1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1990年,1
End Time (s)	0.5	47	77	0	47	107	TOTAL TO ARREST TO THE CONTRACTOR OF THE
Yield/Force Off (s)	113.5	40.5	70.5	113.5	40.5	100.5	
Yield/Force Off 170(s)	113.5	40.5		113.5	40.5	89.5	STATE OF THE PARTY
Local Start Time (s)	107	0	47	107	0	77	**************************************
Local Yield (s)	113.5	40.5	70.5	113.5	40.5	100.5	生以及基本的方式。在100mm,在100mm,在100mm。
Local Yield 170(s)	113.5	40.5	70.5	113.5	40.5	89.5	The same and the s
mersection Summary		1 . 12	S. S.	1 19 5	4 /5	W BEE	The second secon
Cycle Length			120		- Sales Control		- Andrew Charles and the Control of
Control Type	Actuate	ed-Coordi		ALCO ST	5700000	ADMINISTRA	PAGE STATE OF THE PAGE STATE O
Natural Cycle			gn	NAMESCO	GENERAL STREET	SEPTIME THE CO	
Offset: 0 (0%), Referenced to	phase 2:NE	3T and 6:	SBT, Sta	rt of Gree	n	DAZESHADE	A PROPERTY CHARLEST AND A STATE OF THE STATE
2.0.3		- O VI - I DELL'I DE	CONTRACT STATE		Water Co.	ANDRESCHIEDE	1970年1月1日 1975年1月1日 1975年1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日
Splits and Phases: 1: McG	rath Hwy &						
ø1 1 ø2				A 04			43-
1081 30 474 100 100 100	阿尔尔斯	I CONTRACT	P(2) (2) (2)	₩ 04	1000000		₩ ø8
4			- 対限制	30/8			30 %
₩ ø5 ▼ ø6							
13x 47x	WATER DOIS 10	Old Barrie					

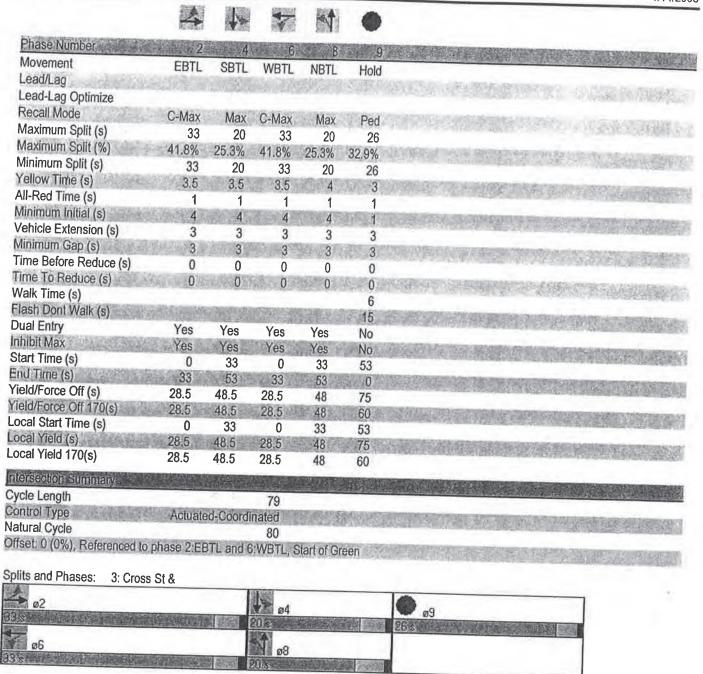
	1	→	4	4	1	1	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	19	44	17	THE PARTY OF THE P	M	BUILT	ALL THE SECRET SERVICES OF THE SECRET SECRET SERVICES OF THE SECRET SECR
Volume (vph)	15	670	485	30	120	35	COMMUNICATION CAN DESCRIPTION OF THE PARTY O
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	STB存在在100000000000000000000000000000000000
Total Lost time (s)	4.5	4.5	4.5	1000	4.5	1900	Name of the Association of the Control of the Contr
Lane Util. Factor	1.00	0.95	0.95	ARREST N	1.00		AND THE PERSON OF THE PERSON O
Frpb, ped/bikes	1.00	1.00	1.00		1.00	25.58 EV 100.	AND DESCRIPTION OF THE PARTY OF
Flpb, ped/bikes	1.00	1.00	1.00	NAME OF TAXABLE PARTY.	1.00	ENGLES OF	THE REPORT OF THE PARTY OF THE PARTY.
Fri Mark the State of the State	1.00	1.00	0.99	5066600	0.97	Sign district	CHC DESTRUCTION OF THE PARTY OF
Flt Protected	0.95	1.00	1.00	S DINE PAR	0.96		10.00 mg 10
Satd. Flow (prot)	1770	3230	3508	The Autority	1739	TENNISH SE	NAME OF TAXABLE PARTY OF TAXABLE PARTY.
Flt Permitted	0.36	1.00	1.00	N-HORSE	0.96	Ministration of the Control of the C	\$25 图 图 《古代····································
Satd. Flow (perm)	675	3230	3508	Name of Street	-	ts experie	The state of the s
Peak-hour factor, PHF	0.92	0.92		0.00	1739	2000年	
Adj. Flow (vph)	16	728	0.92	0.92	0.92	0.92	Management
RTOR Reduction (vph)	0		527	33	130	38	
Lane Group Flow (vph)	16	0 728	5	0	14	0	Andrew and the second
Confl. Peds. (#/hr)	10	128	555	0	154	0	
Parking (#/hr)	19550366	15	SERVICE NAME OF THE PERSON	THE PERSON	120		
Turn Type	Perm	10	F4 7 59	15			The state of the s
Protected Phases	Perm	0		DE USPACI	Chicago process	-	
Permitted Phases	2	2	Ь	1	4		
Actuated Green, G (s)	25.6	ne e	000	NAME OF STREET	NAME OF THE OWNER, OWNE	TO THE OWN	
Effective Green, g (s)	25.6	25.6 25.6	25.6		11.5		
Actuated g/C Ratio	0.36	0.36	25.6	SHELOUS	11.5	No.	
Clearance Time (s)	4.5	4.5	0.36		0.16	网络	是10年代的公司,但由10年代,10年代
Vehicle Extension (s)	3.0	Commence Commence	4.5	SAME THE SAME	4.5	PENNSON	
Lane Grp Cap (vph)	240	4447	3.0		3.0		STATE OF THE PARTY
v/s Ratio Prot	240	1147 c0.23	1246	romboutrous	277	Name and Address of the Owner, where the Owner, which is the Own	
v/s Ratio Perm	0.02	00.20	0.16		0.09		
v/c Ratio	0.02	0.63	0.46	ig and and	0.00	-	
Uniform Delay, d1	15.4	19.4	0.45		0.55		《李师 ·李明》。
Progression Factor	1.00	1.00	17.8 1.00	10.010.00	27.9	witten in cross	Marie Carlo Marie
Incremental Delay, d2	0.5	2.7	1.2	The Section	1.00	SA PATE	
Delay (s)	15.9	22.0	19.0	The second	2.4	-	At home and the second of
Level of Service	В	C	and the second of the second	100	30.3	MANUAL ALSE D	为《中国》的《中国》的《中国》的《中国》的《中国》的《中国》的《中国》的《中国》的
Approach Delay (s)	DEVELOPE TARREST	21.9	B	300 N 100	C	Witness .	NOTE AND ADDRESS OF THE PARTY O
Approach LOS	al also	C C	19.0		30.3	EX-T-AC	
	SEL T LIKE IF FURNES	CONTRACTOR OF THE PARTY OF THE	В		С		
Intersection Summary	Section of the second		SERVICE STATE	岸路縣	10000000000000000000000000000000000000	- Malaya	2000 原生。
HCM Volume to Consoling	Tieser tonio		21.8	HCM	Level of	Service	C
HCM Volume to Capacity ratio	CON LOS		0.61	SYLVERY	Sec.		THE RESERVE OF THE PERSON OF T
Actuated Cycle Length (s)			72.1		of lost tim		35.0
Intersection Capacity Utilization		- 3	4.8%	ICU L	evel of S	ervice	À
Analysis Period (min)			15				
Critical Lane Group			6-0 15		5.7 -300		No. of the manufacture was a service of

	4	1	-		1723/20
Phase Number			6	9	No. of the Property of the Control o
Movement	EBTL	SBL	WBT	Hold	工具工程 可是 医性性性性炎 医含化物 医皮肤炎 计
Lead/Lag	AVALUE	20 SEE		ПОЮ	CONTRACTOR OF THE PROPERTY OF THE PARTY OF T
Lead-Lag Optimize		- NO. OF SHIP	G-ACHIES	TO SECTION	
Recall Mode	Max	None	Max	Ped	APPLICATION OF THE PROPERTY OF
Maximum Split (s)	30	33	30	26	2000年中央2000年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代的1900年代
Maximum Split (%)	33.7%	37.1%	33.7%	29.2%	Sa West Country of the Country of th
Minimum Split (s)	17	19	17	26	。 1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Yellow Time (s)	3.5	3.5	3.5	3	Tables Utalization Commission
All-Red Time (s)	1	1	1	AGBEDAN SI	THE RESIDENCE OF THE PARTY OF T
Minimum Initial (s)	4	4	4	in a diameter	CONTROL OF THE CONTRO
Vehicle Extension (s)	3	3	3	3	
Minimum Gap (s)	3	3	3		THE PARTY OF THE P
Time Before Reduce (s)	0	0	0	0	
Time To Reduce (s)	0	0	0	0	STORY OF THE PROPERTY OF THE PARTY OF THE PA
Walk Time (s)		THE REAL PROPERTY.	The same of the sa	7	
lash Dont Walk (s)	A Share	1370	图图 100	15	The Control of the Co
Oual Entry	Yes	Yes	Yes	No	
nhibit Max	Yes	Yes	Yes	Yes	THE CONTRACT OF THE PROPERTY O
Start Time (s)	0	30	0	63	CONTRACTOR STREET
ind Time (s)	30	63	30	0	MARKET THE STATE OF THE STATE O
ield/Force Off (s)	25.5	58.5	25.5	85	一种 · · · · · · · · · · · · · · · · · · ·
ield/Force Off 170(s)	25.5	58.5	25.5	70	The state of the s
ocal Start Time (s)	0	30	0	63	The same was a second of the same of the s
ocal Yield 170(s)	25.5	58.5	25.5	85	ALTO THE STATE OF
	25.5	58.5	25.5	70	
tersection Summary	有部門		TE SON		All the state of t
ycle Length		- III-D/AS	89		
ontrol Type	Actuated-I	Uncoordii		NAME OF TAXABLE PARTY.	A CONTRACTOR OF THE CONTRACTOR
atural Cycle			65	THE PARTY OF	
ille and Di			30%		
olits and Phases: 2: Gafie	ld Ave &				

ø6

	*		4-	-	
Lane Group	THE PARTY NAMED IN		NAME AND ADDRESS OF THE PERSON		
	EBL	EBT	Wat	SBL	TACKET THE TOTAL TO THE TOTAL THE TENT OF
Lane Group Flow (vph)	16	728	560	168	
v/c Ratio	0.07	0.64	0.45	0.58	CONTROL BOOK SELECTION OF THE PROPERTY OF THE
Control Delay	18.0	23.1	19.6	33.0	and the season of the season o
Queue Delay	0.0	0.0	2.0	0.0	DOLD THE LINE OF STREET WAS ASSESSED.
Total Delay	18.0	23.1	21.7	33.0	and constant environmental and the state of
Queue Length 50th (ft)	5	139	97	63	A SHEET STATE OF THE SHEET STATE OF THE SHEET SH
Queue Length 95th (ft)	19	216	155	120	如果,在100mm,以及100mm,以200
Internal Link Dist (ft)		168	161	380	
Turn Bay Length (ft)	120	100000000000000000000000000000000000000	A STATE OF THE PARTY OF THE PAR		HOUSE CONTRACTOR OF STREET, ST
Base Capacity (vph)	239	1144	1246	698	DATE OF THE PROPERTY OF THE PR
Starvation Cap Reductn	0	0	516	0	AND THE RESIDENCE OF THE PROPERTY OF THE PROPERTY OF THE PARTY OF THE
Spillback Cap Reductn	0	0	0	0	METER STREET, A CONTRACT OF THE PROPERTY OF TH
Storage Cap Reductn	0	0	0	0	AND ADDRESS OF THE PARTY OF THE
Reduced v/c Ratio	0.07	0.64	0.77	0.24	BLANCE THE DESCRIPTION OF THE PROPERTY OF THE
Intersection Summary	A STATE OF THE PARTY OF THE PAR	O + IL tops on			
CASTOSSICAL CHITICISTY				NOTE OF SECTION	

	_		_		_						1/	
and the same of the same	*	-	7	1	←	1	4	1	-	1	1	1
Movement	EBL	EBT	EBR	WBL	* WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	44		4	1			4	THE REAL PROPERTY.	WILL OUT	-	ODIX
Volume (vph)	15	635	140		380	10	120	5	60	0	♣	26
Ideal Flow (vphpl)	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	15
Total Lost time (s)	4.5	4.5		4.5	4.5	2029049	5.0550000	5.0	1300	1300		1900
Lane Util. Factor	1.00	0.95	-	1.00	0.95	4 or mer (425-en	The control of	1.00	Timode	199525	4.5	用版 1 年
Frt	1.00	0.97	BIGHS!	1.00	1.00	STREET, STREET	MARKET STATE	0.96	STORY SO	S VALUE THE	1.00	Statement 1
FIt Protected	0.95	1.00	- Park	0.95	1.00	daile (mm) m)	1-12-1	0.97	000000000000000000000000000000000000000	4 16 26	0.90	SERVIN
Sald. Flow (prot)	1770	3443	DARRES	1770	3524	DAMES OF STREET	3070505	1725	DESCRIPTION OF	With the Control	1.00	STATE OF THE PARTY.
Flt Permitted	0.49	1.00	Alternativisti	0.20	1.00	STATISTICS.	SHIPPERSON	0.79	13/20/20	NUMBER OF STREET	1671	SMEATH
Satd, Flow (perm)	908	3443	RISTALIE	377	3524	a telesion	TRES MISSON	1409	X-Administra	SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN 1	1.00	THE COURSE OF THE COURSE
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	1.00	0.92	0.00		A CO	E CONTROL	1671	
Adj. Flow (vph)	16	690	152	92	380	0.92	0.92	0.92	0.92	0.92	0.92	0.92
RTOR Reduction (vph)	0	23	0	0	3	THE RESTORED TO	130	5	65	0	5	16
Lane Group Flow (vph)	16	819	0	92	388	0	0	22	0	0	13	0
Parking (#/hr)	A STATE OF THE	010	15	52	300	15	0	178	0	0	8	0
Turn Type	Perm		Residen	Dorm	Minima et a	10	6666	SAVE SAVE	action of the			
Protected Phases	- Leinis	2	25057	Perm	Mention C		Perm			Perm	(2010)	设置
Permitted Phases	2	SECRETARIAN PROPERTY.	STATE WHEN	6	6	SECTION NO.	NOTE OF THE	8			4	
Actuated Green, G (s)	29.5	29.5	SPERMEN	29.5	20 E	NEEDE TO	8	建国工作		4		
Effective Green, g (s)	29.5	29.5	PER MANAGEMENT	29.5	29.5	NOT THE PARTY OF	at the same	15.0	SAR-CHIEF COLUMN	The same of the sa	15.5	-
Actuated g/C Ratio	0.37	0.37	MATHER CO.	0.37	29.5 0.37	Date of the last o	阿里尔德亚	15.0			15.5	A Tr
Clearance Time (s)	4.5	4.5		4.5	4.5	MARKET OF THE PARTY OF THE PART	WE SHOULD SEE	0.19	THE REAL PROPERTY.	TO THE WAY	0.20	THE REAL PROPERTY.
Vehicle Extension (s)	3.0	3.0	THE REAL PROPERTY.	3.0	3.0	SHINE		5.0	2900		4.5	SERVICE STATE
Lane Grp Cap (vph)	339	1286	TO STATE OF THE PARTY OF	141	1316	G PS/STONE CONTROL	PO PLANTS	3.0		and the same and	3.0	-
v/s Ratio Prot	000	0.24	COMPANY	141		TOTAL PROPERTY.		268		阿根語	328	
v/s Ratio Perm	0.02	U.24	053806633	c0.24	0.11	THE PERSON NAMED IN	elista de contra		TO COMPANY	the same of the same of	0.00	and medicals.
v/c Ratio	0.05	0.64	SCHEEN	0.65	0.30	WEI BOOK		c0.13				
Jniform Delay, d1	15.8	20.3	EAST IN	20.5	17.4	TANKS I	SALSING A	0.66	COOPTWEEN	ENWOUTHNA	0.02	Minne
Progression Factor	1.00	1.00	10086710	0.98	0.99			29.7	但有 是不是	部分	25.6	
ncremental Delay, d2	0.3	2.4	THE SAME	21.1	0.99	Children and	MANAGER	1.00	NOW ON STATE	Displement.	1.00	Distriction of
Delay (s)	16.0	22.8	STEEL ST.	41.3	17.8	SHEERING		12.3		01071-019	0.1	
evel of Service	В	C	ALKERTOCS	Dive	17.0 B	THERESIN	SECURIOR SAN	42.0	theasure	2002 S1284	25.8	David.
Approach Delay (s)	Sand Service	22.6	EVIDE TELLISE	E IN PURE	22.3	PARADOC	STALISTON .	D	用用的经	5030	C	2000
Approach LOS	Marriage	C	S. TER	Mark and the	C	121010-002	Figure 18	42.0 D	S. Dieserto	BATCHON!	25.8	escar-
three allows on the second		MINISTER ASSESSMENT	SERVICE STATE	ARREST, ICA		CASS BLAN	MANUAL PROPERTY.	U	E-37-966	NEGOLINA	C	William.
ntersection Summary	衛門海門	NES	1.35 K.	是合并加			A 17/18	ACCEP!	有以	拉為的		
CM Average Control Delay	1000		25.0	HO	M Level of	Service	US STA		C	15 19 4	STEP STOR	200 F
CM Volume to Capacity ratio			0.66									reasonal.
ctuated Cycle Length (s)	ME HARA		79.0		of lost tir		AVALUE.	Bir Oct	34,5	的图》是	Bur Shire	NEW T
ntersection Capacity Utilization	ner Duten	5	5.6%	ICU	Level of S	Service			В	The same		
nalysis Period (min)	2017/03	the rotal	15	MO VENTO	E AND		FERRE	PANER	The same	, Deline		
Critical Lane Group												



Intersection Summary

	1	-	-	4	†	1	
Lane Group	A MEBL	EBT	WBL	WeT	NBT	SET	
Lane Group Flow (vph)	16	842	92	391	200	21	2000年2月2日 2月2日 1月1日 1日日 1日日 1日日 1日日 1日日 1日日 1日日 1日日 1
v/c Ratio	0.05	0.64	0.65	0.30	0.69	0.06	S. P. Miller S. S. S. S. D. O. S. Mintellion, South Street, St
Control Delay	16.4	22.2	45.8	17.8	40.0	15.3	parties as seen and the second of the second second
Queue Delay	0.0	50.1	0.0	0.0	0.0	0.0	C THE TOTAL PROPERTY.
Total Delay	16.4	72.3	45.8	17.8	40.0	15.3	A MADIETY CHANGE THE ST CANDING MATERIAL CO.
Queue Length 50th (ft)	5	168	35	67	80	2	AND THE PARTY OF T
Queue Length 95th (ft)	17	230	m#111	101	#173	20	SHOW THE PROPERTY OF THE PROPE
Internal Link Dist (ft)	可发展数 多	161	SHEETS.	106	541	575	POTE THE RESIDENCE OF TEMPORAL STOLEN STOLEN
Turn Bay Length (ft)	65		90	NE SENSIBLE		TOTAL STATE	and asserts when the Printed South State of the State of the State of State
Base Capacity (vph)	339	1309	141	1319	289	341	THE OWNER WHEN THE LAND WITH THE PARTY OF TH
Starvation Cap Reductn	0	542	0	0	0	0	a member in the resemble to the control of the heart of
Spillback Cap Reductn	0	0	0	0	0	0	Mary Mary Control of the Control of
Storage Cap Reductn	0	0	0	0	0	0	A CHARLES AND A STANDARD CONTRACTOR OF A SECURITY OF A
Reduced v/c Ratio	0.05	110	0.65	0.30	0.60	0.00	SERVICE OF CONTROL OF STREET,

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

M Volume for 95th percentile queue is metered by upstream signal.

