APPENDIX B

Synchro 6.0 Analysis Reports: Base Year (2004) AM and PM Peak Hour Intersection Capacity Analyses

- 1. Washington Street at Norman/New Derby Street
- 2. Washington Street at Canal Street/Mill Street
- 3. Margin Street at Mill Street
- 4. Essex Street at North/Summer Street
- 5. Derby Street at Congress Street/Hawthorne Boulevard
- 6. Essex Street at Hawthorne Boulevard/Washington Square West
- 7. Lafayette Street at Washington Street
- 8. Lafayette Street at Harbor Street
- 9. Lafayette Street at Derby Street
- 10. Bridge Street at Washington Street
- 11. Washington Street at Essex Street

Heavy Vehicles (%) 3% 3% 3% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%		•	-	•	*	-	*	1	†	<i>></i>	-	1	4
Lane Configurations	Lane Groups (1984)		o Sis i	SAEBR	WBL	WBT	WBR	SENIE	e de la companya de l	MARE	a sear		MODE
Volume (vph)	Lane Configurations	7	A	7		ፈተኒ	AND STREET	ĸ	AA	So the history of the same	k	A	
Confl. Peds. (#hr) Confl. Bikes (#hr) Confl. Bikes (#hr) Peak Hour Factor 100% 100% 100% 100% 100% 100% 100% 100%		32	282	326	49		88				- 139	T 220	 160
Confi Bikes (#/hr) Peak Hour Factor O,94 O,94 O,94 O,94 O,94 O,94 O,94 O,94	Confl. Peds. (#/hr)	10	To the second display of the second	18	18	and the fireful	a facility of the management of	11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		PROTEST CONTRACTOR	ALL COMMENT OF PROPERTY	-11-449	1 1 PROPERTY OF THE SECTION OF
Growth Factor	Confl. Bikes (#/hr) 🔭 🖹		ALTER SEE						46 - 550	Control of the Control		gillian i	12
Growth Factor 100% 100% 100% 100% 100% 100% 100% 100	Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0 94	0 94	n 94	0.04
Heavy Vehicles (%) 3% 3% 3% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	Growth Factor	100%	100%	100%	100%	100%							
Bus Blockages (#hr)	Heavy Vehicles (%)	3%	3%	3%	2%			O. C. Santa Street, St. London, Street, or St. London, Lon	18 12 7 17 7 SHILLIAM SOCIETY	THE PARTY OF THE P	The state of the s	AR THE STATE OF TH	30.00
Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% 0% 0% 0%	Bus Blockages (#/hr)	- 0	0 11	0		0							
Mid-Block Traffic (%) 0% 0% 0% 0% 0% Turn Type Perm Perm pm+pt Prot Perm Prot Perm Protected Phases 2 1 6 3 8 7 4 Permitted Phases 2 2 2 2 1 6 3 8 7 4 4 Detector Phases 2 2 2 1 6 3 8 8 7 4 4 Minimum Initial (s) 4.0	Parking (#/hr)		**************************************	MEDICAN MARKET MEN	STATE OF THE STATE		an was in the Line and Company of Sec.	de la companya de la		- 15			SECTION AND PROPERTY.
Protected Phases	Mid-Block Traffic (%)		- 0%			0%	LOCKSON X	a wa	0%		Military III	- 0%	
Protected Phases 2 1 6 3 8 7 4 Permitted Phases 2 2 6 8 4 Detector Phases 2 2 2 1 6 3 8 8 7 4 4 Minimum Initial (s) 4.0 2.0 21.0 <td< td=""><td>Turn Type</td><td>Perm</td><td></td><td>Perm</td><td>pm+pt</td><td>~:: w</td><td>ut ze fied animal</td><td>Prot</td><td></td><td>Perm</td><td>Prot</td><td>Sec. 2004.4.45.5</td><td>Perm</td></td<>	Turn Type	Perm		Perm	pm+pt	~:: w	ut ze fied animal	Prot		Perm	Prot	Sec. 2004.4.45.5	Perm
Detector Phases 2 2 2 2 1 6 3 8 8 7 4 4 4 Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0			2		1	6		3	8		- # 7	4	
Minimum Initial (s)					6		A Transfer of Contract of		**************************************	8	8-460-P-1-122	A Marine De Communication de la communication	4
Minimum Split (s)	The second secon	CONTRACTOR OF THE PARTY OF THE	200	2		6		3	8	- 8	17	4	4