	-	7	1	4	4	-	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	44	September 1	COMMUNICATION OF THE PERSON OF	44	W	NON	《《四日》
Volume (vph)	545	0	0	360	145	65	The second secon
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	1000	1300	5.0	5.0	1900	A - A - Company of the area and a second
Lane Util. Factor	0.95	2010 FORBUSE	THE PERSON	0.95	1.00	T. LEWIS TO	40.24(1)是据的,并是是1952年,1963年的1963年
Frt.	1.00	OF LAWNS	New York	1.00	0.96	V115.00000000	NATURE DESCRIPTION OF THE PROPERTY OF THE PROP
Fit Protected	1.00	CHRISTIAN	Marie and	1.00	0.97	- N. S.	
Satd. Flow (prot)	3539	100000	TO LAKE A	3230	1725	SANGERS AND	
Flt Permitted	1.00	NAME OF THE PARTY	September 1991	1.00	0.97	STEEL STEEL	
Satd. Flow (perm)	3539	TOWNS	WHICH IS	3230	1725	7/1001 or 10	A COURT OF THE PARTY OF THE PAR
Peak-hour factor, PHF	0.92	0.92	0.92	0.92		0.00	
Adj. Flow (vph)	592	0.32	0.92	391	0.92 158	0.92	The state of the s
RTOR Reduction (vph)	0	0	0	091	20	71	200 mg 200 mg
Lane Group Flow (vph)	592	0	0	391	209	0	SSS TRANSPORTER BY SPICE STREET
Parking (#/hr)	002	15	U	15	209	U	THE STATE OF THE S
Turn Type		Mary Allers	TOTAL DESIGNATION OF THE PERSON OF THE PERSO	10	ASAVERS	Y LOUIS COMMON	
Protected Phases	2	TOWN COMPANY	SOUTH SET	6	8	Egosta (173)	
Permitted Phases	ESO A.S	ACCRECATE OF	NAME OF		STANSONS S	SE SELECTION	TALL SECTION OF THE PARTY OF TH
Actuated Green, G (s)	28.0	CHESTOS STORY	MINISTER OF STREET	28.0	15.0		第一个心理的对话也就是我们的现代对方是我们
Effective Green, g (s)	28.0	Time of the	BESSES	28.0	15.0	OTHERSTERN	
Actuated g/C Ratio	0.35		Anna Printer Ann	0.35	0.19	DESCRIPTION.	
Clearance Time (s)	5.0	tea rate	E 12 12 22	5.0	5.0	NEW STAN	A STATE OF THE PERSON OF THE P
Lane Grp Cap (vph)	1254			1145	328	Washington Care	
v/s Ratio Prot	c0.17	NAME OF STREET	1660 (A)	0.12	c0.12	809494590	A CONTRACT OF THE STATE OF THE
v/s Ratio Perm		NAME OF TAXABLE	NO DESCRIPTION	ORGE COMPANY	2011	Papingalin	
v/c Ratio	0.47		ACTURA !	0.34	0.64	CHARLES	OF A CONTROL OF THE PARTY OF TH
Uniform Delay, d1	19.8			18.7	29.5	07240057-94520	THE RESIDENCE OF THE PROPERTY OF THE PARTY O
Progression Factor	0.99	A STATE OF THE STA		1.00	1.00	100	The state of the s
Incremental Delay, d2	1.3			0.8	9.1		THE RESIDENCE OF THE PARTY OF T
Delay (s)	20.9			19.5	38.6	A PRINCE	STATES TO A STATE SHOWING TO ANY
Level of Service	C			В	D		ALL DATES OF THE PROPERTY OF THE PARTY OF THE PARTY.
Approach Delay (s)	20.9			19.5	38.6		DO NOT THE WAY TO SHEET THE PROPERTY OF THE PARTY OF THE
Approach LOS	C			В	D		The second secon
Intersection Summary	Os dans	THE STATE OF		72 Z			STATE OF THE STATE
HCM Average Control Delay			23.8	HCI	M Level of	Service	C
HCM Volume to Capacity ratio	STATE OF		0.53	NET GALLET	E 444.E	2011100	THE PERSONNELS IN STREET, NAME OF THE PERSONNELS AND THE PERSONNELS AN
Actuated Cycle Length (s)			79.0	Sun	of lost tin	ne (s)	36.0
Intersection Capacity Utilization		Committee and the second and the	.4%	ICU	Level of S	ervice	36.0 A
Analysis Period (min)			15	Victoria	and the same of th	SALINE IN	A CONTRACTOR OF THE PROPERTY OF
c Critical Lane Group		17 1140		45.50	T (1984)		DT-CLAP SCHOOL CONTRACTOR AS A

	-	4	1		
Phase Number	9	6	E 18 18	2 30 60	
Movement	EBT	WBT	NBL	Hold	19. 19.66 19.00 6.00 5.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 19.00 1
Lead/Lag	COST OF	Victories.	STATE OF	3525514	Chief of Colors and the State of the State o
Lead-Lag Optimize	- CONTRACTOR OF	- procedurate	THE PROPERTY.	*******	
Recall Mode	Max	Max	Max	Max	THE RESERVE OF THE PARTY OF THE
Maximum Split (s)	33	33	20	26	THE REPORT OF THE PARTY OF THE
Maximum Split (%)	41.8%	41.8%	25.3%	32.9%	Section 15 - Andrew Contractor Co
Minimum Split (s)	33	33	20	26	是一种的一种,但是一种一种一种一种。
Yellow Time (s)	4	4	4	3.5	
All-Red Time (s)	1	1	1	0.5	16.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10
Minimum Initial (s)	4	4	4	4	U. C. Salanda, 100 p. C. Salanda and the production of the salanda and the sal
Vehicle Extension (s)	3	3	3	3	
Minimum Gap (s)	3	3	3	3	NAME OF THE PERSON OF THE PERS
Time Before Reduce (s)	0	0	0	0	
Time To Reduce (s)	0	0	0	0	
Walk Time (s)	THE REAL PROPERTY.	VILLES/E./W	esound ne	7	December 1922 For the Section of the
Flash Dont Walk (s)	A STATE OF	建		15	
Dual Entry	Yes	Yes	Yes	No	The second state of the se
Inhibit Max	Yes	Yes	Yes	Yes	TAKA SEPARATAN PARAMENTAN PROPERTY OF THE PARAMETER OF TH
Start Time (s)	0	0	33	53	CALL THE PROPERTY AND A CONTRACT OF THE PARTY OF THE PART
End Time (s)	33	33	53	0	TO THE WAR I BENDER THE THE THE THE THE WAY TO SHARE THE
Yield/Force Off (s)	28	28	48	75	THE PERSONAL PROPERTY OF STREET, STREE
Yield/Force Off 170(s)	28	28	48	60	The Charles Andrews recommendation of
Local Start Time (s)	0	0	33	53	
Local Yield (s)	28	28	48	75	SERVICE LA PAREZO EL SENO DE LA SUPERIOR DE LA PROPERTICA DE LA PORTICA DEL PROPERTICA DE LA PORTICA DEL PROPERTICA DE LA PORTICA DE LA PORTICA DEL PROPERTICA
Local Yield 170(s)	28	28	48	60	A STATE OF THE PARTY OF THE PAR
intersection Summary	AND SOME			University of	
Cycle Length		-	79		200 年 8 年 10 日 10 日 20 日 20 日 10 日 10 日 10 日 10 日
Control Type		Pre	timed	NE SUTTOMAS	
Natural Cycle	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM		80	(estin sen i delita di la sala di l
Offset: 0 (0%), Referenced to	phase 2:El	BT and 6:	WBT. Sta	art of Gree	The Control of the Co
		Transfer Street	ALE ALE	ar or oroo	
Splits and Phases: 10: Fra	nklin St &				
→ ø2					
30%					9
4-					26.6
ø6			N Ø8		
393	AND STANK	身能是	20 5		100 AND 100 AN

	-	-	4	
Lane Group	EBT	WBT	NBL	2.17 (2.14 - 2.2)
Lane Group Flow (vph)	598	658	195	STANDARD BOOK AND A STANDARD AND ASSAULT AND A STANDARD AND A STANDARD AND ASSAULT AND A STANDARD AND ASSAULT AND A STANDARD A
v/c Ratio	0.48	0.57	0.56	Note that the state of the stat
Control Delay	21.6	23.1	32.8	
Queue Delay	0.0	0.0	0.0	The second of th
Total Delay	21.6	23.1	32.8	
Queue Length 50th (ft)	117	135	78	P. M. T. CHARLES AND ADDRESS OF THE PARTY OF
Queue Length 95th (ft)	164	189	143	
Internal Link Dist (ft)	43	92	809	PERSONAL PROPERTY OF THE PROPE
Turn Bay Length (ft)			101010	A STATE OF THE PARTY OF THE PAR
Base Capacity (vph)	1254	1145	346	The Partie of the Company of the Com
Starvation Cap Reductn	0	0	0	A STATE OF THE PROPERTY OF THE
Spillback Cap Reductn	0	0	0	ATTACAMENT AND
Storage Cap Reductn	0	0	0	A STATE OF THE PARTY OF THE PAR
Reduced v/c Ratio	0.48	0.57	0.56	THE STATE OF THE PARTY OF THE P
Intersection Summary			are an are	
A STATE OF THE PARTY OF THE PAR	- 1 - 1 - 2 XI - 10		40年10年	

											1	/14/200
Wedstanding		-	-	1	-	•	1	†	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	2000
Lane Configurations		44						4	HIDIA	N N	NOD IN	SBF
Volume (vph)	115	375	0	0	0	0	55	215	100	The second secon		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	260	0	545
Total Lost time (s)	THE SE	5.0		A COLOR	79 days	T. A. T. St.	1000	4.0	1900	1900	1900	1900
Lane Util. Factor		0.95			-		I MATION	1.00	PAGEN	3.0		4.0
Frt	A SECTION AND A	1.00	William Co.	WINDS AND	URINES	STREET, STREET,	18-250405	0.96	NESONAL I	1.00	Million State	1.00
Flt Protected		0.99	Or Dealer Street	No. of Concession, Name of Street, or other Persons, Name of Street, or other Persons, Name of Street, Name of	11-16-16-1	NOT NOT THE	MISS BROK ISS		Self-	1.00		0.85
Satd. Flow (prot)	A SERVICE	3498	Medical	William Co.	displace	STREET	DESCRIPTION OF	0.99	ormoven.	0.95	-	1.00
FIt Permitted	- The same of	0.99	47-21-21	ALTERNATION IN	211/20/20/20	(SASSARIVE)	The Control	1781	A SECTION	1770	THE	1583
Satd. Flow (perm)	SCHOOL STATE	3498	27 H3 8 L H	SPANNED.	Telescon.	O'THERWOOD	DESTRUCTION OF	0.99	COURTS OF	0.29		1.00
Peak-hour factor, PHF	0.92	0.92	0.92	0.00	0.00	STANDER N	The State of the S	1781	E CONTRACTOR	534		1583
Adj. Flow (vph)	125	408	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
RTOR Reduction (vph)	0	THE PERSON NAMED IN	enterphine in the	0	0	0	60	234	109	283	0	592
Lane Group Flow (vph)	0	533	0	0	0	0	0	14	0	0	0	0
Parking (#/hr)	To the last	000	15	0	0	0	0	389	0	283	0	592
Turn Type	Perm	STATE OF THE PARTY	BANA NO.	DEED AT	C COLUMN	企 F21年20160	D	nia inchone	EX TOTAL CO.			
Protected Phases	TO CHARLES	2		A STATE OF THE PARTY OF THE PAR	PURE SER	BATTER SA	Perm	ME SOUR	C	ustom	C	ustom
Permitted Phases	2	STATES OF	NEW TEN	A SECTION	NEW PLIN	SATEMENTS.	STORKER	8		7		4
Actuated Green, G (s)	WHEN THE PARTY OF THE	44.0	120120-10010-0	SCHOOL STATE	PROPERTY.	574000000	8			4		24
Effective Green, g (s)	STEELS STEELS	44.0	SPRES	SECURE LANG	003090	MINISTRACTOR	BOULES.	26.0	-	42.0		86.0
Actuated g/C Ratio	HAT ARRESTS N	0.46	SERVICE	MARKE STATES		San Aller	100	26.0		42.0		86.0
Clearance Time (s)	SECTION AND ADDRESS.	5.0	55050 May	W CONTRACTOR	CALPRINGE	IOTHERS IN	EZETEMBER S	0.27		0.44		0.91
ane Grp Cap (vph)	E-S-VOR IN DAY	1620		Name of the last	THE LAND	Delica Control	W # 20 9 11	4.0	400000	3.0	Chinese Street	4.0
/s Ratio Prot		1020		OFFICE OF STREET	THE REAL PROPERTY.	HANDEN OFFICE	to de constante de	487		405		1500
/s Ratio Perm	TO PERSONAL CO.	0.15				ALC: NO.	医肾髓			c0.10		c0.17
/c Ratio		0.13	Description	SALIVENIEN	MOSSION	CO-TON NAME OF THE OWNER, WHEN		0.22		0.21		0.20
Iniform Delay, d1	MINISTER STATE	16.2	SHEE	THE PERSON NAMED IN				0.80		0.70	10035	0.39
rogression Factor	STATE OF THE PARTY	1.00	SPIN THE REAL	The second	STORES SAN	ENGINEER AVE	a second	32.1		20.2		0.7
cremental Delay, d2	NG DOSE	0.5		THE STATE	THE STATE OF	200		1.00		1.00		1.00
elay (s)	MINERAL STREET	16.7	San dend	NAME OF TAXABLE	antonio de la companio della compani	ndonumenao		12.9		9.6		0.8
evel of Service	AUGUST OF THE	В	EBIENESIN	美国的	BUREAU		5 6 5	44.9		29.8	BEG S	1.4
oproach Delay (s)	NAME OF THE PARTY	16.7	CONTRACTOR IN CO	NO POR THE PARTY		and the same of th	in the same	D		C		A
oproach LOS	BANKCIES!	10.7 B	100	REPRINT	0.0			44.9		HINE	10.6	测
tersection Summary	A TANK DESCRIPTION	NAME OF THE OWNER, OWNE	NATION AND	W. T. Communication	Α			D			В	
CM Average Control Delay	ARRIVED TO		SHIRE	MERSIA.		145 200			10 m	4018 TH	NAME (E	
CM Volume to Capacity ratio	TO SHARES		20.0	HCM	Level of	Service			С			-
tuated Cycle Length (s)	STATE		0.55	200	A second		a support	EST TEMP	AND INC.	The Street	HATTSH.	200
ersection Capacity Utilization	705.75	the second second	95.0		of lost tim				7.0	2000	WINDS NO.	100
alysis Period (min)	AND PROPERTY.	60	.9%	ICUL	evel of S	ervice	Market Bar	25.5 H	В	MS AFOR	BET/EDIES	61
	201		15						-	100	The same	
Critical Lane Group	1230			Mary Sale	alle ber	CANA	SHOWIN	STATE OF THE PARTY	TO WAY	AS MARK		

	el A	d.	1	4,4	1/14/2008
Phase Number	-	NATIO TRUSCASS	-		
Movement	EBTL	001	39/457	44 4 8	
Lead/Lag	CDIL	SBL	SBL	NBTL	· · · · · · · · · · · · · · · · · · ·
Lead-Lag Optimize	1 34 1 2 4	MENNS!	Lead	Lag	The state of the s
Recall Mode	A Comp	441900	Yes	Yes	The second secon
Maximum Split (s)	Max	Max	Max	Max	THE ROLL OF THE PARTY OF THE PA
Maximum Split (%)	49	46	16	30	THE PERSON NAMED OF THE PE
Minimum Split (s)	51.6%	48.4%	16.8%	31.6%	STATE OF THE PROPERTY OF THE P
Yellow Time (s)	21	20	16	20	S. E. M. S. M. P. W. Control of the state of
All-Red Time (s)	3	3	3	3	A CONTRACTOR AND
Minimum Initial (s)	2	1	0	1	Agention of the Country of the State of the Country
Vehicle Extension (s)	4	4	4	4	The state of the s
Minimum Gap (s)	3	3	3	3	A STATE OF THE PROPERTY OF THE
Time Before Reduce (s)	3	3	3	3	THE PERSON NAMED IN THE PE
Time To Reduce (s)	0	0	0	0	である。 ・ こうでは、 ・ こっでは、 ・ にっなは、 ・ に
Walk Time (s)	0	0	0	0	Control of the second of the s
Flash Dont Walk (s)	MANUSCIENCE CO.	Visitorii/satu	restatoury risk	5	AND THE PROPERTY OF THE PARTY O
Dual Entry	AND LANGUES	STATE OF STREET		- 11	
Inhibit Max	Yes	Yes	Yes	Yes	。 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.
Start Time (s)	Yes	Yes	Yes	Yes	AND THE PARTY OF T
End Time (s)	0 49	49	49	65	The state of the s
Yield/Force Off (s)	49	0	65	0	THE PARTY OF A PARTY OF THE PAR
Yield/Force Off 170(s)	44	91 91	62	91	THE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS
Local Start Time (s)	0	49	62	80	的是我们的是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Local Yield (s)	44	91	49	65	Consider the second
Local Yield 170(s)	44	91	62 62	91	
	777	91	02	80	
ntersection Summary Cycle Length	译品的基础	景制经点	理關決盟	4	为自己的。 第一个人的人们的人们的人们是一个人的人们的人们的人们的人们的人们的人们的人们们的人们们们的人们们们们们们们们们
Control Type	Philipping and the second		95		
latural Cycle	34	Pret	imed		
Officati O (00/) Defense			60	200	The second secon
Offset: 0 (0%), Referenced to	phase 2:EB	TL and 6	, Start of	Green	STATE OF THE RESIDENCE OF THE PROPERTY OF THE PARTY OF TH
plits and Phases: 16: Mt V					The same of the sa
ø2	ernon St &				
ø2				N 04	
95 6 7 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	EL PERSON	STATE OF THE STATE	MOST WAY	46.s	A ASSESSMENT OF THE PARTY OF TH
			The state of the state of	1	
				₩ p7	№8
				183 1	

	→	†	1	1	
Lane Group	EBT	NBT	SBL	CRD	
Lane Group Flow (vph)	533	403	283	592	第一种中央中央中央中央中央中央中央中央中央中央中央中央中央中央中央中央中央中央中央
v/c Ratio	0.33	0.80	0.69	0.37	So mallanes was a second
Control Delay	16.9	44.6	26.9	0.57	新产品的新港市 法国际 See 1911年 1111年 1111年 1111年 1111年 1111年 1111年 111日 111日 111日 111日 111日 11日
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	16.9	44.6	26.9	0.7	THE RESERVE OF THE PARTY OF THE
Queue Length 50th (ft)	103	216	108	0.7	Control of the Contro
Queue Length 95th (ft)	141	#364	170	0	
Internal Link Dist (ft)	182	275	1 manage	SASTANCE OF	State of a Property Charles on the con-
Turn Bay Length (ft)		T. Marie D.	CHECK SAN	METS ARES	用于1000年的原则,1000年的原则是1000年的
Base Capacity (vph)	1620	501	411	1583	POWER CAR SECTION SECT
Starvation Cap Reductn	0	0	0	0	中国的 700 mg 100 000 000 000 000 000 000 000 000 00
Spillback Cap Reductn	0	0	2650016	0	Carried and the second
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.33	0.80	0.69	0.37	TO A PROPERTY OF STANDARD STAN
Diense Aufors Samuel	ALL STREET, ST	THE RESIDENCE	100 July 100	0.07	

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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X				
	16			

2007 Existing Conditions (PM)

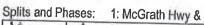
	۶	-	7	F	1	4-	4	₹î	1	†	-	14/200c
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU.	NBL	NBT	NBR	SBU
Lane Configurations	7	441>	7		ā	414	71		Ä	THE REPORT OF THE PARTY.	THE PARTY OF THE P	W OCO
Volume (vph)	465	390	110	10	150	390	260	10	240		100	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	11 - 10 - 2523 - 25 mile	1900	1900
Lane Width	10	12	10	12	12	12	12	12	10		12	1900
Total Lost time (s)	6.5	6.5	6.5	The second second	6.5	6.5	6.5	o-roade.	6.5	77 1 1 1 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1	12	12
Lane Util. Factor	0.86	0.86	1.00	10 Billion	0.91	0.91	1.00	APPEN VIVE	1.00	0.91		WICOM!
Frt	1.00	1.00	0.85	A P. P. ASPENDED	1.00	1.00	0.85	A STATE OF THE STA	1.00	0.99	THE WORLD	322,116
Fit Protected	0.95	0.98	1.00	MATERIAL INC.	0.95	1.00	1.00	0034218	0.95	1.00	TORS - CALL	EG.
Satd. Flow (prot)	1420	4718	1478	HIT HISTORIES	1610	3374	1583	COLUMN CASE	1652	5049	EMETTE	A CENT
Fit Permitted	0.95	0.98	1.00	US GROOM	0.37	1.00	1.00	NECESSARIES	0.62	1.00	Nantoeno	445
Satd. Flow (perm)	1420	4718	1478	ASSESSED	623	3374	1583	STEPHENS !	1070	ALCOHOLD TO THE PARTY	SIED STALLS	the co
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	2	5049		elizari.
Adj. Flow (vph)	505	424	120	11	163	424	The second secon	0.92	0.92	0.92	0.92	0.92
RTOR Reduction (vph)	0	0	83	0	103	424	283 28	11	261	2179	109	60
Lane Group Flow (vph)	252	677	37	0	128	470	255	0	070	5	0	- 0
Turn Type	Split		Perm	Perm		4/0		0	272	2283	0	0
Protected Phases	4	4	Carin	renn	Split	C CONTRACTOR OF THE PARTY OF TH	Perm c	ustom	Prot		C	custom
Permitted Phases	SECTION SECTION		NO STICKE	0	8	8	THE RESERVE OF THE PERSON NAMED IN	San April	5	2	The same of the sa	
Actuated Green, G (s)	23.1	23.1	23.1	SENSED IN	23.9	23.9	22.0	5	CONTRACTOR OF THE PARTY OF THE	建工业		原型1
Effective Green, g (s)	23.1	23.1	23.1	Seculatives	23.9	23.9	23.9	OCCUPACION NAMED IN	6.5	40.5	vaturame very	TENORES:
Actuated g/C Ratio	0.19	0.19	0.19	3430404000	0.20	0.20	0.20	SALASONS.	6.5	40.5		是图片
Clearance Time (s)	6.5	6.5	6.5	PO ASSES	TOTAL PROPERTY.	6.5	6.5	AND WATER	0.05	0.34	SHOW THE REAL PROPERTY.	WINDS
Vehicle Extension (s)	3.0	3.0	3.0	CT NEW YORK	3.0	3.0	3.0	SEAR NEED	6.5	6.5		
Lane Grp Cap (vph)	273	908	285		124	672	315	0.509UAN 7597	3.0	3.0	NACHE WAY	Senders:
v/s Ratio Prot	c0.18	0.14	200	ACAMA REPORT	124	0.14	310		58	1704		
v/s Ratio Perm	W-5370		0.02	COSTO SEC	c0.21	0.14	0.16	ESPECIAL STATE	-0 oc	c0.45	SECOND SECOND	stepo)
v/c Ratio	0.92	0.75	0.13	ENSOR SERVE	1.03	0.70	0.81	COLUMN STATE	c0.25	4.04	ENDINE S	股股份 非
Uniform Delay, d1	47.6	45,7	40.1	SAR CHE	48.0	44.7	45.9	90,000	4.69 56.8	1.34	Sal Blooder you	PRODUCT.
Progression Factor	1.00	1.00	1.00	SHEWARDS PA	1.00	1.00	1.00		1.00	39.8	ELECTRIC SE	HELES.
Incremental Delay, d2	34.5	3.4	0.2	NISSRODENIE	89.7	3.2	14.2	NOTE OF THE PARTY.	1.00	1.00	CANADA STATE	MANUAL PROPERTY.
Delay (s)	82.1	49.0	40.3	serbit/projection	137.7	47.9	60.0		755.6	196.8	Mile Paris	40.45
Level of Service	FE	Designed Artificial Assessment of Assessment	D	DE GOLD	FEE	D	00.0	5000000	7 00.0	190.0	9000054704	Tubo Si
Approach Delay (s)		56.0		ED NEW TOTAL		64.9	nasa P ang	100000000000000000000000000000000000000	SENSON AND	362.4	Agentantic	6200000
Approach LOS		E	8 V.11 (8)	5.00%		E		SECTION 1	1000	302.4	and the	100
ntersection Summary				建		N. N. P.	ASSESSED ASSESSED.					21371
HCM Average Control Delay	物性医療	THE PERSON	204.0	HO	M Level o	f Service	Direction of		F	STATE OF STREET	3-7-14-0-1	and the
HCM Volume to Capacity ratio			1.39				WHEN THE PARTY NAMED IN	AND THE PARTY	STILL BUSINESS	CONTRACTOR OF THE PARTY.	ALUMAT NO	是我们
Actuated Cycle Length (s)	E CHIE	Service Market	120.0	Sun	of lost ti	me (s)	Will credit	REPR	26.0	ON TOWN	THE STATE OF	155
ntersection Capacity Utilization			00.2%		Level of		MANNET PROPERTY		G	N.C. POL	LEGISTA .	QE-
Analysis Period (min)		U. STE	15		1010101	2017100	Mary 150		All Prints	- 41		
Critical Lane Group			To the	and the state of t			William Control		100	- 11	Mary 1000 S	

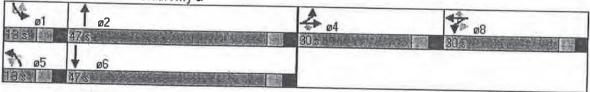
	1	1	1	1714/200
Movement ***	SBL	SBT	enn.	
Lane Configurations	Ä	TORNOGEN TO ST	SBR	The state of the s
Volume (vph)	100			TVs Wyer true Specialists and and
Ideal Flow (vphpl)	1900		1900	1、1981年1月17日 安徽美国 1980年1月1日 11日 11日 11日 11日 11日 11日 11日 11日 11日
Lane Width	12		12	William Cover and Country of the Cou
Total Lost time (s)	6.5	6.5	12	
Lane Util. Factor	1.00	0.91	AND STORY	STATE OF THE PARTY
Frt	1.00	0.99	CHARLE COLOR	
FIt Protected	0.95	1.00	N. PER	The state of the s
Satd. Flow (prot)	1770	5009		
Flt Permitted	0.62	1.00	B. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	A CHARLES AND REVENUE AND THE PROPERTY OF THE PARTY OF TH
Satd. Flow (perm)	1146	5009	Control of the	
Peak-hour factor, PHF	0.92	0.92	0.92	A STATE OF THE STA
Adj. Flow (vph)	109	1370	152	
RTOR Reduction (vph)	- 0	11	0	TO MANAGEMENT AND ADDRESS OF THE PARTY OF TH
Lane Group Flow (vph)	169	1511	0	A STATE OF THE PARTY OF THE PAR
Turn Type	Prot	1300	TE 970 50	
Protected Phases	1	6		
Permitted Phases				THE PERSON NAMED IN THE PE
Actuated Green, G (s)	6.5	40.5		
Effective Green, g (s)	6.5	40.5	THE REAL PROPERTY.	
Actuated g/C Ratio Clearance Time (s)	0.05	0.34		
Vehicle Extension (s)	6.5	6.5	新发展	
Lane Grp Cap (vph)	3.0	3.0		
v/s Ratio Prot	62	1691	32 10 10 10 10 10 10 10 10 10 10 10 10 10	
v/s Ratio Perm	0.45	0.30	Selve enter	The state of the s
v/c Ratio	0.15 2.73	0.00	The state	
Uniform Delay, d1	56.8	0.89	ALCOHOL: N	THE PROPERTY OF THE PROPERTY O
Progression Factor	1.00	1.00		· · · · · · · · · · · · · · · · · · ·
Incremental Delay, d2	820.0	7.7		The second secon
Delay (s)	876.8	45.4	BIANG PLAN	是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Level of Service	F	D	SECRETARIA DE LA CONTRACTORIA DE	
Approach Delay (s)		128.5	HARRIED ST	
Approach LOS		F		
ntersection Summary		To have	NAME OF TAXABLE PARTY.	

	1	Ť	4	1	1	*	
Phase Number	原籍 (章 1)	2	34	5	6	8	
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	STELLER, America Continue residence
Lead-Lag Optimize	- Sales View			2000	Lug	Yes	10 04 10 1 10 12 20 14 3 14 20 14 14 14 14 14 14 14 14 14 14 14 14 14
Recall Mode	None	C-Max	None	Min	C-Max	None	ALTONIA CONTROL CONTROL OF THE PARTY OF THE
Maximum Split (s)	13	47	30	13	47	30	AND RESERVED TO A SHARED STATE OF THE STATE OF THE
Maximum Split (%)	10.8%	39.2%	25.0%	10.8%	39.2%	25.0%	PROFESSION PROGRAMMENT AND AND PROFESSION PROFESSION AND AND AND AND AND AND AND AND AND AN
Minimum Split (s)	10.5	22.5	14.5	11.5	22.5	22.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	Managarana ramana spower of a serial
All-Red Time (s)	3	3	3	3	3	3	and the second of the second second second second
Minimum Initial (s)	4	4	4	To the state of	4	4	ESTRUCTURE DESCRIPTION OF THE PROPERTY OF THE
Vehicle Extension (s)	3	3	3	3	3	3	4220年,10年1月1日中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国中国
Minimum Gap (s)	3	3	3	3	3	3	STREET, CONTROL PROPERTY AND ADDRESS OF THE PARTY OF THE
Time Before Reduce (s)	0	0	0	0	0	0	MATERIAL TO THE PROPERTY OF T
Time To Reduce (s)	0	0	0	0	0	0	CONTROL OF CHILD IN THE PROPERTY OF THE PARTY OF THE PART
Walk Time (s)				ALTERNATION PROPERTY.	NAMES OF THE	5	STATES OF THE REAL WARRANT CONTRACTOR OF THE PARTY OF THE
Flash Dont Walk (s)		10000	S. WEST	A A FR	SEAS - 21	11	TOREST DESCRIPTION OF THE PROPERTY OF THE PARTY OF THE PA
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes	THE PERSON NAMED OF THE PARTY O
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	A CONTRACTOR OF THE PROPERTY O
Start Time (s)	107	0	47	107	0	77	CONTRACTOR OF THE PROPERTY OF
End Time (s)	0	47	77	0	47	107	S. M. M. T. Sales and S. Sales and T. Sales
Yield/Force Off (s)	113.5	40.5	70.5	113.5	40.5	100.5	AND REAL PROPERTY OF THE PROPE
Yield/Force Off 170(s)	113.5	40.5	70.5	113.5	40.5	89.5	BILLS ONLY WATER CONTROL NAMED IN
Local Start Time (s)	107	0	47	107	0	77	
Local Yield (s)	113.5	40,5	70.5	113.5	40.5	100.5	STORY BOOK OF STORY SECURIOR WITH
Local Yield 170(s)	113.5	40.5	70.5	113.5	40.5	89.5	·
Intersection Summary		40000		300	10 300		CENSIANITED SEPTEMBER
Cycle Length		4.462	120		256	The state of	

intersection summary							
Cycle Length	120						
Control Type	Actuated-Coordinated						
Natural Cycle	90						

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green



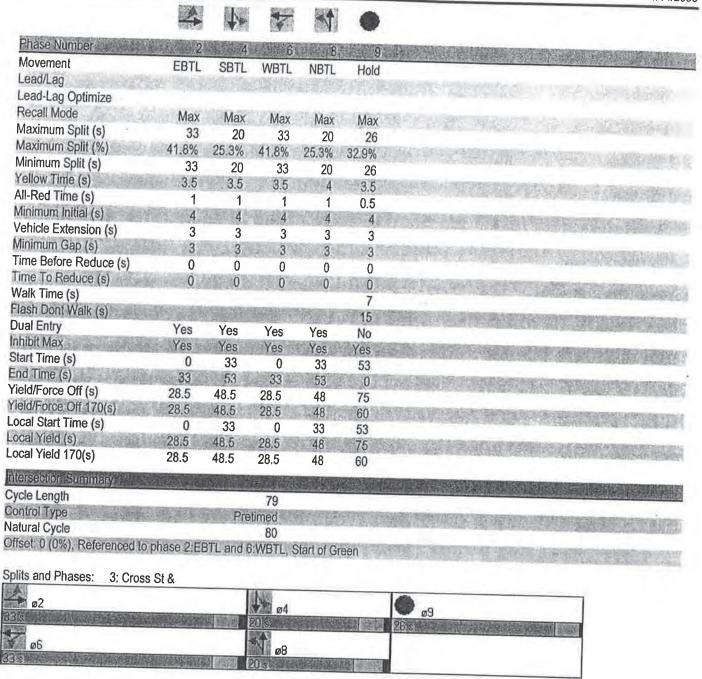


*	-	←	1	1	1	1/25/20
EBL	EBT	WRT	WRR	COL	000	
- 100	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	STATE OF STREET	RESIDENCE IN		OBK	MEMORIAL CONTROL OF THE STATE OF
			60	Control Street & Street Land		II and
	4.00					STATE OF THE PARTY
	0.50		1900		1900	
	1000		W. W.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40	
Annual Control of the						1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
W 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7.75.74		Section 1		6336	TION IN THE RESERVE OF THE RESERVE O
The second secon						- commence of the state of the
		The second second		0.96	250	The state of the s
the second secon				0.97		
	The second second	3501		1730	Si Vin	THE RESERVE OF THE PARTY OF THE
	the state of the s	1.00			11010	AND THE PROPERTY OF THE PROPER
314	3230	3501	100		West To	N. 787 March 200 Company of the Company
0.92	0.92	0.92	0.92		0.02	· · · · · · · · · · · · · · · · · · ·
22	630					P PEN PAN PEN PEN PEN PEN PEN PEN PEN PEN PEN PE
0	The second	The state of the s		100-76-70-70		
22			and the second second			The manufacture of the latest and th
PRACTICAL	- NEW TOTAL BOAT	500	V	The second second	U	· · · · · · · · · · · · · · · · · · ·
MANAGE SHEET	15	SCHOOLSES	15		DOMESTICS.	WEST CONTRACTOR OF THE PARTY OF
Perm		THE PERSON	10	S. A. S.	THE STREET	
TERMS	20	0		THE PERSON NAMED IN	Title better	
2	City State	0		4		ALL THE REAL PROPERTY OF THE PERSON OF THE P
	25.5	OFF	CORONEOU .	19'8'8		
		Process of the Contract of the	RECEIVE.	7 THE 27 AGE (0.00)		
		manage of the same	and the same of	and the second		The second consistency of the second consist
THE PERSON NAMED IN COLUMN TWO			E WALL			
	and the second of the second		ZINGOVEN.			THE PROPERTY OF THE PROPERTY O
					目的特殊	
11Z		The Control of the Co				The state of the s
0.07	0.20	cu.26	(80.00	F 15 F	PLACE SET OF THE PARTY OF THE P
	0.55			to the same of the		THE RESERVE OF THE PARTY OF THE
	The state of the s				1424-114	SALUE RESIDENTAL ENDERFORMED AND LONG.
						THE RESERVE OF THE PROPERTY OF
				1.00		West State of the Control of the Con
	Street Control			1.5		A THE RESIDENCE OF THE PROPERTY OF THE PARTY
	THE RESERVE OF THE PERSON NAMED IN	F-0-1100	7505	29.3	建切 师	The state of the s
В				C		The second secon
40		23.3	We BY	29.3	(bearing	THE RESIDENCE OF THE PARTY OF T
	C	C		С		SHOW THE SHOOT SHOW THE WAY COME TO
医				A CONTRACTOR OF THE PARTY OF TH	DATE STREET	
	THE PERSON NAMED IN	72 C	LICAL	图形形式		图1973年1月1日 1日 1
100 with			HCM	Level of S	ervice	C
ale p			THE PARTY	#3/1 # TOP	8: 12	一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
			Sum c	of lost time	e (s)	35.0
	38		ICU Le	evel of Se	rvice	A
		15				
	20 1900 4,5 1.00 1.00 1.00 0.95 1770 0.17 314 0.92 22 0	20 580 1900 1900 4.5 4.5 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 3230 0.17 1.00 314 3230 0.92 0.92 22 630 0 0 0 22 630 0 0 22 630 Perm 2 2 25.5 25.5 25.5 25.5 25.5 25.5 25.5 25.5 0.36 0.36 4.5 4.5 3.0 3.0 112 1155 0.20 0.07 0,20 0.55 15.8 18.3 1.00 1.00 3.9 1.9 19.7 20.1 B C 20.1 C	\$\begin{array}{cccccccccccccccccccccccccccccccccccc	\$\begin{array}{cccccccccccccccccccccccccccccccccccc	1 ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑ ↑↑	

	4	1	-		
Phase Number	9	\$2582A		STATE OF THE PARTY	
Movement	EBTL	SBL	WBT	Hold	PERCENTIAL REPORTS AND THE PERCENT OF THE PERCENT O
Lead/Lag	a Parameter	CA LEGISLA	Sesion Co	HOIQ	STATE AND
Lead-Lag Optimize	O'CO NO COLONIA	DICTOR SHOW	CONTRACTOR STATE	ENVIRONE B	明明是100000000000000000000000000000000000
Recall Mode	Max	None	Max	Ped	POMERNI Second and all the second and a second
Maximum Split (s)	30	33	30	26	MATTER AND THE STATE OF THE ST
Maximum Split (%)	33.7%	37.1%	33.7%	29.2%	A STANDARD COMPANY TO STANDARD
Minimum Split (s)	20	15	20	26	THE RESERVE OF THE PARTY OF THE
Yellow Time (s)	3.5	3.5	3.5	3.5	TOTAL PROPERTY OF THE PARTY OF
All-Red Time (s)	1	1	1	0.5	
Minimum Initial (s)	4	4	4	4	THE THE WAY THE PARTY OF THE PA
Vehicle Extension (s)	3	3	3	3	
Minimum Gap (s)	3	3	3	3	WANTED THE SET OF THE THE THE THE CONTRACT OF THE PROPERTY OF THE PARTY OF THE PART
Time Before Reduce (s)	0	0	0	0	
Time To Reduce (s)	0	0	0	0	
Walk Time (s)				7	The second secon
Flash Dont Walk (s) Dual Entry				15	自己的原则是不是一种,但是他们是一种的。
Inhibit Max	Yes	No	Yes	No	
Start Time (s)	Yes	Yes	Yes	Yes	到1000年,在1000年间,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年,1000年
End Time (s)	0	30	0	63	· · · · · · · · · · · · · · · · · · ·
Yield/Force Off (s)	30	63	30	0	的是 1 新发 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Yield/Force Off 170(s)	25.5	58.5	25.5	85	The state of the s
Local Start Time (s)	25.5 0	58.5	25,5	70	
Local Yield (s)	25.5	30 58.5	0	63	NEW DOTO - WHILE A TO SERVICE AND A SERVICE
Local Yield 170(s)	25.5	58.5	25.5 25.5	85	是基本是是"特殊"的。 第一章
	20.0	30.3	23.5	70	The state of the s
intersection Summary				ie Elizabio	White Property and the property of the party
Cycle Length Control Type	TATE OF THE PARTY	-	89		2000年1月1日 - 11日 -
Natural Cycle	Actuated-	Uncoordi		E CHEST	THE RESIDENCE OF THE PROPERTY
valurai Cycle			65		The state of the s
plits and Phases: 2: Gafie	ld Ave &				
A	AVE &	\			Latter
ø2		₩ ø4			● ø9
		33/8		克朗纳拉克	26%
ø6					
THE STATE OF THE STATE OF	A CONTRACTOR OF THE PARTY OF TH				