Total Split (s) 35.0 35.0 35.0 20.0 55.0 0.0 35.0 44.0 44.0 24.0 33.0 33.0 Total Split (%) 23.3% 23.3% 23.3% 13.3% 36.7% 0.0% 23.3% 29.3% 29.3% 16.0% 22.0% 22.0% Yellow Time (s) 5.0 5.0 5.0 3.0 5.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0					4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Total Split (%) 23 3% 23.3% 23.3% 13.3% 36.7% 0.0% 23.3% 29.3% 29.3% 16.0% 22.0% 22.0% Yellow Time (s) 5.0 5.0 5.0 5.0 3.0 5.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) Lead/Lag Lag Lag Lag Lag Lag Lag Lag	The second secon	The same of the sa		21.0	.9.0	21.0	- 44.74	9.5	21.0	21.0	9.0	21.0	21.0
Yellow Time (s) 5.0 5.0 5.0 3.0 5.0 4.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 9.2 2.1							-						
All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0				CONTRACTOR DESIGNATION OF REAL PROPERTY.	CONTRACTOR OF THE PARTY AND INCOME.	THE WAY ST. LEWIS CO. L. P. LEWIS CO. L. P. LEWIS CO. L. P. LEWIS CO. L. P. L.	0.0%	23.3%	29.3%	29.3%	16.0%	22.0%	22.0%
Lead/Lag Lag Lag Lag Lead Lead Lag								4.0	4.0	4.0	4.0	4.0	4.0
Lead-Lag Optimize? None None <td></td> <td>OUT OF THE STATE O</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td></td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>1.0</td> <td>. 1.0</td>		OUT OF THE STATE O	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	. 1.0
Recall Mode None	•	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Act Effct Green (s) 26.9 26.9 26.9 26.9 26.9 21.1 30.8 30.8 13.9 19.3 19.3 Actuated g/C Ratio 0.30 0.30 0.30 0.30 0.30 0.24 0.34 0.34 0.15 0.22 0.22 v/c Ratio 0.13 0.60 0.53 0.64 0.70 0.59 0.31 0.58 0.68 0.51 Control Delay 32.7 35.2 6.3 33.7 42.4 32.2 6.7 48.1 42.3 10.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		三座 掛月	r Diffia					1-954		# 44	3.54	1.0	
Actuated g/C Ratio 0.30 0.30 0.30 0.30 0.30 0.24 0.34 0.34 0.15 0.22 0.22 0.22 0.22 0.22 0.22 0.23 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.3					None			None			None	None	None
V/c Ratio 0,13 0.60 0.53 0.64 0.70 0.59 0.31 0.58 0.68 0.51 Control Delay 32.7 35.2 6.3 33.7 42.4 32.2 6.7 48.1 42.3 10.3 Queue Delay 0.0 0.	The state of the s	400		Kellymone grown may be		A CONTRACTOR OF STREET			ALTERNATION OF THE PERSON NAMED IN	30.8		19.3	19.3
Control Delay 32.7 35.2 6.3 33.7 42.4 32.2 6.7 48.1 42.3 10.3 Queue Delay 0.0<	_				k are vorales son con-		. as the man to an artistan						
Queue Delay 0.0	The same of the sa	Commence and the Principle Married Co.	100	Survivore in Mark (SO SO SERVICE STATE		WINDS AND A COLUMN			Manufacture of the control of		100	4,-4.	REPRESENTATION OF THE PARTY OF
Total Delay 32.7 35.2 6.3 33.7 42.4 32.2 6.7 48.1 42.3 10.3 LOS C D A C D C A D D B Approach Delay 20.3 33.7 30.1 33.5	Control Contro				d		non e a none				V		
LOS C D A C D C A D D B Approach Delay 20.3 33.7 30.1 33.5	The state of the s	THE RESERVE OF THE PARTY OF THE	4 (decomplete and the second		2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NEW .	k.C.m. 1, 10, 6, 113, 117, years from		200		SCHLEGGOVER TO SEPTEMBER 1	Contract to the contract of th
Approach Delay 20.3 33.7 30.1 33.5					ektre for our up upp on ski		ramado en 100 MT Weinstein				7 - 7 - 7 - 7 - 1 - 1 - 1 - 1 - 1 - 1 -		
	The state of the s	46.489	Alle March Committee and Art of	A		Continues of the second of the				1	D	THE RESERVE OF THE PARTY OF THE	,
Approach LUS C				Apulia, grapopar 44.04.	le proprieta de la companya de la c					W/V/C/Winnerson	OTHER PROGRAMMENT AND	January States Co. A State Agreement and a	. XV. s. Same Com-
	Approach LOS		C		o de la compansión de la Compansión de la compansión de l	- LG			C		37.00	C	

Intersection Summary.