	1		4		1/25/2008
Lane Group	EBL		SOUTH VENT		
Lane Group Flow (vph)		EBT	WBT	SBL	
v/c Ratio	0.20	630	902	152	
Control Delay	22.8	0.54	0.72	0.54	
Queue Delay	0.0	21.0	24.0	30.9	
Total Delay	22.8	21.0	60.6	0.0	1600年 \$100 年 100 PS 100 PB 10
Queue Length 50th (ft)	7	113	84.6	30.9	White the second
Queue Length 95th (ft)	27	179	174	53	
Internal Link Dist (ft)	STOCKED.	178	264 161	106	0.0000000000000000000000000000000000000
Turn Bay Length (ft)	120	170	101	389	
Base Capacity (vph)	112	1156	1258	705	SUPPLY OF SUPPLY
Starvation Cap Reductn	0	0	456	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.20	0.54	1.12	0.22	
ntersection Summary		20.0000	DE SHIPWAY		
All Marie and Al		V. O.		T. SIL	EXCENSE IN COMPANY OF THE PROPERTY OF
					The state of the s

	1	-	7	1	4-	4	1	†	~	1	1	14/2000
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SRI	SBT	SBR
Lane Configurations	19	1		79	1			4		UDL	4	ODIN
Volume (vph)	15	535	130	70	665	10	160	5	70	5	4	marie e
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1000	5
Total Lost time (s)	4.5	4.5	EUM)	4.5	4.5	- 1000	ALL SECTION	5.0	1300	1900	1900	1900
Lane Util. Factor	1.00	0.95		1.00	0.95		Selly State	1.00	S05081 - 11		4.5	No.
Frt	1.00	0.97	ACCUPATION OF THE PARTY OF THE	1.00	1.00	CHEST	2/EXPLOSE	0.96	WEST WAY	esin salem	1.00	Page 100
Fit Protected	0.95	1.00	MENT 194 105	0.95	1.00	100000000000000000000000000000000000000	921093640	0.97	HERELED AND		0.94	
Satd. Flow (prot)	1770	3436	STATE OF	1770	3531	TV-TG-TA-S	NE BANGS	1729	BELIA SADO	PRINCE COMMIT	0.98	MEDICAL V
Flt Permitted	0.28	1.00	DIRECTOR NO.	0.26	1.00	DA-HACIMANS	THE CHIEF	0.79	4119812200	AND DESCRIPTION OF	1710	
Satd. Flow (perm)	530	3436	NEW 25	479	3531	AND EXECUTE		1411	WATER-SON	OCCUPATION NAMED IN COLUMN	0.91	obstem.
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	1.00	0.92	0.00		0.00	O SOCIETY OF	1583	No.
Adj. Flow (vph)	16	582	141	76	665	11	0.92	0.92	0.92	0.92	0.92	0.92
RTOR Reduction (vph)	0	27	0	0		and the second	174	5	76	5	1	5
Lane Group Flow (vph)	16	696	0	76	675	0	0	19	0	0	4	0
Parking (#/hr)	ASSESSION OF THE PARTY OF THE P	030	15	10	0/0	15	Ō	236	0	0	7	0
Turn Type	Perm	新水链 博	September 1	Perm	10 m	THE REAL PROPERTY.	Perm	16 10 10	CORPOR	Perm	国际	TARGETT I
Protected Phases	or experience or particular	2	Contraction of the Contraction o	TANK TANK	6	Ment 3-054	Otth	8	SECULIE S	Eem		
Permitted Phases	2.	产性 香港	SHOW:	6	A STORES	10.1.20	Ŕ	MATERIAL PROPERTY.	SHE WAR		4	ENDERS!
Actuated Green, G (s)	28.5	28.5	Contract Con	28.5	28.5	OR WEIGHT	THE REAL PROPERTY.	15.0	HED BELL	30. 50 20	15.5	阿爾拉拉
Effective Green, g (s)	28.5	28.5		28.5	28.5	14-11-15		15.0	ALL SHIELD	NO STATE	15.5	SEPRENT NO
Actuated g/C Ratio	0.36	0.36	- management	0.36	0.36	simple property	ASS. SHEWAY	0.19	NAME OF TAXABLE PARTY.	COLO SAME	0.20	(53109)
Clearance Time (s)	4.5	4.5	WE SH	4.5	4.5	150000	MING-SYS	5.0	SUSSESSED BY	F31/6527(2558)	4.5	5055050
Lane Grp Cap (vph)	191	1240		173	1274	September State		268	SIGNOSTICO	S PRINCE	311	Para Carrier
v/s Ratio Prot		c0.20			0.19	S. OHLLER	ENTHERS.	200	NAME OF	STREET, STREET	311	Scientia.
v/s Ratio Perm	0.03	41,000	on water a stoke	0.16	Man Collect	ATMENDED A	EVENICA HARA	c0.17	या प्राप्त सम्बद्धाः	MANUAL PRINCIPLE	0.00	Sealer.
v/c Ratio	0,08	0.56	MARKE STATE	0.44	0.53	THE STATE OF	CONTRACT	0.88		THE STREET	0.00	HOTEST!
Uniform Delay, d1	16.6	20.2		19.2	20.0	O. C.	#900Man273100	31.1	ACH SELECTION	Mark Cutting	25.6	
Progression Factor	1.00	1.00	2554	0.99	0.99	102.00	GRAP THE	1.00	WAY SUP	100	1.00	300
Incremental Delay, d2	0.9	1.8		7.9	1.6	- Anna Design	HEAD WATER CO.	31.1	positiva reco	ASSESSED NO.	0.1	1
Delay (s)	17.5	22.1	REPORT OF	26.8	21.3	THE CASE	A THE	62.2	WHEN THE REAL PROPERTY.	0.0000000	25.8	DESTRICT.
Level of Service	В	C		C	C	end-orinis 148%	- ALL STREET	E	ALCOHOLDS:	T. S. C.	C	RESERVE .
Approach Delay (s)		22.0		E IA B	21.9		CALEDON	62.2	554045	an make	25.8	396903
Approach LOS		C			C		A STATE OF THE REAL PROPERTY.	E	NAME OF STREET	THE PERSON NAMED IN	C	- Annaka
Intersection Summary		是本意思	Telling I	SX8D'S	NAS LED	Way I		(SEVERY			CERTIFICATION OF THE PARTY OF T	3000
HCM Average Control Delay			27.8	HCI	M Level of	Service		EUFAYOUR	С	BANK MAKEN COM	NAME OF THE OWNER, OF THE OWNER,	SEASON.
HCM Volume to Capacity ratio	TO SEE SEED	是接到	0.67	DOM: NO		CHIMBS:	Will the same	SSA DAKE	BELEVINE	SECURIO SE	MUSEUM MARRIE	20200
Actuated Cycle Length (s)			79.0	Sun	n of lost tir	ne (s)	the state of the state of	STATE OF STREET	35.5	200	MACH STATE	MISSIO.
Intersection Capacity Utilization	i Kalen	5	4.6%		Level of 8		13000	Ne priza	A A	abaum	TMOONED I	
Analysis Period (min)			15	1,5-8	The second second	37.700	Do .			A PRINCE	No. of Contract of	
Critical Lane Group	The rich	SALAR	DEN LU	SE AT	1000	SVIV. EQ	WD 1511	No. 2 July	EXPANSION AND THE		con anti-	



Philipperson	A	-	1	-	†	1	1113/2006
Lane Group	EBL	EBT.	WBL	WET	NBT	SBT	
Lane Group Flow (vph)	16	723	76	676	255	11	(4) (4) (4) (4) (4) (4) (4) (4) (4) (4)
v/c Ratio	0.08	0.57	0,44	0.53	0.89	0.03	nilve .
Control Delay	18.3	21.2	28.8	21.5	62.0	200.000	Marie State of the Control of the Co
Queue Delay	0.0	13.9	0.0	0.0	and the second second	20.9	District Control of the Control of t
Total Delay	18.3	35.1	28.8	100000000000000000000000000000000000000	0.0	0.0	
Queue Length 50th (ft)	5	138	27	21.5	62.0	20.9	and the second
Queue Length 95th (ft)	19	193	ALCOHOL: N	132	112	2	And the Control of th
Internal Unk Dist (ft)	SAME S	161	m69	183	#248	16	TOWN THE PROPERTY OF THE PARTY
Turn Bay Length (ft)	65	101	00	106	523	584	Ext. 12 The Control of the Control o
Base Capacity (vph)	192	1007	90	The same in			A THE PROPERTY OF THE PROPERTY
Starvation Cap Reductn	e-linimates (I)	1267	173	1275	287	315	A TOMAS TANDA MANAGEMENT OF THE PROPERTY.
Spillback Cap Reductn	0	531	0	0	0	0	A STATE OF THE PARTY OF THE PAR
Storage Cap Reductn	0	0	0	0	. 0	- 0	DE TOMBRE A LINE SATISFAT AND A STORE OF THE
Reduced v/c Ratio	0 00	0	0	0	0	0	11. 12. 12. 12. 12. 12. 12. 12. 12. 12.
Atomostics of Nation	0.08	0.98	0.44	0.53	0.89	0.03	STATE OF THE STATE

Intersection Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	-	*	1	←	4	-	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	ASSET SOCIAL PROPERTY OF THE PROPERTY OF THE PARTY OF THE
Lane Configurations	44	The state of the s		44	W	PHANDIS DA	四十年 10 名户的广东区 20 年至20 0 20 2 2 2 1 1 1 2 2 1 2 1 2 1 2 1 2
Volume (vph)	550	0	0	605	130	50	Authorized Million of the Sept State Country
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	A STATE OF THE PARTY OF THE PAR
Total Lost time (s)	5.0	WW. 248	N. A. S.	5.0	5.0	HELESSIA A	all and the office of the desirence of
Lane Util. Factor	0.95	Contract of	O'A SERVICE	0.95	1.00	NAME OF TAXABLE PARTY.	COLUMN DESCRIPTION OF THE PROPERTY OF THE PARTY OF THE PA
Frt	1.00			1.00	0.96	egash.	STONE SERVICE AND ADMINISTRATION OF THE
Flt Protected	1.00	AND STATE OF	NA SHE	1.00	0.97	SEASON OF VICE	2000年1月1日 · 1000年1月1日 · 1000年1月 · 1000年1日 · 1000年1月 · 1000年1日 · 1
Satd. Flow (prot)	3539	THE REAL PROPERTY.	SC TEST	3230	1731	STATE OF STREET	AT RESIDENCE DESCRIPTION OF THE PROPERTY.
FIt Permitted	1.00	MINISTER STATE	-	1.00	0.97	THE PARTY NAMED IN	MANAGEMENT AND ASSESSMENT OF THE PARTY OF TH
Satd. Flow (perm)	3539	SERVICE STATES	SHEELE	3230	1731	A SPERMIT AND A	CONTROL BOOK IN CONTROL OF STREET
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	SOCIETY OF THE PROPERTY OF THE
Adj. Flow (vph)	598	0.02	0.02	658	141	54	THE WORLD IN COLUMN TWO IS NOT THE REAL PROPERTY.
RTOR Reduction (vph)	0	0	0	0	18	0	
Lane Group Flow (vph)	598	0	0	658	177	0	TOTAL SERVICE PROGRAMMENT OF THE SERVICE STATE STAT
Parking (#/hr)		15	PAR SE	15	and the same	The state of the s	和产生120元(AF261X)2000000000000000000000000000000000000
Turn Type	多数多可能	Section	紀京阿州	No. of the	TATO TO P		Page 101 a part prompter construction of
Protected Phases	2	COMMERCIAL	BOKINE INC	6	8	NAME OF THE PARTY.	
Permitted Phases	STEP STATE	10 34 - 5 - 5	WIE SA	NEW PROPERTY.		PERSONA	The Committee of the Co
Actuated Green, G (s)	28.0	earles (Control of Control of Con	AND DESCRIPTION OF THE PERSON	28.0	15.0	F BUCK IN PROD	中国的1996年1996年1996年1996年1996年1996年1996年1996
Effective Green, g (s)	28.0	Series in	SERVICE OF	28.0	15.0	To some	Committee of the commit
Actuated g/C Ratio	0.35	- December 1	HY255-103	0.35	0.19	SATURA (0.17)	TO SECURE AND ADDRESS OF THE PROPERTY OF
Clearance Time (s)	5.0		A SAM	5.0	5.0	NO PERSON	ENGLISHED STEPPEN THE PROPERTY OF THE
Lane Grp Cap (vph)	1254			1145	329	4.8870.0	(************************************
v/s Ratio Prot	0.17	AMERICA	FORES	c0.20	c0.10	5.850.00	STATE OF THE PROPERTY OF THE PARTY OF THE PA
v/s Ratio Perm		MALES AND ADDRESS OF THE PARTY	of the same of the same of		ERS. EUR. S. G.	CONTRACTOR NAMED AND POST OFFICE AND POST OFFI	STEEL
v/c Ratio	0.48			0.57	0.54		With the second
Uniform Delay, d1	19.8			20.7	28.9	o-Austrian East State St	STATE OF STA
Progression Factor	1.01			1.00	1.00		(1) 12 THE THE STATE OF THE ST
Incremental Delay, d2	1.3			2.1	6.2		The second secon
Delay (s)	21,3	Magree St		22.8	35.1		[2] [2] [2] [2] [2] [2] [2] [2] [2] [2]
Level of Service	C			C	D		A STATE OF THE PARTY OF THE PAR
Approach Delay (s)	21.3			22.8	35.1		是是一种是的主题的表现的。 第二种是可能是是一种是一种是一种是一种是一种是一种是一种是一种是一种是一种是一种是一种是一种
Approach LOS	C			С	D		The Control of the Co
Intersection Summary	and the year		498 TW		进设1013年		
HCM Average Control Delay			23.8	HC	M Level o	f Service	C
HCM Volume to Capacity rat	tio	Mr. Carlo	0.56	(5.187'M		Maria (A)	TO A STATE OF THE PARTY OF THE
Actuated Cycle Length (s)			79.0	Sui	m of lost ti	me (s)	36.0
Intersection Capacity Utilizat	ion	3	5.3%		J Level of		TO SAME A SET A GET SOUDHARD TOUR
Analysis Period (min)			15			THE PARTY OF THE P	AND THE RESERVE OF THE PARTY OF
Critical Lane Group	100 TO 100	CERTIFIED TO SERVICE STATE OF THE PARTY OF T	115	NO.VE		507/AS	White the second

	-	4	4		
Phase Number	2	6	A R	0	
Movement	EBT	WBT	NBL	Hold	
Lead/Lag	H1006000	Supplement	NDL	Holu	AND THE PERSON OF THE PERSON O
Lead-Lag Optimize	HOUSEAN PORGAS	1745(58)	ALC: N	PERSONAL PARK	
Recall Mode	Max	Max	Max	Max	CASSAT SONT IN AUTOMOTIVE DESCRIPTION OF THE PROPERTY OF THE P
Maximum Split (s)	33	33	20	26	
Maximum Split (%)	the later than the same and the same and	41.8%	25.3%	32,9%	IN SHIP A THREE OF SHIPPING THE PARTY OF THE
Minimum Split (s)	33	33	20.576	26	
Yellow Time (s)	1007 A 4 a d	4	20	3.5	THE DESCRIPTION OF THE PARTY OF
All-Red Time (s)	PATCH STREET, SA	1	1	0.5	in the second
Minimum Initial (s)	4	4	4	0.5	STORY COUNTY STREET, ST.
Vehicle Extension (s)	3	3	3	3	THE SECOND CONTRACTOR OF THE SECOND CONTRACTOR
Minimum Gap (s)	3	3	3	3	DATE OF THE PARTY
Time Before Reduce (s)	0	0	0	0	
Time To Reduce (s)	0	0	0	0	COUNTY FOR STREET STREET
Walk Time (s)	Parameter 2007	- CONTRACTOR		7	
Flash Dont Walk (s)	70000000000	BIGOR		WATER OF THE PARTY	
Dual Entry	Yes	Yes	Yes	No	THE PERSON OF TH
Inhibit Max	Yes	Yes	Yes	Yes	THE THE PROPERTY OF THE PARTY O
Start Time (s)	0	0	33	53	
End Time (s)	33	33	53	0	SUSSECULAR TO THE PROPERTY OF THE PARTY OF T
Yield/Force Off (s)	28	28	48	75	A CHARLES AND THE CONTROL OF THE STATE OF TH
Yield/Force Off 170(s)	28	28	48	60	THE REAL PROPERTY OF THE PERSON OF THE PERSO
Local Start Time (s)	0	0	33	53	
Local Yield (s)	28	28	48	75	The state of the s
Local Yield 170(s)	28	28	48	60	
intersection Stimmary	A LANGE		2.73.2	- S-N	
Cycle Length	mu N/C -)	200000	79		
Control Type	THE STATE OF THE S	Pro	timed	NEW YORK	
Natural Cycle	Contraction	110	80	TELESCOPE OF THE PERSON OF THE	是新生物。1992年,
Offset: 0 (0%), Referenced to	phase 2:FB	Tand 61	NRT Sta	rt of Gran	A STATE OF THE PARTY OF THE PAR
A 1000 MALE CONTROL OF THE PARTY OF THE PART	CARSON SHAPE	i did o	TIDIT, Old	it of Gibe	
Splits and Phases: 10: Fran	ıklin St &				
→ ø2					
30/5/00/19/5-9/00/00/19/5-9	BUT THEY SE	Disconsisted of			ø9
4-	Action 100 to 100	582			26.5
ø6		1	¶ ø8		
SCIS	A A CONTRACTION	All I	0.8	医心态机	