Cycle Length: 150

Actuated Cycle Length: 89.3

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

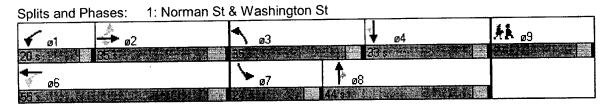
Maximum v/c Ratio: 0.70

Intersection Signal Delay: 28.9

Intersection Capacity Utilization 71.0%

Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C



≟ane Group≭: •⊒	
Lan Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	TO A CONTROL OF THE PROPERTY O
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	27.0
Total Split (s)	27.0
Total Split (%)	18%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

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								1015				A.F.
Lane Configurations	ሻ	↑	7		414		, J	^	7	*1		7
Volume (vph)	39	237	436	- 59	335	135	242	503	208	136	260	158
Confl. Peds. (#/hr)	25		15	15		25	15		10	10	A ALTERNATION CONTRACTOR CONTRACTOR	15
Confl. Bikes (#/hr)		All S							48. j i			News (
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr) -	44 O	0	0.	0	0	0.	0	0	0	满 0	图 图 0	0
Parking (#/hr)											2.734	40
Mid-Block Traffic (%)	Auto in the	0%		i Adi	0%	THE		. 0%			0%	1 T
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		4	量	3	. 8		- 5	2 , 2	Marie V	增进1	6	
Permitted Phases	4		4	8					2			6
Detector Phases	4.	4	4	3	8	443	5	2.2	2	, ii 1,	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	, <mark>, 22.</mark> 0	22,0	10.0	22.5		10.0	21.0		10.0	21.0	21.0
Total Split (s)	35.0	35.0	35.0	20.0	55.0	0.0	35.0	44.0	44.0	24.0	33.0	33.0
Total Split (%)	of the water modern for the con-	and the second second second second	ARE LEGISLATION OF BRIDE	THE RESERVE TO STATE OF THE PARTY.	36.7%	0.0%	W	100 m - 100 m - 100 m - 100 m	and the second	4-00-045-045-7	22.0%	22.0%
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	Chical Commission (Control of Control	1.0	1.0	1.0	1.0		1.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.0	1,0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	11000						1.00	de de	Mark 1	All 5	4.044	for a fig.
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	33.0	33,0	33,0		33.0	14.4	23,4	35.2	35.2	14.5	21.8	,21.8
Actuated g/C Ratio	0.33	0.33	0.33	artain stratestore, soci	0.33		0.23	0.35	0.35	0.14	0.22	0.22
v/c Ratio	0.17	0.45	0.60		0.80		0.75	:0.47	0.35	0.63	0.74	0.49
Control Delay	32.2	32.6	6.1	Body of the State	36.8		48.4	34.5	6.8	54.5	48.3	11.1
Queue Delay		0.0	0.0		0.0	4.5	0.0	0.0		0,0	0.0	0.0
Total Delay	32.2	32.6	6.2		36.8	(A) 4% TEST FOR PROPERTY AND ADMINISTRATION OF THE PROPERTY AND ADMINISTRATION OF T	48.4	34.5	6.8	54.5	48.3	11.1
LOS	C.	C	A		, D		\mathbf{D}_{i}	C	$\cdot \to A$	D.	D.	В
Approach Delay	Annual Control Control Control	16.4	DECIMAL TO MARCHA THE FE	atilik di sedalah banas - 1944	36.8	······································		32.0			39.2	
Approach LOS		В	Ex Maria		D.			C	3-4	15	, I D	

Cycle Length 150

Actuated Cycle Length: 100.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 30.3

Intersection Capacity Utilization 76.5%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and P	hases: 1: Norman St &	Washington St		
→ ø1	1 ø2	√ ø3	→ ø4	Å Å ø9
e in the second			I CLE mention of a	
↑ ø5	♥ ø6	₹ ø8		

Lan Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr) 🦟 🦲	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type Protected Phases	
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	4.27.0 - (
Total Split (s)	27.0
Total Split (%)	18%
Yellow Time (s)	4.0
All-Red Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay LOS	
Approach Delay	
Approach LOS	

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Lane Group		715.5	MEBR	L WBL	MVB B	awer.	ÄNBLI	SHALETE	an Bri	(i Gar	SER
Lane Configurations	*	<u></u>	7		4	7		414		¥	A	7
Volume (vph)	158	252	230	12	188	334	198	546	42	208	362	34
Confl. Peds. (#/hr)	5	ilah ga wa kata at was	12	12		5	4	CONTRACTOR	6	6	. O. W. W. L.C. COMPONENCE	4
Confl. Bikes (#/hr)	- Minut	4.6		7	Navi Sak	· · · · · 2	- 5 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	SEE F3		1 2 9		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	∃100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	- 0) I O	0	. 0	0	0	₩ 0	0	. 0	0	0	· · • 0
Parking (#/hr)				74V. 1 (6 ()		0		0	0			See Children Comment Co. 2 *
Mid-Block Traffic (%)	17.34	0%			0%			■ 0%		進士:	0%;	
Turn Type	pm+pt		Perm	Perm		Perm	Perm	1.000 Marin 100 Mary 100 F. F.		pm+pt	22.002	Perm
Protected Phases	14.5 7	4			8		44.40	2.	40 5 9	14.4	6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phases	E 77	4.	4	- 8	8	 8	2	2	告证	1991	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s) 🕮 🚈	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0		8.0	20.0	20.0
Total Split (s)	16.0	50.0	50.0	34.0	34.0	34.0	55.0	55.0	0.0	20.0	75.0	75.0
Total Split (%)	The second secon	Company of the Compan	AND DESCRIPTION OF THE PERSON NAMED IN	CELEBRATIC ACCORDING TO THE SECOND COM-	TV-65 CMO NICARON TO JUNE 1985	23.4%	100 / 12 18	37.9%	0.0%	13.8%	51.7%	51.7%
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0	1.0.	1.0	Halling .	0.0	- 1.0	1.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	5153	145	Yes	Yes	Yes	Yes-	Yes	100	Yes		S. J. B
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	37.4	37.4	37.4		22.0	22.0		51.8	2.76	70.4	70.4	70,4
Actuated g/C Ratio	0.31	0.31	0.31		0.18	0.18		0.43		0.59	0.59	0.59
v/c Ratio	0.62	0.51	0.41		0.71	0.68		1.00	44	0.81	0.39	Parket of seminary and County of
Control Delay	42.8	37.0	5.8		52.6	9.9		65.0		41.7	16.9	5.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	i zaiń	0.0	3.00	0.0	0.5	0.0
Total Delay	42.8	37.0	5.8	200 F - 600 - 7	52.6	9.9		65.0	***************************************	41.7	17.3	5.2
LOS	D	A CD	Α		T D	A		₽ ¥E		P D	' B	Α
Approach Delay		27.2	kerippiiningriinti as, 450	nagasal danka di Alaan ee	25.9	a linguistance of the	-y	65.0			25.0	
Approach LOS		C	All Visibility		rul C			1. (JE)		19:1	- C	
	Control Service	12 CV - 12 CV - 12 CV	Market and all	Agg Copinson	A CHANGE	See a sverience	A STANGER OF THE		A POSSIBLE SAFE	NO ACCUPANCE OF THE		a transmission

Intersection Summary, Available Cycle Length: 145

Actuated Cycle Length: 119.2

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 38.0

Intersection Capacity Utilization 85.9%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

Splits and Ph	nases: 2: Mill St & Wa	ashington St					
ø1	1 ø2		4	ø4 _.		AA ø9	
20.67 (7) (2)	S tranzenski kase		50 (s)			A Ziggiana	3
↓ ø6		•	٠	ø7	4 ▼ ø8		
75 SH (ABEN)			164.		SALORI COMPANIA GRADA		

€ane Group N. N. J. 444	
Lan Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	**************************************
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phases	40
Minimum Initial (s)	4.0
Minimum Split (s) Total Split (s)	20.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	4.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	*** Committee (1) (2) (2) (3) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach LOS	
Approach LOS	
Intersection Summary	