		-		1/13/2008
	-	4	1	
Lane Group	EBT	WBT	NBL	
Lane Group Flow (vph)	592	391	229	and the second s
v/c Ratio	0.47	0.34	0.66	
Control Delay	21.2	19.8	36.6	
Queue Delay	0.0	0.0	0.0	TO MALE TO THE REST OF THE PARTY OF THE PART
Total Delay	21.2	19.8	36.6	Constitution of the Consti
Queue Length 50th (ft)	114	73	94	SHIPE OF THE PROPERTY OF THE P
Queue Length 95th (ft)	161	108	#174	The state of the s
Internal Link Dist (ft)	43	92	809	of Chieves Chief and Chief Chi
Turn Bay Length (ft)				AND THE PERSON OF THE PERSON O
Base Capacity (vph)	1254	1145	348	SALE SECULAR SECURIOR SECU
Starvation Cap Reductn	0	0	0	2000年1月1日 - 1000年1月1日 - 1000年1月 - 1
Spillback Cap Reductn	0	0	0	THE STREET STREET, STREET, SALES OF THE STREET, SALES OF THE SALES OF
Storage Cap Reductn	0	0	0	
Reduced v/c Ratio	0.47	0.34	0.66	
Intersection Summary		Bon Ex	2013	
# 95th percentile volume e	vreeds rana	oity aug	in many	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	A	-	7	1	4-	4	4	†	-	1	1	/14/200
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	OFF	
Lane Configurations		44					2002	4	MUIN	ik.	SBT	SBF
Volume (vph)	65	400	0	0	0	0	30	75	75	275		ſ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1000	335
Total Lost time (s)		5.0			1000	A CONTRACTOR	1000000	4.0	1300	3.0	1900	1900
Lane Util. Factor		0.95				- Americanes	NAME OF STREET	1.00	IL ROADING	1.00	HAMPIGHE	4.0
Fit		1.00		EMILES	38486X	CONTROL OF THE PARTY	ASSAUDIL	0.94	T. 10 15 15 15 15 15 15 15 15 15 15 15 15 15	1.00	STEELERS	1.00
FIt Protected		0.99				A STATE OF THE PARTY OF T	The state of the s	0.99	A STATE OF THE	0.95	EL TEN	0.85
Satd. Flow (prot)		3515	THEY D	34.5	and the second	SATURE OF	5-4F-00-10	1743	0455 HP1216	1770	STANDAY	1.00
Flt Permitted		0.99			- THE PERSON NAMED IN	ATTENDRED	or amount,	0.99	March 2 and	0.49	CONTRACTOR OF	1583
Satd. Flow (perm)		3515		Par 12	Control of	SALEMAN	The state of the	1743		907	Sales Report	1.00
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.00	1583
Adj. Flow (vph)	71	435	0	0	0	0.02	33	82	82	0.92	0.92	0.92
RTOR Reduction (vph)	0	0	0	0	0	0	0	27	0	299	0	364
Lane Group Flow (vph)	0	506	0	0	0	0	0	170	0	0	0	0
Parking (#/hr)			15	The second	e evereta entre	OKENNION AND	MINISTER STATE	110	U	299	0 -	364
Turn Type	Perm	1000	SECTION AND	ALL ME	No. of London	TO STATE OF	Perm	100 V 124	63112/10	THE CALL	o Charles	III-NVIII-N
Protected Phases		2		CONTRACTOR OF THE PARTY OF THE	NO. N. O. S.	CO. III 96 EUR	Wishing S	8	C	ustom	C	ustom
Permitted Phases	2		通常的4	MILE STATE		AND IN	R	NAME OF THE OWNER OWN	Augusta a	7	MAD ANN ADDRESS	4
Actuated Green, G (s)		44.0		· Courterpoor	- PANGONES	CHINACOCK DAS	READING THE	26.0	400000000000000000000000000000000000000	42.0	2011	24
Effective Green, g (s)	State 1	44.0	NO COL			A SAME	THE RES	26.0	N ELECTRIC	42.0	en interne	86.0
Actuated g/C Ratio		0.46			-	THE SECTION SECTION	MATERIAL PARTY	0.27	CE SERVICE SHE	0.44	STATE OF	86.0
Clearance Time (s)	2. 改造。	5.0		SENER.	Unit of the	NA TEN	100	4.0	SANGE IN	3.0	TWO ESTA	0.91
Lane Grp Cap (vph)		1628					D SHEET SHOWN	477		519	MET SPE	4.0
v/s Ratio Prot	ALL DE	過過表現			7.5	3000	世 の 一 の 一 の の の の の の の の の の の の の の の	NAC USES	THE REAL PROPERTY.	0.08		1500
v/s Ratio Perm		0.14			The same of the sa	and the state of the state of	Description of the last	0.10		c0.18		0.11
v/c Ratio	生產基礎	0.31	BU K	以家家的	ALC: U	AC 12 - AC 1	Asus	0.36		0.58	and the same of	0.12
Uniform Delay, d1		16.0				- Annual Control	- Committee	27.8	CHANCESCHE	18.6	THE WAY	0.5
Progression Factor		1.00	施品能			N. C.	STATE OF	1.00	TO SHEET	1.00	ENGINEES SE	1.00
Incremental Delay, d2	OTHER DESIGNATION OF THE PARTY	0.5	7				and and a second	2.1	MANUFACTURE OF THE PARTY OF THE	4.6	DESCRIPTION OF THE PARTY OF THE	0.4
Delay (s)		16.5			8.03		EL STATE	29.8	The same	23.2	157755787	0.9
Level of Service	The second law	В					-	C	VITALISMASS	C	PARCHENIZE	A
Approach Delay (s)		16.5	LUC T		0.0		THE W	29.8	SWITZELY.		11.0	SERPE
Approach LOS		В			A			C	THE PERSON	402 - 019 AFE	В	outstant?
Intersection Summary		Section 1		4			AND SERVICE	EKT NAT		SEASON NO.	OF SULL PARK	NEWSYI .
HCM Average Control Delay			15.7	HCM	Level of	Sorvico	E 1995-19-00	2000年	D. C.	制作物施品	Property.	
HCM Volume to Capacity ratio		to the territory of the same	0.43		TOAC! OI	OCI VICE	SALIO COL	CONTRACTOR AND ADDRESS.	В	escounts	interviews.	et a sta
Actuated Cycle Length (s)	2.00/2.00		95.0	Sum	of lost tim	e (s)	SCHOOL STATE	UNDERSO	0.0	(PS-42)	W. 75/02/0	100
ntersection Capacity Utilization		and the second second	.2%		evel of S		the sales	SEA COMM	8.0	n-collabor	Minor whee	
Analysis Period (min)			15		2,0,0,0	OI VIOC	001/00/44	MILE COME	Α	Travel and	917/19/19	
Critical Lane Group	447		N. Conta	TA STORY	essenio on essens	ATTE NAME OF THE PARTY.	SHUST	PA THURS	THE PERSONS	are was		

	11	1	1	≥.	1714/200
Phase Number		4		DESCRIPTION OF THE PARTY OF THE	
Movement	EBTL	SBL	SBL	NDTI	
Lead/Lag	AL SUMMER	SDL		NBTL	C = CMO / Pro No ket territorio (m.)
Lead-Lag Optimize	NEW PARTY OF		Lead Yes	Lag	17.24 产品的 State 200 图 2
Recall Mode	Max	Max	Max	Yes	O TOWNSHIP AND ADDRESS OF THE PARTY OF THE P
Maximum Split (s)	49	46	16	Max	
Maximum Split (%)	51.6%	48.4%	16.8%	30 31.6%	TO A CONTRACT OF THE PARTY OF T
Minimum Split (s)	21	20	14	20	
Yellow Time (s)	3	3	3		THE PERSON NAMED AND PARTY OF THE PE
All-Red Time (s)	2	1	0	3	
Minimum Initial (s)	4	4	4	1 4	Colors Description and Colors and
Vehicle Extension (s)	3	3	3	3	
Minimum Gap (s)	3	3	3	3	A 1 I I MARK STREET
Time Before Reduce (s)	0	0	0	0	
Time To Reduce (s)	0	0	0	0	The state of the Workshop of the state of th
Walk Time (s)	and the same of the	U	0	U	
Flash Dont Walk (s)	NAME OF TAXABLE PARTY.		and a re-	Cabina	
Dual Entry	Yes	Yes	Yes	Yes	
Inhibit Max	Yes	Yes	Yes	Yes	
Start Time (s)	0	49	49	65	
End Time (s)	49	0	05	00	The state of the s
Yield/Force Off (s)	44	91	62	91	
rield/Force Off 170(s)	44	91	62	91	
ocal Start Time (s)	0	49	49	65	A MARKET SELECTION OF THE SELECTION OF T
ocal Yield (s)	44	91	62	91	
ocal Yield 170(s)	44	91	62	91	· · · · · · · · · · · · · · · · · · ·
itersection Summany	STORES BY	Sept. Co	do a de la	8 12 W X 10 Y	
Cycle Length	THE REAL PROPERTY.		95	NO OF A SEC.	
ontrol Type	10 Love 70 97	Drof	imed	SYS EDISHAN	
atural Cycle			55		
Offset: 0 (0%), Referenced to	nhase 2-FR	TI and B	Ctorl of	Ostan	
The state of the s	pridoc z.LD	TL and o.	, otali oi	Green	
plits and Phases: 16: Mt V	ernon St &				The state of the s
A		-		Li	
				04	
de transfer de la company	125 (1772)	學記述		46 84 14	
				1.	
				ø7	1 Ø8
			_	1103	MILES - 30% WHILE WAS THE FOR THE PARTY OF T

		†	1	1	
Lane Group	EBT	NBT	CDI	COD	
Lane Group Flow (vph) v/c Ratio Control Delay Queue Delay Total Delay Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn	506 0.31 16.7 0.0 16.7 97 134 182 1628 0	197 0.39 25.3 0.0 25.3 77 140 275 504 0	299 0.57 22.0 0.0 22.0 115 180 529 0	364 0.23 0.3 0.0 0.3 0 0 0	
Reduced v/c Ratio	0.31	0.39	0,57	0.23	
ntersection Summary					THE PERSONAL VALUE OF THE PROPERTY OF THE PROP

HCM Level of Service Summary - 4 Lane Option (2018)

Intersection	1100	1 5:			(2010)
Garfield	L.O.S.	Delay	V/C	50% Queue	95% Queue
	-				
Overall	B (C)	18.3 (20.5)	0.61 (0.64)		
EB L	B (C)	15.7 (28.0)	0.06 (0.27)	5 (9)	20 (32)
EB T	C (C)	23.2 (27.2)	0.66 (0.67)	112 (192)	314 (257)
WB T	A (B)	7.2 (14.5)	0.42 (0.86)	56 (84)	77 (#111)
SB LT	C (C)	33.9 (27.9)	0.48 (0.31)	77 (61)	130 (114)
Cross					
Overall	B (C)	16.3 (20.9)	0.75 (0.69)		
EB L	A (A)	4.9 (5.9)	0.05 (0.13)	1 (1)	m2 (m2)
EB T	A (A)	6.7 (6.7)	0.68 (0.68)	48 (39)	m3 (m3)
WB L	E (D)	58.3 (47.9)	0.77 (0.64)	42 (35)	84 (51)
WB T	B (C)	17.4 (26.9)	0.30 (0.67)	84 (208)	m#146 (m#108)
NB LT	D (D)	43.3 (41.7)	0.71 (0.69)	94 (122)	134 (275)
SB LT	C (C)	30.0 (25.4)	0.03 (0.02)	2 (3)	157 (#227) 20 (16)
ranklin					
Overall	B (B)	17.3 (14.7)	0.40 (0.50)		
EBT	B (B)	13.3 (10.8)	0.49 (0.50)	457 (400)	
WB T	B (B)	10.8 (12.0)	0.42 (0.36) 0.26 (0.46)	157 (132)	223 (191)
NB LT	D (D)	43.4 (41.2)		81 (166)	123 (m223)
	10/	40.4 (41.2)	0.77 (0.66)	111 (95)	182 (156)
ombardi					
Overall	C (C)	21.8 (25.4)	0.79 (0.85)		
EB L	B (C)	15.1 (23.6)	0.16 (0.30)	23 (55)	
EBT	C (D)	29.6 (46.4)	0.81 (0.89)	169 (212)	90 (146)
NB LT	C (D)	31.0 (36.0)	0.65 (0.81)	74 (190)	#557 (#562)
SB LT	C (C)	27.6 (30.9)	0.81 (0.85)	84 (94)	#200 (#507)
SBR	A (A)	2.4 (2.8)	0.24 (0.46)		#294 (#361)
	1. 7	(2.0)	0.24 (0.40)	0 (0)	26 (31)

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles

m Volume for 95th percentile queue is metered by upstream signal.

2028 Build 2-Lane Condition (AM)

	•	-	-	1			
Lane Group	EBL	EBT	WBT	SBL	ø8	ø9	
Protected Phases		2	6	4	8	9	
Permitted Phases	2	THE PARTY			100		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	33.0	33.0	33.0	20.0	20.0	26.0	
Total Split (s)	37.0	37.0	37.0	27.0	27.0	26.0	
Total Split (%)	41.1%	41.1%	41.1%	30.0%	30%	29%	
Maximum Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	3.5	TRIP THE STATE OF
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.5	
Lead/Lag				market in		11000	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	What is the second of the seco
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	CANADA SERVICE SERVICE DE L'ANDRE
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	THE RESERVE OF THE PARTY OF THE
Recall Mode	C-Max	C-Max	C-Max	None	None	Ped	PART OF THE PART O
Walk Time (s)			i de la composição de l	, , , , , , , , , , , , , , , , , , , ,		12.0	
Flash Dont Walk (s)	0.45					10.0	To the second second second second
Pedestrian Calls (#/hr)						20	A STATE OF THE STA
90th %ile Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	SERVICE CONTRACTOR
90th %ile Term Code	Coord	Coord	Coord	Hold	Max	Ped	
70th %ile Green (s)	34.2	34.2	34.2	20.8	20.3	22.0	AND THE THE PARTY OF THE PARTY
70th %ile Term Code	Coord	Coord	Coord	Hold	Gap	Ped	MOST TO A STORY
50th %ile Green (s)	37.2	37.2	37.2	17.8	17.3	22.0	Mark & State of the Control of the C
50th %ile Term Code	Coord	Coord	Coord	Hold	Gap	Ped	DELINERATE STATE OF THE PERSON NAMED IN COLUMN
80th %ile Green (s)	40.3	40.3	40.3	14.7	14.2	22.0	of a file of the control of the control of the
0th %ile Term Code	Coord	Coord	Coord	Hold	Gap	Ped	THE RESERVE THE PROPERTY OF THE PARTY OF THE
0th %ile Green (s)	44.7	44.7	44.7	10.3	9.8	22.0	The state of the s
0th %ile Term Code	Coord	Coord	Coord	Hold	Gap	Ped	
ntersection Summary			100	100 (0)	ST STATE	ALC: UNK	William Pools of the Control of the Control
1.1. 11.00				The same	THE WALL	COLUMN TO SERVICE	

Cycle Length: 90

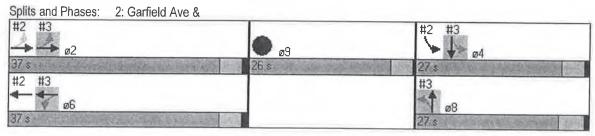
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green Control Type: Actuated-Coordinated

	1	-	4	1	
Lane Group	EBL	EBT	WBT	SBL	
Lane Group Flow (vph)	17	953	656	177	
v/c Ratio	0.07	0.70	0.44	0.51	The first of the state of the s
Control Delay	19.1	26.1	7.8	33.9	
Queue Delay	0.0	0.2	0.3	0.0	
Total Delay	19.1	26.3	8.1	33.9	
Queue Length 50th (ft)	6	231	60	82	A STATE OF THE STATE OF THE STATE OF
Queue Length 95th (ft)	21	334	81	136	The state of the s
nternal Link Dist (ft)		178	129	389	CARL THE LANGE COME.
Turn Bay Length (ft)	120	2000-90	11.225		With the latest on talks of the party of the same of t
Base Capacity (vph)	249	1356	1478	447	AND THE STATE OF T
Starvation Cap Reductn	0	64	325	0	HISTORY STATE OF THE PARTY OF T
Spillback Cap Reductn	0	0	0	0	Comment of the Commen
Storage Cap Reductn	0	0	0	0	A STATE OF THE PERSON OF THE P
Reduced v/c Ratio	0.07	0.74	0.57	0.40	
ntersection Summary			200		

	1	-	+	4	1	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	STATE OF THE STATE
Lane Configurations	19	44			14		1000000000000000000000000000000000000
Volume (vph)	15	835	545	30	120	35	
Ideal Flow (vphpl)	1900	1900		1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	15.21	4.5	THE RESERVE	Control of the same of the same
Lane Util. Factor	1.00	0.95	0.95		1.00		
Frt	1.00	1.00	0.99		0.97		
Fit Protected	0.95	1.00	1.00		0.96		
Satd. Flow (prot)	1770	3230	3512		1739		ENGLISH WILLIAM AND
FIt Permitted	0.32	1.00	1.00		0.96		A RESIDENCE OF THE STATE OF THE
Satd. Flow (perm)	593	3230	3512		1739	THE LAND	TO THE RESERVE THE WAY
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	AS THE RESIDENCE OF THE PARTIES.
Growth Factor (vph)	105%	105%	105%	105%	105%	105%	THE SET OF STATE AND ASSESSED. AS A SEC.
Adj. Flow (vph)	17	953	622	34	137	40	CONTRACTOR OF STREET, PROPERTY OF STREET, STRE
RTOR Reduction (vph)	0	0	4	0	13	0	TO STATE OF THE ST
Lane Group Flow (vph)	17	953	652	0	164	0	ATTICLE OF THE PROPERTY OF THE PARTY OF THE
Parking (#/hr)		15	Maria Ser	15		TALL R	14 July 18 July 18 18 18 18 18 18 18 18 18 18 18 18 18
Turn Type	Perm	1/2					The state of the s
Protected Phases	Marine Contract	2	6		4	TARROWN S	THE SECOND STATE OF THE PARTY OF THE PARTY.
Permitted Phases	2				3 1 1		
Actuated Green, G (s)	37.8	37.8	37.8	-	17.2	AT A WEST	A STATE OF THE STATE OF THE STATE OF
Effective Green, g (s)	37.8	37.8	37.8		17.2	Sales Ingalin	Showing by State of State of the Control of the Con
Actuated g/C Ratio	0.42	0.42	0.42	To be a second	0.19	A STATE OF THE PARTY OF THE PAR	Contact to the Party of the Contact
Clearance Time (s)	4.5	4.5	4.5	The state of the s	4.5		A STORE STATE STATE OF THE STAT
Vehicle Extension (s)	3.0	3.0	3.0	則法/原	3.0	Res - 1977	State of the state of the state of the
Lane Grp Cap (vph)	249	1357	1475		332		
v/s Ratio Prot	STATE OF THE PARTY.	c0.30	0.19	A VIE	c0.09	A NOTE OF	A Committee of the Comm
v/s Ratio Perm	0.03		550,1650	41.00			wanted on thought respectively
v/c Ratio	0.07	0.70	0.44	FI AV SIN	0.49	CENTER OF	William Andrews and Commercial
Uniform Delay, d1	15.6	21.5	18.6		32.5		TOWN TO SELECT STREET,
Progression Factor	1.00	1.00	0.35		1.00		William State State of the
Incremental Delay, d2	0.5	3.1	0.9		1.2		
Delay (s)	16.1	24.5	7.5	1 - 9	33.7		
Level of Service	В	C	Α		С		
Approach Delay (s)		24.4	7.5		33.7		
Approach LOS		C	Α		C		
Intersection Summary	45	San S	42.15				
HCM Average Control Delay			19.1	HC	M Level o	of Service	В
HCM Volume to Capacity ratio			0.64	1780	E TE E		and the same of th
Actuated Cycle Length (s)			90.0	Sur	m of lost t	ime (s)	35.0
ntersection Capacity Utilization			41.0%		Level of		A.
Analysis Period (min)			15	1 72 7		-77.5177	
Critical Lane Group							

	1	-	-	1	•	
Phase Number	2	4	6	8	9	MENTAL TRANSPORTER TO THE TANK OF THE PARTY
Node Number	2	2	2	3	0	
Movement	EBTL	SBL	WBT	NBTL	Hold	
Lead/Lag						
Lead-Lag Optimize	Man 3					
Recall Mode	C-Max	None	C-Max	None	Ped	
Maximum Split (s)	37	27	37	27	26	All had not been a mostly all on the con-
Maximum Split (%)	41.1%	30.0%	41.1%	30.0%	28.9%	
Minimum Split (s)	33	20	33	20	26	
Yellow Time (s)	3.5	3.5	3.5	4	3.5	THE PROPERTY OF STREET STREET,
All-Red Time (s)	1	1	1	. 1	0.5	CVC 1942 Control to State and ANTICE 1974
Minimum Initial (s)	4	4	4	4	4	The state of the s
Vehicle Extension (s)	3	3	3	3	3	CONTRACTOR OF THE PARTY OF THE
Minimum Gap (s)	3	3	3	3	3	and a shared at the decidence that the same of the sam
Time Before Reduce (s)	0	0	0	0	0	William Committee of the Committee of th
Time To Reduce (s)	0	0	0	0	0	The state of the s
Walk Time (s)				E BUSH	12	使物计划。这种是一种的一种,但是一种的一种,但是一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种,但是一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一
Flash Dont Walk (s)					10	THE STATE OF THE PARTY OF THE STATE OF THE S
Dual Entry	Yes	Yes	Yes	Yes	No	
Inhibit Max	Yes	Yes	Yes	Yes	Yes	
Start Time (s)	0	63	0	63	37	的数据数据的 (A) A A A A A A A A A A A A A A A A A A
End Time (s)	37	0	37	0	63	
Yield/Force Off (s)	32.5	85.5	32.5	85	59	
Yield/Force Off 170(s)	32.5	85.5	32.5	85	49	
_ocal Start Time (s)	0	63	0	63	37	
_ocal Yield (s)	32.5	85.5	32.5	85	59	
Local Yield 170(s)	32.5	85.5	32.5	85	49	The state of the s
ntersection Summary	新疆区		6 18 TO 18			Control of an inches
Cycle Length		377,578	90			
Control Type	Actua	ted-Coor	dinated			The second secon
Natural Cycle		1120710	90	A VANCE		A CONTRACTOR OF THE SECRETARIAN CONTRACTOR