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			(m) #100			100000000000000000000000000000000000000						10 10 172 20 170
Lane Configurations	k	À		As 100 all		an is a more supply. A		4î}		75	^	A A
Volume (vph)	164	219	382	111	185	306	168	526	45	228	465	72
Confl. Peds. (#/hr)	10		15	15		10	7	A 474	7	7		7
Confl. Bikes (#/hr)		10	- 1		70 1	. 2	7423				1 E 25	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%		100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	1.0	1.7 2.20	**************************************	v####.0	0	0.	- 1 O	. 0	TO A CONTROL OF THE PARTY OF TH	- 40	4.23.0
Parking (#/hr)						0		0	0			
Mid-Block Traffic (%)	1 122	. 0%		1 × 1	. 0%	14.	1/4	- 0%	t det	4.3	0%	
Turn Type	pm+pt		Perm	Perm		Perm	Perm			pm+pt		Perm
Protected Phases	5) - 7 ,	4.	art de	b i i	8		T The	2		4.	6	144
Permitted Phases	4		4	8		8	2			6		6
Detector Phases	7.	4	4		. 8	8	2	2	54 / 4	基质质	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20,0	20:0	20.0	21.0	21.0		8.0	. 21.0	\$210
Total Split (s)	16.0	50.0	50.0	34.0	34.0	34.0	55.0	55.0	0.0	20.0	75.0	75.0
Total Split (%)	CONTRACTOR	34.5%	C. P. Chrys. Co. St. Co. Co. Co.		23,4%	D	37.9%		0.0%	13:8%	51.7%	51,7%
Yellow Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0		1.0	the second of	1.0	1,0	1.0	1.0	100	The second second	1,41.0	1.0
Lead/Lag	Lead	****		Lag	Lag	Lag	Lag	Lag	LAN MEDICAL YEROTON	Lead		
Lead-Lag Optimize?		1.5	15 (H)	St.	4		NG H				444	16.01
Recall Mode	None	None	None	None	None	None	None	None			None	None
Act Effct Green (s)		38.0		1442	22.2	22.2		52.0	量,让 ¥	71.4	i 70 4	71.4
Actuated g/C Ratio	0.31	0.31	0.31		0.18	0.18	Control of The State of The	0.42	Market Services (C. Jul	0.57	0.57	0.57
v/c Ratio	0,63		0.57		0.71	0.66		1.00	111.44	0.81	0.51	0.09
Control Delay	45.9	38.1	6.3		55.4	10.2	Ergerene stort sekst	69.9	restable waters stable	41.6	21.6	4.4
Queue Delay	0.0	0.0		10.3	0.0	0.0	inter is	0.0	1/km / 1/4 6/	0.0	y Jan 1 Sec. Standard 19	
Total Delay	45.9	38.1	6.3		55.4	10.2	Prostagiae va	69.9	NEED-ESCALE COMPAN	41.6	22.5	4.4
LOS de la	D.	D	Α		27.0	B		A to be with a second		: 7. U	11 (C)	
Approach Delay	ing state of the	23.9	99		27.9	Tales		69.9	Gr. State	2 - 3× 75×	26.5	
Approach LOS	2.7		V 234	100	3. (4) Y .		M#386 X		15 45		grott, 🕓	
			,									
Cycle Length: 145		4 W	整理	1407			- F Y		47.7	100	17-18-11	
Actuated Cycle Length	n: 124.4	x x ye i p - coord dags coo coopy	00.00000000000000000000000000000000000		AND THE PROPERTY OF THE PROPER	C. A. C.	SALIN BROKEN, OLINION OF LANGE	en 1999 \$1 to held to 1992 \$1	or on the same of	0.00 mm		THE PERSON NAMED IN COLUMN TO
Natural Cycle: 120			199	6446	1111		atom B		75.4	上生的:		1
Control Type: Actuated	d-Uncoor	dinated			TOO THE STATE OF T							
Maximum v/c Ratio: 1.		41.17	. 19.4	1.06	ch il	D-3	6		15 1 5		4.58	
Intersection Signal De						tion LOS						
Intersection Capacity I		88.8%		5.4 (Fig. 1)	CU-Lev	el of Se	rvice E		111	F- 1	e e	
Analysis Period (min)	15											

ø1	1 ø2		4	ø4		∱k ø9
Flatini. E	THE STATE OF THE S					
ø6		·		ø7	₹ ø8	
		Z				

Lan#Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	9.
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0 10 10 10 10 10 10 10 10 10 10 10 10 10
Total Split (s)	20.0
Total Split (%)	14%
Yellow Time (s)	4.0
All-Red Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
A STATE OF THE PROPERTY OF THE	
Mereelorsuoren	

	1	•	†	<i>></i>	1	Ļ		_
		22.74	·	er Piji	7:1.	21.11		
Lane Configurations	7				75	4		-
Sign/Edition 1973	Stop		Free.		4.00	(Free)		
Grade	0%		0%			0%	area commenced when commenced and a commenced	Sec. 15
Volune (Vehin)	420	0	- 13 0 %	1 -4 0%	- 35(0)	60 00		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		MF (FL
Hade Wite Water (vph)	447	-0:	0"	- 0		i 2326		
Pedestrians	3	ent as the	ir ki land	and a		2		
Walking Speed (ft/s)	4.0					4.0		
Green Biockage	O		12.6			4.0		
Right turn flare (veh)								25
Mediateline:	None		14.					
Median storage veh)		NO. O. C. CONTRACTOR OF CONTRA		CONTRACTOR OF THE SECTION				Same
Mostreamsjoiraka).		siesti		4.0				
pX, platoon unblocked			and the contract	***				06575
contaments with the contame	1081			12017				
vC1, stage 1 conf vol		c. rees basis						
vCu, unblocked vol	1031	5		Control of the Contro	3			
Casuale (S)	64	6.2		e de la	Note Miles			
tC, 2 stage (s)								80
EASIANAS TRANSPORTA	3:5	3,0						Ž.
p0 queue free %	0	100			78		CONTRACTOR OF THE PROPERTY OF	- Maria
BACalcoly(Cebb)	202	1000	iwa.					
			-					
VOUNCEPORIE RE	447		2 -22 3					
Volume Left	447	351	0					
Volumes Rights	0.	0.	1.0	4	Arris I		And the second	
cSH			1700					6222
Volume to Capacity	The second second	The second second second second	0/19/				A STATE OF THE STA	
Queue Length 95th (ft)	884 600:4	21	0					
Control Delay (s)	F	78. A	is Pegalogi					80
	600:4			e de la companya de			equi de	
Approach LOS	F			2.6				. Palities
111111111111111111111111111111111111111								
Average Delay			241.3					
Average Delay Intersection Capacity Util	lization		241.3 6.2% }	<u>(</u>	N. F. V.	lat Sami	ipa saa	
Analysis Period (min)			15	9				
Allaysis Tolloo (IIIII)			100					

	<u> </u>	4	†	<i>></i>	\	ļ
	Y	13.73 6 7.11				
Configurations	TR.				<u>ት</u>	A
ane Configurations	Stop		Free			Free
Grade	0%		0%	Rashakian sessi 1974	office and a second states	0%
Volum e (veh/h)	425	0	1 0		363	345
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	447.	: - - 0 :	0	. 0	_382	368
Pedestrians	3			eriacia de la como	Clare See and	4 12.0
Lane Width (ft)	1236					4.0
Walking Speed (ft/s)	4.0			a.		4.0
Percent Blockage Right turn flare (veh)				N. C. C.	AND STREET	
	None:			(- 25 (2 1 1 2) - 27 (2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Median storage veh)			2 al 98 a	200 ligherin - Legar (bysga		President international designation
Upstream signal (ft)	4 9 4		ii.			
pX, platoon unblocked			na na creanadás — i s coine de Por 1985	nako formadokiou roma	man on the second State State	ng alikaka wan daliasia Ma
vC, conflicting volume :	.1130	I = I	dia di	ALC: The	.3.	
vC1, stage 1 conf vol		eneral solen		Marian Carlo Sala	CC 1520 TAL	A de Artis
vC2, stage 2 confive	1130	7		fee been	3	
vCu, unblocked vol	1130		a de la composición		4.1	
tC, single (s) tC, 2 stage (s)	**************************************					(
tF (s).	9.5	8.6	i.		2.2	
p0 queue free %	0	100		MARK Steen Co. A	76	
cM capacity (veh/h)	172	§ 1069			1622	
Volume Total	\$40.7.77E	7.7	363			
Volume Left	447	382	0	Marine Constitution (Co.)		
Volume Right	. 0.	0	0		4.43%	
cSH	172	1622	1700			
Volume to Capacity. 🤌	261	0.24	0.21	Marian Marian		
Queue Length 95th (ft)	970	23	0	కూ రాజర్జు చెందాడు.	eta esta esta de la constanta d	
Control Delay (s)		(E-1, 17.9) A	0.0	70		
Lane LOS	F	A			14-4-28- 38	
Approach Delay (s) Approach LOS	F					
Apploacificos	'					
			005.5		Jan Caralia e a	
Average Delay			295.5 84.9%	e de la companya de La companya de la co	KILL SO	el of Ser
Intersection Capacity U Analysis Period (min)	ilite attoli		15		IAN FAX	J. U. 951
Analysis Fellou (IIIII)	- 5 - 6 - 7 - 6 - 6					
	A A CONTRACT	***			on mesternessessie	