2: Garfield Ave &



		-	1	-	1	1	1		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	ø9	
Protected Phases		2	Will F	6		8	4	9	The state of the s
Permitted Phases	2		- 6		8		U 2000		
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
Minimum Split (s)	33.0	33.0	33.0		20.0	20.0	20.0	26.0	S. F. C. S. I. B. III.
Total Split (s)	37.0	37.0	37.0	37.0	27.0	27.0	27.0	26.0	
Total Split (%)	41.1%	41.1%	41.1%	41.1%	30.0%	30.0%	30.0%	29%	S. T. St. Control of the Control of
Maximum Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.0	A STATE OF THE PARTY OF THE PAR
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5	3.5	ESPAPA FIZELULINO
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	father the styre, the court of the state of
Lead/Lag			49/19/00	STORY THE		No.	1.0	0.0	
Lead-Lag Optimize?									
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	SUR AS JOSEPH - LE - SEL SEL
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Coleman Colema
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	Ped	
Valk Time (s)	12/90/2009			- man	110110	140110	TYONG	12.0	Charles and the last
lash Dont Walk (s)	lambur-	AND AVA	WAS BEE		Winds and	YE ALS		10.0	REPORT OF THE PARTY OF THE PART
edestrian Calls (#/hr)			KACAN PERIL					20	STATE OF THE PARTY
0th %ile Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.0	
0th %ile Term Code	Coord	Coord	Coord	Coord	Max	Max	Hold	Ped	Carried Management of the Control of
Oth %ile Green (s)	34.2	34.2	34.2	34.2	20.3	20.3	20.8	22.0	
0th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap	Hold	Ped	STATE OF STA
Oth %ile Green (s)	37.2	37.2	37.2	37.2	17.3	17.3	17.8	22.0	William Street Street
0th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap	Hold	Ped	NAME AND POST OF PERSONS ASSESSED.
Oth %ile Green (s)	40.3	40.3	40.3	40.3	14.2	14.2	14.7	22.0	Westernal State of the State of the
Oth %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap	Hold	Ped	
Oth %ile Green (s)	44.7	44.7	44.7	44.7	9.8	9.8	10.3	22.0	WE SHAPE OF THE SECOND
0th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap	Hold	Ped	
tersection Summary		7/3/193	1 2 2 10 h	WAS PLUG	10011598	W. San	SYNCHES	AND DESIGNA	

Intersection Summary
Cycle Length: 90

Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green Control Type: Actuated-Coordinated

3: Cross St &

	1	-	1	—	†	1	
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	作。2003年10月1日日本港市在京市中的
Lane Group Flow (vph)	17	1073	97	473	211	23	
v/c Ratio	0.05	0.73	0.96	0.32	0.75	0.07	ALTERNATION OF THE PARTY OF THE
Control Delay	6.1	8.2	112.3	19.0	46.3	15.2	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	THE RESERVE OF THE PARTY OF THE
Total Delay	6.1	8.5	112.3	19.0	46.3	15.2	
Queue Length 50th (ft)	2	51	52	90	100	3	
Queue Length 95th (ft)	m4	#94	m#163	141	167	22	
Internal Link Dist (ft)	1 22 10	129	7 h 65.7	127	538	584	THE REPORT OF A PARTY OF THE PA
Turn Bay Length (ft)	65	- 4	90				
Base Capacity (vph)	338	1468	101	1483	363	432	Name of the Party of the State
Starvation Cap Reductn	0	83	0	0	0	0	-40-0 1-1-0
Spillback Cap Reductn	0	0	0	49	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.77	0.96	0.33	0.58	0.05	The state of the same of the s
Intersection Summary	085 PER 1917	TOWN ST					

^{# 95}th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

	1	-	7	1	+	4	1	†	-	1	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	4	13		7	14			4	- ADIA	ODL	4	ODI
Volume (vph)	15	800			440	10	120	5	60	0	5	15
Ideal Flow (vphpl)	1900	1900		7004 4 400	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	1000	1000	5.0	1000	1300	4.5	1900
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.96			0.90	
Fit Protected	0.95	1.00		0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1770	3460		1770	3527	19071202		1726			1677	
FIt Permitted	0.43	1.00		0.13	1.00			0.79			1.00	EQUAL .
Satd. Flow (perm)	804	3460		242	3527			1407			1677	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Adj. Flow (vph)	17	913	160	97	462	11	137	6	68			
RTOR Reduction (vph)	0	15	0	0	2	0	0	20	00	0	6	17
Lane Group Flow (vph)	17	1059	0	97	471	0	0	191	0	0	14	0
Parking (#/hr)	11 m	44	15		CHE WILL	15		191		Verilli	9	0
Turn Type	Perm			Perm		10	Perm		-	Perm		_
Protected Phases	1 STA	2	123.65	大市 李为	6	Christian .	1 01111	8	1.6	1 Citti	4	
Permitted Phases	2			6	-		8			4	- 7	
Actuated Green, G (s)	37.8	37.8	1000	37.8	37.8		R. Kin	16.7		inc.	17.2	
Effective Green, g (s)	37.8	37.8		37.8	37.8			16.7			17.2	
Actuated g/C Ratio	0.42	0.42		0.42	0.42			0.19		SW 1934.	0.19	a98)
Clearance Time (s)	4.5	4.5		4.5	4.5			5.0			4.5	
Vehicle Extension (s)	3.0	3.0	266.40	3.0	3.0	No. of the last	THE RES	3.0	0000	T 05 N	3.0	
Lane Grp Cap (vph)	338	1453		102	1481			261			320	-
v/s Ratio Prot	AP E	0.31	VIII TO	TO STATE	0.13	Marie Co.		TENT ACT		670.00	0.01	SERVICE N
//s Ratio Perm	0.02			c0.40				c0.14			0.01	
//c Ratio	0.05	0.73	255	0.95	0.32			0.73	EWANT.	The State of	0.03	
Jniform Delay, d1	15.5	21.8		25.2	17.5			34.5		Contract of Contra	29.6	
Progression Factor	0.32	0.22		0.99	0.99			1.00			1.00	
ncremental Delay, d2	0.2	2.4		76.6	0.6			10.0			0.0	
Delay (s)	5.2	7.3		101.5	17,9			44.6			29.6	
evel of Service	Α	Α		F	В			D			C	
Approach Delay (s)		7.2			32.1			44.6			29.6	
Approach LOS		Α			C			D			C	
ntersection Summary		Market Co.	PL IN	10 Tall W	Winds	S S S S S S S S S S S S S S S S S S S	C1686	A	Oct 4	W. September		NAME OF TAXABLE PARTY.
ICM Average Control Delay			19.2	HC	M Level o	of Service			В			
ICM Volume to Capacity ratio			0.89						7 2			
ctuated Cycle Length (s)			90.0	Sur	n of lost t	ime (s)			35.5			
ntersection Capacity Utilization			62.3%		Level of				В			
nalysis Period (min)			15									
Critical Lane Group												

	-	-	1		
Lane Group	EBT	WBT	NBL	ø9	
Protected Phases	2	6	8	9	
Permitted Phases		10,000			The state of the s
Minimum Initial (s)	4.0	4.0	4.0	4.0	
Minimum Split (s)	33.0	33.0	20.0	20.0	
Total Split (s)	46.0	46.0	24.0	20.0	
Total Split (%)	51.1%	51.1%	26.7%	22%	
Maximum Green (s)	41.5	41.5	19.0	16.0	
Yellow Time (s)	3.5	3.5	4.0	3.5	ETRATE IN THE TAX TO T
All-Red Time (s)	1.0	1.0	1.0	0.5	
Lead/Lag			The Control	2 10	Many the state of
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	THE PARTY OF THE PARTY OF THE PARTY.
Time To Reduce (s)	0.0	0.0	0.0	0.0	
Recall Mode	C-Max	C-Max	None	None	· · · · · · · · · · · · · · · · · · ·
Walk Time (s)				6.0	401
Flash Dont Walk (s)				10.0	THE RESERVE THE RESERVE OF THE PARTY OF THE
Pedestrian Calls (#/hr)				30	
90th %ile Green (s)	41.5	41.5	19.0	16.0	TO A CITY OF A SECTION OF A SEC
90th %ile Term Code	Coord	Coord	Max	Ped	
70th %ile Green (s)	41.5	41.5	19.0	16.0	
70th %ile Term Code	Coord	Coord	Max	Ped	
50th %ile Green (s)	44.0	44.0	16.5	16.0	St. Martin College and Martin Martin Republication
50th %ile Term Code	Coord	Coord	Gap	Ped	
30th %ile Green (s)	66.6	66.6	13.9	0.0	A A STATE OF THE S
30th %ile Term Code	Coord	Coord	Gap	Skip	
10th %ile Green (s)	70.4	70.4	10.1	0,0	
10th %ile Term Code	Coord	Coord	Gap	Skip	
Les of a second	SOURCE VALUE	CONTRACTOR IN	Tractice W	Towns Note to the	

Cycle Length: 90

Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green Control Type: Actuated-Coordinated

10: Franklin St &

		-	4	
Lane Group	EBT	WBT	NBL	
Lane Group Flow (vph)	810	474	239	ACCEPTANCE OF THE PROPERTY OF
v/c Ratio	0.74	0.43	0.75	
Control Delay	23.5	15.2	46.0	and the second s
Queue Delay	0.0	0.0	0.0	
Total Delay	23.5	15.2	46.0	MANAGEMENT AND SECURITY OF SECURITY SECURITY
Queue Length 50th (ft)	392	177	116	CALLO After 154 and 15
Queue Length 95th (ft)	#681	282	191	animal conditions with the state of the stat
Internal Link Dist (ft)	41	87	809	
Turn Bay Length (ft)		51.72.31		SERVICE OF THE PROPERTY OF THE
Base Capacity (vph)	1093	1093	383	MARKAGAWA TAUTAT AT A PART A SANT CHARLES OF
Starvation Cap Reductn	0	0	0	The state of the s
Spillback Cap Reductn	0	0	0	A SERVICE STATE OF A SERVICE STA
Storage Cap Reductn	0	0	0	
Reduced v/c Ratio	0.74	0.43	0.62	LOCAL CREATER CANADA HIS SOCIETY CONTROL OF THE
ntersection Summary	CONTRACTOR OF THE PARTY OF THE		5.49	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Movement Lane Configurations Volume (vph) Ideal Flow (vphpl) Total Lost time (s) Lane Util. Factor Frt Flt Protected Satd. Flow (prot) Flt Permitted	710 1900 4.5 1.00 1.00 1.00 1863	0 1900	0 1900	WBT ↑ 415 1900 4.5	NBL 145 1900	NBR 65	
Lane Configurations Volume (vph) Ideal Flow (vphpl) Total Lost time (s) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	710 1900 4.5 1.00 1.00 1.00 1863	0	0	415 1900	145		
Volume (vph) Ideal Flow (vphpl) Total Lost time (s) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	1900 4.5 1.00 1.00 1.00 1863			415 1900	145	- 65	
Ideal Flow (vphpl) Total Lost time (s) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	1900 4.5 1.00 1.00 1.00 1863			1900			
Total Lost time (s) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	4.5 1.00 1.00 1.00 1863					1900	
Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	1.00 1.00 1.00 1863				5.0		AND REAL PROPERTY OF THE PARTY
Frt Flt Protected Satd. Flow (prot)	1.00 1.00 1863	1.50		1.00	1.00		
Flt Protected Satd. Flow (prot)	1.00 1863			1.00	0.96		
	1863			1.00	0.97		
				1863	1725		A TOTAL CONTRACTOR AND ADDRESS.
	1.00			1.00	0.97		
Satd. Flow (perm)	1863			1863	1725		THE RESIDENCE OF THE PARTY OF T
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor (vph)	105%	105%	105%	105%	105%	105%	A STATE OF THE STA
Adj. Flow (vph)	810	0	0	474	165	74	
RTOR Reduction (vph)	0	0	0	0	19	0	COLUMN TO THE SECOND STREET OF THE SECOND STREET
Lane Group Flow (vph)	810	0	0	474	220	0	
Turn Type		THE PARTY	de wa	- 20, 40	Nati at		· 中央大学生和中华
Protected Phases	2	-	34 15-4115	6	8	Call States	
Permitted Phases	-		1000				The art and the state of the st
Actuated Green, G (s)	51.2			51.2	15.7		
Effective Green, g (s)	51.2			51.2	15.7		
Actuated g/C Ratio	0.57			0.57	0.17	10042	THE RESERVE OF THE PARTY OF THE
Clearance Time (s)	4.5		7-55	4.5	5.0		The State of the Control of the Cont
Vehicle Extension (s)	3.0	2-10-2-22		3.0	3.0		
ane Grp Cap (vph)	1060	3. P. 15.7%	-	1060	301		
	c0.43	de		0.25	c0.13		PART FIRST DAY OF EACH DISEASE AND A SERVICE
//s Ratio Perm	00.10			U.EU	00.10		
//c Ratio	0.76			0.45	0.73		The second secon
Jniform Delay, d1	14.8			11.2	35.2		THE STATE OF THE S
Progression Factor	0.99			1.00	1.00		
ncremental Delay, d2	5.2	Service Control		1.4	8.8		
Delay (s)	19.9			12.6	44.0		
evel of Service	В			В	D		
Approach Delay (s)	19.9			12.6	44.0		
Approach LOS	В			В	D		
ntersection Summary	COAD CAN	Services		10 3000			
HCM Average Control Delay	1/2-1-3-3-3	THE STATE OF	21.4	LIZ	M.Louel	of Service	C
ICM Volume to Capacity ratio				H	JIVI Level	or service	A STATE OF THE STA
			0.76	0.	m of last	tions (a)	00.4
Actuated Cycle Length (s)			90.0		m of lost		23.1
ntersection Capacity Utilization			59.8%	IC	U Level o	Service	В
Analysis Period (min) Critical Lane Group			15				

	-	4-	1	
Phase Number	2	6	8	9
Movement	EBT	WBT	NBL	Hold
Lead/Lag		Brit. S.	30/1911	T. WESTER
Lead-Lag Optimize				
Recall Mode	C-Max	C-Max	None	None
Maximum Split (s)	46	46	24	20
Maximum Split (%)	51.1%	51.1%	26.7%	22.2%
Minimum Split (s)	33	33	20	20
Yellow Time (s)	3.5	3.5	4	3.5
All-Red Time (s)	1	1	1	0.5
Minimum Initial (s)	4	4	4	4
Vehicle Extension (s)	. 3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			to many salahous	6
Flash Dont Walk (s)			W. Company	10
Dual Entry	Yes	Yes	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	66	46
End Time (s)	46	46	0	66
Yield/Force Off (s)	41.5	41.5	85	62
Yield/Force Off 170(s)	41.5	41.5	85	52
ocal Start Time (s)	0	0	66	46
ocal Yield (s)	41.5	41.5	85	62
ocal Yield 170(s)	41.5	41.5	85	52
ntersection Summary		The state of		
Cycle Length	ALL DESIGNATION OF THE PERSON		90	AL RESIDENCES
Control Type	Actua	ted-Coord		E GOLAN
latural Cycle	Actua	160-00010	80	3000
Offset: 0 (0%), Referenced to	nhase 2-F	BT and 6		art of Gro
The state of the s	photo z.c	Di ana o	. 1101, 0	art or Gree
plits and Phases: 10: Fra	ınklin St &			
pino and 1 110303. 10.116	IIINIIII OL X			1
→ ø2				
6:		RAIDS SEE	MARKE .	
— ac				

	•	\rightarrow	1	-	4		
Lane Group	EBL	EBT	NBT	SBL	SBR	ø9	
Protected Phases		2	8	7	4	9	
Permitted Phases	2			4	24		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0	20.0	8.0	20.0	29.0	Committee of the second of
Total Split (s)	30.0	30.0	20.0	15.0	35.0	25.0	
Total Split (%)	33.3%	33.3%	22.2%	16.7%	38.9%	28%	
Maximum Green (s)	25.0	25.0	16.0	12.0	31.0	21.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	1.0	0.0	1.0	1.0	
Lead/Lag	100,700		Lag	Lead	Carried St.		THE RESERVE THE PARTY OF THE PA
Lead-Lag Optimize?			Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	Max	Max	None	None	None	None	
Walk Time (s)	0.0	0.0	0.0		0.0	11.0	
Flash Dont Walk (s)	0.0	0.0	0.0	127	0.0	10.0	1000 PERIOD TO THE RESERVE OF THE PERIOD TO THE PERIOD TH
Pedestrian Calls (#/hr)	0	0	0		0	10	
90th %ile Green (s)	25.0	25.0	16.0	12.0	31.0	21.0	The second of th
90th %ile Term Code	MaxR	MaxR	Max	Max	Hold	Ped	
70th %ile Green (s)	25.0	25.0	14.7	12.0	29.7	0.0	THE PROPERTY OF THE PROPERTY OF THE PARTY OF
70th %ile Term Code	MaxR	MaxR	Gap	Max	Hold	Skip	
50th %ile Green (s)	25.0	25.0	12.8	12.0	27.8	0.0	
50th %ile Term Code	MaxR	MaxR	Gap	Max	Hold	Skip	
30th %ile Green (s)	25.0	25.0	11.0	12.0	26.0	0.0	
30th %ile Term Code	MaxR	MaxR	Gap	Max	Hold	Skip	
10th %ile Green (s)	25.0	25.0	8.6	12.0	23.6	0.0	3万度含化6.5元。10.10万元。
10th %ile Term Code	MaxR	MaxR	Gap	Max	Hold	Skip	

Cycle Length: 90

Actuated Cycle Length: 66.6 Control Type: Actuated-Uncoordinated

90th %ile Actuated Cycle: 90 70th %ile Actuated Cycle: 63.7 50th %ile Actuated Cycle: 61.8 30th %ile Actuated Cycle: 60 10th %ile Actuated Cycle: 57.6

	1	→	†	1	4	
Lane Group	EBL	EBT	NBT	SBL	SBR	War Strain Control of the Strain Control of
Lane Group Flow (vph)	108	588	257	377	434	THE RESERVE OF THE PARTY OF THE PARTY.
v/c Ratio	0.16	0.82	0.66	0.80	0.29	CHARLES AND A SECURITION OF THE PARTY OF THE
Control Delay	17.8	32.8	32.9	31.5	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	THE WATER COMMITTEE STATE OF THE STATE OF TH
Total Delay	17.8	32.8	32.9	31.5	0.9	
Queue Length 50th (ft)	25	184	78	90	0	Early A Fair Addition to a labor water
Queue Length 95th (ft)	89	#594	#224	#324	27	TO SELECT THE PARTY OF THE PART
Internal Link Dist (ft)		182	275	STEEL FREE	All of the	Charles with the party party of the control of the
Turn Bay Length (ft)	210	11270				A SAN TOWN THE PERSON OF THE P
Base Capacity (vph)	682	718	497	472	1496	NEW YORK SERVICE STREET, THE SERVICE STREET, T
Starvation Cap Reductn	0	0	0	0	0	SOURCE THE PROPERTY OF THE PARTY OF THE PARTY.
Spillback Cap Reductn	0	0	0	0	0	MANAGEMENT AND THE STREET ASSESSMENT AND ASSESSMENT
Storage Cap Reductn	0	0	0	0	0	THE RESERVE OF THE PROPERTY OF THE PARTY OF
Reduced v/c Ratio	0.16	0.82	0.52	0.80	0.29	MARKET STORY OF THE PROPERTY OF THE PROPERTY OF
Intersection Summary	SPASSOR SE	a farlan	VIII W			