	•	→	•	•	4	•	4	†	/	1	↓	1
Lane Group	e e	N EEFE	LEBR	WANTE	WETE	We RE	MEN BLAK			· SHIP	W GBT	WSBR
Lane Configurations		4	7					1>		*	f	
Volume (vph)	238	48	113	. 0	0	0	0	578	40	198	751	74
Confl. Peds. (#/hr)	20		28	28		20	5		12	12		5
Confl. Bikes (#/hr)					PERM		The second		4			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0.	0	0	0.0	(0)	0	0	- 0	. 0	- 0	. 0	0
Parking (#/hr)	0	0	0		L'A WARNE NAVIGORINA DELL'	CONTRACTOR	CLINOTELX OF REAL PROPERTIES OF	***** K.M.E.***** (MODE 1100 TOOK) SURED ***	0	COTO 1886 - 6866 DG ****** D. 1986 C	EMINET T. LOS COMPANIES TO AN	2013 T
Mid-Block Traffic (%)	J. W. S.	. 0%			- 0%			- 0%	100		- 0%	Mary III.
Turn Type	Perm	Name of the Control o	Perm	. of Sections	w Transport to the School		ones and a second suppose		IN 1980 A HAND I COLOR WATER	pm+pt	DESCRIPTION DOUBLE FACILITY &	Onlessor consum
Protected Phases		4	tes:		PROPERTY AND THE PROPERTY OF T			·2	李 李 董	1	- 6	
Permitted Phases	4	ellamentos remodificações -	4	u na na tanah waga sa Sing	a dagaine, Sanda		An in a section was a second	2		6		Date of York or
Detector Phases	4	4	13.84				4-25	2		1 1 1	6	
Minimum Initial (s)	4.0	4.0	4.0	o Naidhean an 1860	LANGE OF THE SHIP STATES	CES SECUENCE	13.5 Tek 10.5 Sept.	4.0	**************************************	4.0	4.0	vastavite anuši (19)
Minimum Split (s)	20.0	20.0	20.0			KANE.	F-1 4	20.0		9.0	20.0	Marija Sara
Total Split (s)	38.0	38.0	38.0	0.0	0.0	0.0	0.0	65.0	0.0	28.0	93.0	0.0
Total Split (%)	The second secon	25.3%	Committee of the state of the same of the	0.0%	0.0%	0.0%	-0.0%	43.3%	0.0%	the motivation of the same of	62.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0	tor channaig caldes. c	. 1270)	4		4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0			SE 191	177	1.0		1,0	1.0	
Lead/Lag			19.7-1990 NASEC	and the state of t			ser du sy fare	Lag Yes	35 (3)	Lead Yes		Incorporation
Lead-Lag Optimize? Recall Mode	None	None	None			W 254	A 495 FEL	None	1 6 3	None	None	
Act Effet Green (s)	None	30.4	30.4	National III.	Salan Dag Edding			53.4		72.8	72.8	
Actuated g/C Ratio	erede est e	0.26	0.26			12 12 13		0.45	5.0	0.62	0.62	A destination
v/c Ratio		0.20	0.25					0.43		0.02	0.02	an water a
Control Delay		56.8	29.4		104			40.5		34.0	27.6	*****
Queue Delay		0.0	0.0					0.0		0.0	0.0	dio Seletto
Total Delay	Place States of Art - A	56.8	29.4				i describilità	40.5	\$15 P	34.0	27.6	
LOS						a sign st				54.0 6	27.0 • • •	Control of the Contro
Approach Delay		49.0			Alexandria (A.C.)			40.5			28.8	wirist.
Approach LOS		A.O.O.	Karoa Najara		A 555	a (5 - 31	1, K	D.O	F 10-15.	i en elem		

Cycle Length: 150

Actuated Cycle Length: 117.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 36.3

Intersection Capacity Utilization 82.9%

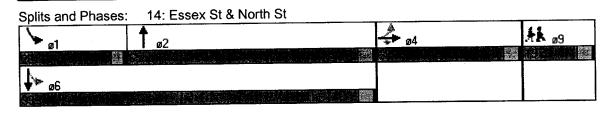
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