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	1	-	7	1	+	*	1	†	-	1	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	19	1						43		4		7
Volume (vph)	95	515	0	0	0	0	35	110	80	330	0	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	15	12	12	12	12
Total Lost time (s)	5.0	5.0				-	- 11-	4.0	-	3.0	-14	4.0
Lane Util. Factor	1.00	1.00						1.00		1.00		1.00
Frt	1.00	1.00						0.95		1.00		0.85
Fit Protected	0.95	1.00					y tales	0.99		0.95		1.00
Satd. Flow (prot)	1770	1863						1936		1770		1583
Fit Permitted	0.95	1.00			Marin I			0.99		0.31		1.00
Satd. Flow (perm)	1770	1863						1936		577		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.00	0.00		0.00		0.00	
Growth Factor (vph)	105%	105%				0.92	0.92	0.92	0.92	0.92	0.92	0.92
			105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Adj. Flow (vph)	108	588	0	0	0	0	40	126	91	377	0	434
RTOR Reduction (vph)	0	0	0	0	0	0	0	22	0	0	0	100
Lane Group Flow (vph)	108	588	0	0	0	0	0	235	0	377	0	334
Parking (#/hr)	-	11.00	15				10050					
Turn Type	Perm		1300				Perm			custom		custom
Protected Phases		2						8		7		4
Permitted Phases	2			10 3 3			8			4		24
Actuated Green, G (s)	25.7	25.7						12.7		28.0		53.7
Effective Green, g (s)	25.7	25.7						12.7		28.0		53.7
Actuated g/C Ratio	0.37	0.37						0.18		0.40		0.77
Clearance Time (s)	5.0	5.0					38.5	4.0		3.0		4.0
Vehicle Extension (s)	3.0	3.0						3.0		3.0		3.0
Lane Grp Cap (vph)	652	686		17.002.3	1987	- 15/1/11	100	352		442	all select	1309
v/s Ratio Prot		c0.32								c0.15		0.10
v/s Ratio Perm	0.06	THE STATE OF						0.12		c0.19		0.11
v/c Ratio	0.17	0.86						0.67		0.85		0.26
Uniform Delay, d1	14.8	20.4						26.6		17.1		2.3
Progression Factor	1.00	1.00						1.00		1.00		1.00
Incremental Delay, d2	0.5	13.1						4.7		14.7		0.1
Delay (s)	15.4	33.4						31.3		31.8		2.4
Level of Service	В	C						C		C		A.4
Approach Delay (s)		30.6			0.0			31.3		0	16.1	^
Approach LOS		C			Α.			C			В.	
ntersection Summary		F. Val	SELLIE.	ATTEN A	N 10 019			185 900	ES 1976	NEW YORK		
HCM Average Control Delay		-	24.0	HO	CM Level	of Service	9	10 - 1	C			-
HCM Volume to Capacity ratio			0.83			The state of the s						
Actuated Cycle Length (s)			69.8	Su	m of lost	time (s)			15.1			
ntersection Capacity Utilization			71.7%			f Service			C			
Analysis Period (min)			15									
Critical Lane Group			100									

	* A	4	1	-93	•	
Phase Number	2	4	7	8	9	
Movement	EBTL	SBL	SBL	NBTL	Hold	· · · · · · · · · · · · · · · · · · ·
Lead/Lag	Mary Control	50 VE	Lead	Lag	i i	TABLE TO SERVICE AND ADDRESS OF THE PARTY OF
Lead-Lag Optimize			Yes	Yes		A COMMISSION OF A PARTY OF THE
Recall Mode	Max	None	None	None	None	COMMUNICATION OF THE PROPERTY
Maximum Split (s)	30	35	15	20	25	The state of the s
Maximum Split (%)	33.3%	38.9%	16.7%	22.2%	27.8%	to the first of the same of the same of
Minimum Split (s)	21	20	8	20	29	established to the service of the se
Yellow Time (s)	3	3	3	3	3	STEED OF THE STEED
All-Red Time (s)	2	1	0	1	1	· · · · · · · · · · · · · · · · · · ·
Minimum Initial (s)	4	4	4	4	4	Compared to the measure of the same of
Vehicle Extension (s)	3	3	3	3	3	明·三···································
Minimum Gap (s)	3	3	- 3	3	3	SAME PROPERTY OF THE PROPERTY OF
Time Before Reduce (s)	0	0	0	0	0	EASTERNATION SERVICES
Time To Reduce (s)	0	0	0	0	0	
Walk Time (s)	0	0		0	11	PROBLEM CONTRACTOR OF STANDARD CONTRACTOR OF
Flash Dont Walk (s)	0	0	200	0	10	TO VALUE OF THE PARTY OF THE PA
Dual Entry	Yes	Yes	Yes	No	No	The state of the s
nhibit Max	Yes	Yes	Yes	Yes	Yes	CHANGE TO SERVE THE SERVE OF TH
Start Time (s)	0	55	55	70	30	
End Time (s)	30	0	70	0	55	A CHARLES THE THEORY OF THE STATE OF THE STA
'ield/Force Off (s)	25	86	67	86	51	
ield/Force Off 170(s)	25	86	67	86	41	The state of the s
ocal Start Time (s)	0	55	55	70	30	and the state of
ocal Yield (s)	25	86	67	86	51	THE RESIDENCE AND THE WAR AND THE PROPERTY OF THE PARTY OF
ocal Yield 170(s)	25	86	67	86	41	
tersection Summary	Marinet - 11		(0)	29(3)(3)	No. of the last	
ycle Length			90			
ontrol Type	Actuated	-Uncoord		TO BUILD		And the Principle of the Party
atural Cycle		10000	100	an Labor	The state of the s	Mark Indian It In The Artificial States of the State of t
Splits and Phases: 16: Mt	Vernon St &	<u>k</u>	13.5			
14		Alla.			L	

Ø2	9 ø9	₹
BU & The Part of the American Control of the American	25% 43,843,434,643,75	35.6 2 (100) 35.6 (100)
		97 98 15 20 s

2028 Build 2-Lane Condition (PM)

Phasings 2: Garfield Ave &

	,	-	-	-			
Lane Group	EBL	EBT	WBT	SBL	Ø8:	ø9	(A) 不在 (A)
Protected Phases		2	6	4	8	9	2000年1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日
Permitted Phases	2					CHANGE.	2 P. C. 2 P. C.
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	200
Minimum Split (s)	17.0	17.0	17.0	19.0	20.0	26.0	and the second to the second
Total Split (s)	37.0	37.0	37.0	27.0	27.0	26.0	
Total Split (%)	41.1%	41.1%	41.1%	30.0%	30%	29%	A STATE OF THE STA
Maximum Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	CONTRACTOR OF THE PROPERTY OF
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	3.5	TENNESTER OF THE PERSON CONTROL OF THE PERSON OF THE PERSO
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	0.5	and the profession of the
Lead/Lag	7 620		Auto 17th	A selfon	The state of the s	0.0	Miles Sunda Form Company
Lead-Lag Optimize?				-SAMMESTERNA	CALCOLOR.		STATE OF THE STATE
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	CHANGE TO THE PARTY OF THE PART
Vinimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	and the first section in the section in
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	HE ALTONOON AND PROPERTY OF A PROPERTY OF A PARTY OF A
Recall Mode	C-Max	C-Max	C-Max	None	Max	Ped	DE 1715 ST HUNGARD SWITCH STREET
Valk Time (s)		March 1970	d more	110110	Mux	12.0	and the same of th
lash Dont Walk (s)	100	CE COLOR		SEASON NO.	ASAS VANTA	10.0	S. C.
edestrian Calls (#/hr)		and the state of the	Petatic Praise	-	15 (Childreng)	20	
Oth %ile Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	Bright Wall and Alberta Commence of the Commen
0th %ile Term Code	Coord	Coord	Coord	Hold	MaxR	Ped	2000年 10年10日 · 10年 10日
0th %ile Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	CONTRACTOR OF THE PROPERTY OF
0th %ile Term Code	Coord	Coord	Coord	Hold	MaxR	Ped	4章 TESSED 1990年的经济区域的
0th %ile Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	MISCHIEC PLAN AND AND AND THE PARK WHAT AND
Oth %ile Term Code	Coord	Coord	Coord	Hold	MaxR	Ped	· 地名中国西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西西
Oth %ile Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	The second secon
Oth %ile Term Code	Coord	Coord	Coord	Hold	MaxR	Ped	
Oth %ile Green (s)	32.5	32.5	32.5	22.5	22.0	22.0	TO THE WORLD BY THE PARTY OF TH
Oth %ile Term Code	Coord	Coord	Coord	Hold	MaxR	Ped	
tersection Summary	EL CONTRACT			(A) (A) (B)	15130		

Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green Control Type: Actuated-Coordinated

	1	-	4-	1	
Lane Group	EBL	EBT	WBT	SBL	
Lane Group Flow (vph)	23	816	1152	160	
v/c Ratio	0.28	0.70	0.91	0.36	
Control Delay	31.2	28.5	18.1	26.5	
Queue Delay	0.0	0.0	0.0	0.0	TOWNS THE STATE OF THE STATE OF THE STATE OF
Total Delay	31.2	28.5	18.1	26.5	
Queue Length 50th (ft)	9	205	88	64	THE PROPERTY OF THE PARTY OF TH
Queue Length 95th (ft)	33	273	#431	120	
Internal Link Dist (ft)		178	129	389	The State of the Control of the Cont
Turn Bay Length (ft)	120	-	Toga II	33.3	
Base Capacity (vph)	83	1166	1272	449	White the same of
Starvation Cap Reductn	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	to be a second control of the second control
Reduced v/c Ratio	0.28	0.70	0.91	0.36	是我。在TARKER的格里公路中的一层3000
ntercention Summan		Secretaries.	SAN PAR	TAX STATUTE	

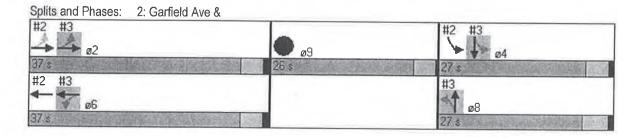
^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	۶	-	+	*	1	1	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	VEGETAL CONTRACTOR VEGETALS
Lane Configurations	ሻ	ተተ	1		**		
Volume (vph)	20	715	950	60	100	40	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5		4.5		
Lane Util. Factor	1.00	0.95	0.95		1.00		
Frpb, ped/bikes	1.00	1.00	1.00		1.00	F-B-	
Flpb, ped/bikes	1.00	1.00	1.00		1.00		
Frt	1.00	1.00	0.99		0.96		
Fit Protected	0.95	1.00	1.00		0.97		
Satd. Flow (prot)	1770	3230	3508		1729		
FIt Permitted	0.12	1.00	1.00		0.97		
Satd. Flow (perm)	229	3230	3508		1729		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor (vph)	105%	105%	105%	105%	105%	105%	
Adj. Flow (vph)	23	816	1084	68	114	46	THE PARTY OF THE P
RTOR Reduction (vph)	0	0	5	0	17	0	THE RESERVE OF THE PARTY OF THE
Lane Group Flow (vph)	23	816	1147	0	144		
Confl. Peds. (#/hr)	20	010	1147	U	120	0	THE PARTY OF THE P
Parking (#/hr)		15		15	120		
	Darm	10		10			
Turn Type Protected Phases	Perm						
	0	2	6		4		
Permitted Phases	2	20.5	00.5		-	11-21	TO ENSON THEE ST TOWNS OF THE
Actuated Green, G (s)	32.5	32.5	32.5		22.5		
Effective Green, g (s)	32.5	32.5	32.5		22.5		
Actuated g/C Ratio	0.36	0.36	0.36		0.25		
Clearance Time (s)	4.5	4.5	4.5		4.5		
Vehicle Extension (s)	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	83	1166	1267		432		
v/s Ratio Prot		0.25	c0.33		c0.08		
v/s Ratio Perm	0.10						
v/c Ratio	0.28	0.70	0.91		0.33		
Uniform Delay, d1	20.4	24.6	27.3	三九	27.6		
Progression Factor	1.00	1.00	0.31		1.00		
ncremental Delay, d2	8.1	3.5	8.4		0.5		
Delay (s)	28.5	28.1	16.8		28.1		
_evel of Service	С	C	В		C		
Approach Delay (s)		28.1	16.8		28.1		
Approach LOS		С	В		C		
ntersection Summary	8 45		0.520 0%		STARLING.		
HCM Average Control Delay		110000	22.0	HC	M Level	of Service	C
HCM Volume to Capacity ratio			0.67				***
Actuated Cycle Length (s)			90.0	Su	m of lost	time (s)	35.0
ntersection Capacity Utilization			45.5%		J Level of	· /	A
Analysis Period (min)			15				
Critical Lane Group							

	-	-	-	1		
Phase Number	2	4	6	8	9	
Node Number	2	2	2	3	0	
Movement	EBTL	SBL	WBT	NBTL	Hold	
Lead/Lag						
Lead-Lag Optimize						THE R. P. LEWIS CO., LANSING, MICH. 49, 120, 120, 120, 120, 120, 120, 120, 120
Recall Mode	C-Max	None	C-Max	Max	Ped	
Maximum Split (s)	37	27	37	27	26	
Maximum Split (%)	41.1%	30.0%	41.1%	30.0%	28.9%	
Minimum Split (s)	17	19	17	20	26	THE PROPERTY OF SHIP SHAPE AND
Yellow Time (s)	3.5	3.5	3.5	4	3.5	
All-Red Time (s)	1	1	7	1	0.5	
Minimum Initial (s)	4	4	4	4	4	
Vehicle Extension (s)	3	3	3	3	3	TO ARE THE RESERVE OF THE SHOPPING THE SHOPI
Minimum Gap (s)	3	3	3	3	3	The state of the s
Time Before Reduce (s)	0	0	0	0	0	
Time To Reduce (s)	0	0	0	0	0	
Walk Time (s)	EUT MAS		1		12	
Flash Dont Walk (s)					10	THE PARTY HAVE BEEN AS
Dual Entry	Yes	Yes	Yes	Yes	No	的复数形式 (1975年) 2016年(1975年) 1770年(1975年)
nhibit Max	Yes	Yes	Yes	Yes	Yes	ACTION AND AND AND AND AND AND AND AND AND AN
Start Time (s)	0	63	0	63	37	A Market Transport of the Parket State of the Parket State of the Stat
End Time (s)	37	0	37	0	63	
/ield/Force Off (s)	32.5	85.5	32.5	85	59	联辑 经营销的 医眼中枢 对自己的意思的
/ield/Force Off 170(s)	32.5	85.5	32.5	85	49	The second of th
ocal Start Time (s)	0	63	0	63	37	以及"我"的文章(F. J. C. C. W. A. R. L. A. C. M.
ocal Yield (s)	32.5	85.5	32.5	85	59	The state of the s
ocal Yield 170(s)	32.5	85.5	32.5	85	49	学业会管理技术 主要产品的企业。
ntersection Summary	No entre	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	网络罗拉马			
Puolo Longth	PREPARENTE	MUTATION OF THE	00	Characteristics III is	URSUPPRINTED A	Control of the Contro

Cycle Length 90
Control Type Actuated-Coordinated
Natural Cycle 80

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green



	*	-	1	-	1	†	1	1		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	ø9	THE MANAGER AS
Protected Phases		2		6		8		4	9	
Permitted Phases	2		6		8		4	-540	#3. / E	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	17.0	17.0	17.0	17.0	20.0	20.0	19.0	19.0	26.0	
Total Split (s)	37.0	37.0	37.0	37.0	27.0	27.0	27.0	27.0	26.0	
Total Split (%)	41.1%	41.1%	41.1%	41.1%	30.0%	30.0%	30.0%	30.0%	29%	
Maximum Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.5	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5	3.5	3.5	CHERO PORTO
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	
Lead/Lag								THE REAL PROPERTY.		
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	Max	Max	None	None	Ped	THE RESERVE OF THE PARTY OF
Walk Time (s)						7725-40	4002202	100000000000000000000000000000000000000	12.0	
Flash Dont Walk (s)				Sales Par		Vinter of St			10.0	
Pedestrian Calls (#/hr)									20	
90th %ile Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.5	22.0	
90th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	Hold	Hold	Ped	
70th %ile Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.5	22.0	
70th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	Hold	Hold	Ped	
50th %ile Green (s)	32.5	32,5	32.5	32.5	22.0	22.0	22.5	22.5	22.0	
50th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	Hold	Hold	Ped	
30th %ile Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.5	22.0	in the property of
30th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	Hold	Hold	Ped	
10th %ile Green (s)	32.5	32.5	32.5	32.5	22.0	22.0	22.5	22.5	22.0	WHITE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLU
10th %ile Term Code	Coord	Coord	Coord	Coord	MaxR	MaxR	Hold	Hold	Ped	
Secretary and a secretary	NAME OF TAXABLE PARTY.	CHARLES SCHOOL	COURT MORN	THE RESERVE	and the same of th	-	market and an or			

Cycle Length: 90

Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green Control Type: Actuated-Coordinated

	1	-	1	-	†	+	
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	
Lane Group Flow (vph)	17	913	80	898	269	13	
v/c Ratio	0.16	0.72	0.77	0.70	0.75	0.03	
Control Delay	6.9	7.0	72.6	28.1	43.2	19.9	
Queue Delay	0.0	0.3	0.0	0.3	0.0	0.0	
Total Delay	6.9	7.4	72.6	28.5	43.2	19.9	
Queue Length 50th (ft)	2	42	39	223	130	3	SHALL
Queue Length 95th (ft)	m3	53	m#124	293	#248	18	
Internal Link Dist (ft)		161		106	538	584	The second of the second of the second of
Turn Bay Length (ft)	65		100	15.20%		1232	THE SAME SET OF THE PARTY.
Base Capacity (vph)	108	1265	104	1276	361	390	WINDSHIP REPORTS
Starvation Cap Reductn	0	69	0	0	0	0	SOMEONE STATE OF THE PROPERTY
Spillback Cap Reductn	0	0	0	78	0	0	A STATE OF THE STATE OF THE
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.16	0.76	0.77	0.75	0.75	0.03	The state of the state of the state of the state of

Intersection Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

M Volume for 95th percentile queue is metered by upstream signal.

	۶	\rightarrow	7	1	-	*	1	†	-	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	4	1		7	*			4			4	
Volume (vph)	15	670	130	70	845	10	160	5	70	5	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			5.0			4.5	
Lane Util, Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.96			0.94	
FIt Protected	0.95	1.00		0.95	1.00			0.97			0.98	
Satd. Flow (prot)	1770	3453		1770	3533			1729			1707	
FIt Permitted	0.16	1.00		0.15	1.00			0.79			0.88	
Satd. Flow (perm)	300	3453	1359	288	3533		CAR.	1410			1540	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Adj. Flow (vph)	17	765	148	80	887	11	183	6	80	6	1	6
RTOR Reduction (vph)	0	18	0	0	1	0	- 0	17	0	0	5	0
Lane Group Flow (vph)	17	895	0	80	897	0	0	252	0	0	9	0
Parking (#/hr)	STATE OF		15			15	ETE				121 - 151	Watt.
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2		171.38	6		251-300	- 8	3/170/01	TOTAL	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	32.5	32.5		32.5	32.5		1200	22.0		1 20	22.5	
Effective Green, g (s)	32.5	32.5		32.5	32.5			22.0			22.5	
Actuated g/C Ratio	0.36	0.36		0.36	0.36			0.24			0.25	
Clearance Time (s)	4.5	4.5		4.5	4.5			5.0			4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		Carlotte Comment	3.0			3.0	
Lane Grp Cap (vph)	108	1247		104	1276			345			385	_
v/s Ratio Prot		0.26		N. 1000	0.25	E E		12 10 10			3144	
v/s Ratio Perm	0.06			c0.28				c0.18			0.01	
v/c Ratio	0.16	0.72		0.77	0.70			0.73	130		0.02	
Uniform Delay, d1	19.5	24.8		25.4	24.6			31.3			25.5	
Progression Factor	0.22	0.18		1.00	1.00	The state of		1.00			1.00	
ncremental Delay, d2	2.3	2.7		41.3	3.3			12.8			0.0	
Delay (s)	6.6	7.1		66.6	27.8			44.1			25.5	
_evel of Service	Α	A		E	C			D			C	
Approach Delay (s)		7.1			30.9			44.1			25.5	
Approach LOS		Α			C			D			С	
ntersection Summary	(mile)		1 3/10	96.24			1880	NE YER		NE PONE	F-10-10	0.0
HCM Average Control Delay			22.4	HC	M Level	of Service	1		С			
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			90.0	Su	m of lost	time (s)			35.5			
ntersection Capacity Utilization			60.6%		J Level of				В			
Analysis Period (min)			15									
Critical Lane Group												

	-	+	1		
Lane Group	EBT	WBT	NBL	ø9	
Protected Phases	2	6	8	9	是自己的 2016年 (1916年) 1916年 - 2018年(1914年) 1916年 1916年 1916年 1916年 1916年 1916年 1916年 1916年 1916年
Permitted Phases		773ho 13	1	450	
Minimum Initial (s)	4.0	4.0	4.0	4.0	
Minimum Split (s)	33.0	33.0	20.0	20.0	
Total Split (s)	46.0	46.0	24.0	20.0	
Total Split (%)	51.1%	51.1%	26.7%	22%	
Maximum Green (s)	41.5	41.5	19.0	16.0	
Yellow Time (s)	3.5	3.5	4.0	3.5	NVC (Company of the Company of the C
All-Red Time (s)	1.0	1.0	1.0	0.5	THE REAL PROPERTY OF THE PROPE
Lead/Lag				SE WES	THE PROPERTY OF THE PARTY OF TH
Lead-Lag Optimize?					Annual County and and an annual County of the county of th
Vehicle Extension (s)	3.0	3.0	3.0	3.0	CASE WAS INTERESTED AND THE STATE OF THE STA
Vinimum Gap (s)	3.0	3.0	3.0	3.0	DESIGNATION OF THE PROPERTY OF
Time Before Reduce (s)	0.0	0.0	0.0	0.0	MARKET MARKET PROPERTY AND A STATE OF THE ST
Time To Reduce (s)	0.0	0.0	0.0	0.0	Principle Shipped September of the September Shipped September 1997
Recall Mode	C-Max	C-Max	None	Ped	The state of the s
Valk Time (s)				6.0	STREET STREET, STREET STREET,
Flash Dont Walk (s)		14-15-15	W 1213	10.0	TO A STATE OF THE PARTY OF THE
Pedestrian Calls (#/hr)	ar in the Land		A STATE STATE	30	AND AND AND THE THE PERSON AND AND AND AND AND AND AND AND AND AN
Oth %ile Green (s)	41.5	41.5	19.0	16.0	STATES OF THE PROPERTY OF THE PARTY OF THE P
0th %ile Term Code	Coord	Coord	Max	Ped	
Oth %ile Green (s)	43.1	43.1	17.4	16.0	THE RESIDENCE OF THE PROPERTY OF THE PARTY O
0th %ile Term Code	Coord	Coord	Gap	Ped	and the second of the West of the second of
0th %ile Green (s)	45.5	45.5	15.0	16.0	NAME OF THE PARTY
0th %ile Term Code	Coord	Coord	Gap	Ped	
0th %ile Green (s)	48.0	48.0	12.5	16.0	Part of a leader to the little and the leader of the leade
0th %ile Term Code	Coord	Coord	Gap	Ped	The same of the sa
0th %ile Green (s)	51.5	51.5	9.0	16.0	MANUFACTOR OF THE STATE OF STA
0th %ile Term Code	Coord	Coord	Gap	Ped	
William III Willia	-	-			

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green Control Type: Actuated-Coordinated

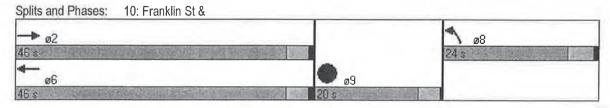
	\rightarrow	4	1	
Lane Group	EBT	WBT	NBL	
Lane Group Flow (vph)	770	885	205	
v/c Ratio	0.81	0.93	0.69	
Control Delay	28.1	40.0	43.8	
Queue Delay	0.0	0.0	0.0	A THE RESERVE OF THE PARTY OF T
Total Delay	28.1	40.0	43.8	
Queue Length 50th (ft)	346	451	100	
Queue Length 95th (ft)	m#623	#773	165	
Internal Link Dist (ft)	33	101	809	
Turn Bay Length (ft)				
Base Capacity (vph)	951	951	381	CARL MARKET BEING TO BE A SECOND OF THE PARK
Starvation Cap Reductn	0	0	0	
Spillback Cap Reductn	0	0	0	以及其代 医医疗医院 医肠外外外动脉 有助性
Storage Cap Reductn	0	0	0	The same of the sa
Reduced v/c Ratio	0.81	0.93	0.54	STORES OF THE WAS A STORE OF THE STORE OF
THE RESIDENCE OF THE PERSON OF	CHARLES CO.	THE RESIDENCE OF	OCCUPATION AND ADDRESS OF	E DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DEL COMPANIA DEL COMPANIA DEL COMPANIA DE LA C

Intersection Summary

^{# 95}th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

	\rightarrow	7	1	-	1	-	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	4	25.00		4	14	The state of the s	一一、1975年,1975年,1975年,1975年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年,1976年
Volume (vph)	675	0	0	775	130	50	estimate a state of the state o
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	A STATISTICS AND A STAT
Total Lost time (s)	4.5			4.5	5.0	1000	
Lane Util. Factor	1.00			1.00	1.00		
Frt	1.00			1.00	0.96		
FIt Protected	1.00	-		1.00	0.97		
Satd. Flow (prot)	1863			1863	1730		
Flt Permitted	1.00			1.00	0.97	COMPLETE	
Satd. Flow (perm)	1863			1863	1730	SCHOOL STATE	The County Market of County and
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	The second of th
Growth Factor (vph)	105%	105%	105%	105%	105%	105%	No. of State of Control of Contro
Adj. Flow (vph)	770	0	0	885	148	57	
RTOR Reduction (vph)	0	0	0	000	17	0	Commission with commission or recovery
Lane Group Flow (vph)	770	0	0	885	188	0	
Turn Type	770	1		.000	100	A DESCRIPTION	VIII - TO AND THE RESERVE TO THE PERSON OF T
Protected Phases	2			6	8		
Permitted Phases	-			0	0	Trust obs	SAA II SESSION AND AND AND AND AND AND AND AND AND AN
Actuated Green, G (s)	45.9			45.9	14.6		
Effective Green, g (s)	45.9			45.9	14.6		
Actuated g/C Ratio	0.51			0.51	0.16		The second secon
Clearance Time (s)	4.5			4.5	5.0		A TOTAL STATE OF THE PART OF T
Vehicle Extension (s)	3.0		and the same	3.0	3.0		ominy and the language of the second of the
Lane Grp Cap (vph)	950	STAD W	e and out	950	281	Company Company	CHILD AND THE SECOND SECOND SECOND
v/s Ratio Prot	0.41	STAINVIN		c0.48	c0.11		1000mm
v/s Ratio Perm	0.41	district		CU.40		eri was	Section 1 with a residence of the section of the se
v/c Ratio	0.81		NEW YORK	0.93	0.67		
Uniform Delay, d1	18.4	test terms	-	20.6	35.4		Collisar III
Progression Factor	1.00			1.00	1.00		THE RESERVE THE PARTY OF THE PA
Incremental Delay, d2	7.5		market state	16.7			
Delay (s)	25.8			37.3	5.9		
Level of Service	20.0			D D	41.4 D		
Approach Delay (s)	25.8			37.3	41.4		ATTOM AND STEELING TO THE
Approach LOS	25.0			57.3 D	41.4 D		
Intersection Summary		2625	MARKET STATE	ACCAUGE:			
HCM Average Control Delay		A PARTY NAME OF THE PARTY NAME	33.0	НС	M Level	of Service	C.
HCM Volume to Capacity ratio			0.87	110	WI FOADI	JI OEI VICE	6
Actuated Cycle Length (s)			90.0	Su	m of lost t	imo (e)	20.5
Intersection Capacity Utilization			61.5%		J Level of		29.5
Analysis Period (min) C Critical Lane Group			15	100	o revei or	Service	В

	>	4	1		
Phase Number	2	6	. 8	9	
Movement	EBT	WBT	NBL	Hold	
Lead/Lag					The second of th
Lead-Lag Optimize					
Recall Mode	C-Max	C-Max	None	Ped	1. 生态 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Maximum Split (s)	46	46	24	20	
Maximum Split (%)	51.1%	51.1%	26.7%	22.2%	
Minimum Split (s)	33	33	20	20	
Yellow Time (s)	3.5	3.5	4	3.5	Carlo Andrews Company of the Company
All-Red Time (s)	1	1	1	0.5	
Minimum Initial (s)	4	4	4	4	
Vehicle Extension (s)	3	3	3	3	
Minimum Gap (s)	3	3	3	3	The Research Control of the Control
Time Before Reduce (s)	0	0	0	0	
Time To Reduce (s)	0	0	0	0	National Conference of the Con
Walk Time (s)				6	
Flash Dont Walk (s)				10	大型的形式的 100mm 1
Dual Entry	Yes	Yes	Yes	No	
Inhibit Max	Yes	Yes	Yes	Yes	Charles Short Street Street Street Street
Start Time (s)	0	0	66	46	
End Time (s)	46	46	0	66	
Yield/Force Off (s)	41.5	41.5	85	62	A CONTRACTOR OF THE CONTRACTOR
Yield/Force Off 170(s)	41.5	41.5	85	52	APPEAR OF THE SECOND STREET, SECOND
Local Start Time (s)	0	0	66	46	
Local Yield (s)	41.5	41.5	85	62	是基地点。在100mm,100mm 100mm
Local Yield 170(s)	41.5	41.5	85	52	
Intersection Summary			RILES!		
Cycle Length			90		
Control Type	Actua	ated-Coor	dinated		
Natural Cycle			90		



	*	-	†	1	1		
Lane Group	EBL	EBT	NBT	SBL	SBR	ø9	AND THE RESERVE AND THE PERSON OF THE PERSON
Protected Phases		2	8	7	4	9	
Permitted Phases	2			4	24	er la ta	Asia Care A 225 C. Tangeri
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0	20.0	8.0	20.0	25.0	
Total Split (s)	30.0	30.0	28.0	17.0	45.0	25.0	
Total Split (%)	30.0%	30.0%	28.0%	17.0%	45.0%	25%	The second secon
Maximum Green (s)	25.0	25.0	24.0	14.0	41.0	21.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.5	The second secon
All-Red Time (s)	2.0	2.0	1.0	0.0	1.0	0.5	ALTERNATION OF THE PROPERTY OF
Lead/Lag	SESTIMATE		Lag	Lead	C O'THINK	24/200	
_ead-Lag Optimize?		1000000	Yes	Yes		204004	the state of the s
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	Selection of the select
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	A STATE OF THE STA
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	THE RESERVE OF THE PARTY OF THE PARTY.
Fime To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	The state of the s
Recall Mode	Max	Max	None	None	None	None	
Valk Time (s)		A) 255-90 (a)	MADOS ESSENSIS	1105106		11.0	article to the second of the s
lash Dont Walk (s)	HEP STEN	美国西南	Silver		25/5/9/25	10.0	Mark the second second second
Pedestrian Calls (#/hr)						10	
Oth %ile Green (s)	25.0	25.0	24.0	14.0	41.0	21.0	AND DESCRIPTION OF THE PROPERTY OF THE PARTY
0th %ile Term Code	MaxR	MaxR	Max	Max	Hold	Ped	
Oth %ile Green (s)	25.0	25.0	24.0	14.0	41.0	0.0	STATE OF THE STATE
0th %ile Term Code	MaxR	MaxR	Max	Max	Hold	Skip	
0th %ile Green (s)	25.0	25.0	24.0	14.0	41.0	0.0	THE RESIDENCE OF THE PARTY OF T
0th %ile Term Code	MaxR	MaxR	Max	Max	Hold	Skip	and the same of th
0th %ile Green (s)	25.0	25.0	24.0	14.0	41.0	0.0	CASTRAGE POR SAME AND AND AND AND
0th %ile Term Code	MaxR	MaxR	Max	Max	Hold	Skip	
0th %ile Green (s)	25.0	25.0	24.0	14.0	41.0	0.0	the residence of the Company of the
0th %ile Term Code	MaxR	MaxR	Max	Max	Hold	Skip	
toreaction Cummany	MERCHANICAL PROPERTY.	SWARDARDS	I II COLUMN	ST TOWNS OF	HOMEON CO.	O'RENAME IN	The second secon

Cycle Length: 100

Actuated Cycle Length: 80
Control Type: Actuated-Uncoordinated
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 75 50th %ile Actuated Cycle: 75 30th %ile Actuated Cycle: 75 10th %ile Actuated Cycle: 75

16: Mt Vernon St &

	1	-	†	1	1	
Lane Group	EBL	EBT	NBT	SBL	SBR	
Lane Group Flow (vph)	171	531	502	411	816	The second secon
v/c Ratio	0.30	0.90	0.82	0.87	0.53	
Control Delay	24.6	48.2	39.8	35.9	1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	48.2	39.8	35.9	1.6	
Queue Length 50th (ft)	58	227	203	100	0	
Queue Length 95th (ft)	153	#599	#542	#402	31	
Internal Link Dist (ft)		182	224	#313	\$ 01S	TO COMPANY OF THE PARTY OF THE
Turn Bay Length (ft)	210	- The state of the	7000		-	
Base Capacity (vph)	561	590	609	473	1539	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	THE RESIDENCE OF THE PARTY OF T
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.90	0.82	0.87	0.53	
Intersection Summary			10 3 To		IS EVILLE	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	14	4	1	47	0	
Phase Number	2	4	7	8	9	
Movement	EBTL	SBL	SBL	NBTL	Hold	at the control of the
Lead/Lag	B - 70 F-00		Lead	Lag	3333	
Lead-Lag Optimize			Yes	Yes		CANADA TANDEST OF THE STATE
Recall Mode	Max	None	None	None	None	
Maximum Split (s)	30	45	17	28	25	108.
Maximum Split (%)	30.0%	45.0%	17.0%	28.0%	25.0%	
Minimum Split (s)	21	20	8	20	25	
Yellow Time (s)	. 3	3	3	3	3.5	The state of the s
All-Red Time (s)	2	1	0	1	0.5	THE RESERVE TO SERVE TO SERVE
Minimum Initial (s)	4	4	4	4	4	CALL THE STATE OF THE STATE OF THE STATE OF
Vehicle Extension (s)	3	3	3	3	3	The state of the s
Minimum Gap (s)	3	3	3	3	3	Committee of the Commit
Time Before Reduce (s)	0	0	0	0	0	200 200 200 00000 00000 00000
Time To Reduce (s)	0	0	0	0	.0	A TOTAL STATE OF THE PARTY OF T
Walk Time (s)				-110-	11	The state of the s
Flash Dont Walk (s)	ALL PURE				10	
Dual Entry	Yes	Yes	No	Yes	No	THE PARTY OF THE P
nhibit Max	Yes	Yes	Yes	Yes	Yes	
Start Time (s)	0	55	55	72	30	and the second s
End Time (s)	30	0	72	0	55	The second section is a second
/ield/Force Off (s)	25	96	69	96	51	THE RESERVE OF THE PARTY OF THE
/ield/Force Off 170(s)	25	96	69	96	41	CONTRACTOR OF THE PROPERTY OF
ocal Start Time (s)	0	55	55	72	30	THE RESIDENCE OF THE PARTY OF T
ocal Yield (s)	25	96	69	96	51	THE TANK A TIME A PARTY OF THE
ocal Yield 170(s)	25	96	69	96	41	
ntersection Summary	Ve trill	a out by	Charles .	经 外运剂		
cycle Length			100			
Control Type	Actuated	d-Uncoord	linated		The state of	A THE LEWIS DOWN THE COLUMN THE PARTY OF
latural Cycle			130			The state of the s

	1	→	1	6	+	4	4	†	<i>></i>	\	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	*	^						4		*	- N-32	78
Volume (vph)	150	465	0	0	0	0	60	270	110		0	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	15	12		12	12
Total Lost time (s)	5.0	5.0	-		The same		1.50	4.0	12	3.0	16	4.0
Lane Util. Factor	1.00	1.00						1.00		1.00		1.00
Frt	1.00	1.00						0.97		1.00		0.85
Flt Protected	0.95	1.00						0.99		0.95		1.00
Satd. Flow (prot)	1770	1863						1966		1770		1583
Flt Permitted	0.95	1.00		75 OH				0.99		0.24		1.00
Satd. Flow (perm)	1770	1863	100000					1966		449		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.00		0.00		2.00	
Growth Factor (vph)	105%	105%	105%	105%	and the same of th		0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171				105%	105%	105%	105%	105%	105%	105%	105%
		531	0	0	0	0	68	308	126	411	0	816
RTOR Reduction (vph)	0	0	0	0	0	0	0	11	0	0	0	161
Lane Group Flow (vph)	171	531	0	0	0	0	0	491	0	411	0	655
Parking (#/hr)	5		15		207210				1 agranged			
Turn Type	Perm	THE SAME	48/1/05		では	12.37	Perm		ON H	custom		custom
Protected Phases		2						8		7		4
Permitted Phases	2		2002/1			about 1	8			4		24
Actuated Green, G (s)	25.3	25.3				-		24.3		41.5		66.8
Effective Green, g (s)	25.3	25.3		1000年	21436			24.3		41.5	4550	66.8
Actuated g/C Ratio	0.30	0.30						0.29		0.50		0.80
Clearance Time (s)	5.0	5.0	West of the					4.0		3.0		4.0
Vehicle Extension (s)	3.0	3.0						3.0		3.0		3.0
Lane Grp Cap (vph)	538	567				- 11		574		449	6153	1347
v/s Ratio Prot		c0.29								c0.16		0.24
v/s Ratio Perm	0.10	#X						0.25		c0.30	-21/31/2	0.17
v/c Ratio	0.32	0.94						0.85		0.92		0.49
Uniform Delay, d1	22.3	28.2						27.8		17.0		2.7
Progression Factor	1.00	1.00						1.00		1.00		1.00
ncremental Delay, d2	1.6	25.0						11.9		23.1		0.3
Delay (s)	23.9	53.2						39.7		40.1		2.9
Level of Service	C	D						D		D		A
Approach Delay (s)		46.0			0.0			39.7			15.4	
Approach LOS		D			Α			D			В	
ntersection Summary	No. of	AUTO DE	4/10 3 4	N. Carlo		ara.	(C - C - C - C - C - C - C - C - C - C	75060	a Allen	A PAGE		151301
HCM Average Control Delay	-	A	29.2	НС	M Level	of Service	3	-	С			
HCM Volume to Capacity ratio			0.90						7			
Actuated Cycle Length (s)			83.2	Su	m of lost	time (s)			15.4			
Intersection Capacity Utilization			82.9%			f Service			E			
Analysis Period (min)			15						0,00			
Critical Lane Group			0.7									