Splits and Phases	: 14: Essex St & North St		
→ ø1	† _{ø2}	→ 04	Ák ø9
28 8 24 24 3 3 3 4 2	Characha and an		
₽ 26			

Lane Group Landing	
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%) Turn Type	
Protected Phases	o o
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	13%
Yellow Time (s)	4.0
All-Red Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s) Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

	۶	-	•	•	←	•	1	†	~	/	↓	4
entiappet to		(Zajaž				188127			102121	Tan in the	7.5	
Lane Configurations		4	7					1>		ሻ	^}	12 APRIL 19 1 1 1 5
Volume (vph)	233	66	93	0	0	fr, ₹ 0	0	602	63	192	786	- 60
Confl. Peds. (#/hr)	40		24	24		40	6	HAMING AND STREET	12	12		6
Confl. Bikes (#/hr)					- Jan -		4 3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%		100%	100%	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	. 0	0	0.	- 16 · O.1	- 0 ±	10 E	¥ 0.	0.	0	0		10
Parking (#/hr)	0	0	0	****			y a serve	and the second	Ō			
Mid-Block Traffic (%)		0%			0%		a salasa i	0%	iviji i z	ā. 1910.	0%	here is an
Turn Type	Perm	A STATE OF THE PROPERTY OF THE	Perm	1.67						pm+pt		
Protected Phases		- 4		2 23	A	lgi.		2	asi ii w	CPA/PERSONAL AND RESIDENCE AND RESIDENCE	· 62	
Permitted Phases	4	Tax a surface - Religio	4	and the same of the		5 4 32 ·	9 3 3 7 7 7	2	e de la companya de l	6	A MA	
Detector Phases 🕒 🐇	4.	4	1.4	4 11 7		4.6		2	l diam	4	6	- 25
Minimum Initial (s)	4.0	4.0	4.0					4.0		4.0	4.0	1,542.49
Minimum Split (s)	20.0	20.0	20.0				10 m	20.0		9.0	20.0	
Total Split (s)	38.0	38.0	38.0	0.0	0.0	0.0	0.0	65.0	0.0	28.0	93.0	0.0
Total Split (%)				0.0%		n 0%		43.3%			62.0%	
Yellow Time (s)	4.0	4.0	4.0	20				4.0		3.0	4.0	vo v
All-Red Time (s)	1.0	1.0	10		1.	1.39-0	100	1.0		1.0		404. S
Lead/Lag		9690	S. A. S. S.	· · · · · · · · · · · · · · · · · · ·		- H. D.		Lag		Lead		A TENEDADA
Lead-Lag Optimize?	4-66							Yes			4 224	
Recall Mode	None	None	None				4	None		None	None	
Act Effct Green (s)		34.4	34.4		1.1	111	45	62.0			82.4	
Actuated g/C Ratio		0.26	0.26	A STATE OF THE STA	ele San Trade	in the second		0.47		0.63	0.63	
v/c Ratio	44.4	0.87	0.28			Maria da		0.89			0.85	3000
Control Delay		72.1	29.4	SI June 154 SA	i sadalahan i	in the said of the	41 11	48.4		42.8	29.1	Attivis al A
Queue Delay		0.0	0.0	. A. 6 %	1.20			0.0		0.0	29.1	A Park Land
Total Delay	**************************************	72.1	29.4					48.4		42.8	29.1	
LOS		E	23.4	5	(a		1	40.4 D			29.1	
Approach Delay		62.0	4. 医重			13.13	34.	48.4	r V erjege		A TOTAL CONTRACTOR	
Approach LOS	Marke Heli	02.0 E	7. a			a ta a a a a a a a a a	4.5	40.4 D .		o Develope	31.7	
						100 A 15		Ľ,		15. 4.4	, (C)	4.0
Cycle Length: 150		3.4	押分支			特徵。	柔態	# 5	1000年		6 (% - 11)	
Actuated Cycle Length:	131.6			AND THE PROPERTY OF THE PROPER		en er senne en	V-1017-1-1111-1-1111-1-1111-1-1111-1-1111-1-1111	STANDARD STANDARDS	4 consumer contribution	CET JOSE OF THE RESIDENCE		****
Natural Cycle: 120		100	: 4	141111	3 8 1 1	18		28				
Control Type: Actuated-	Uncoord	linated	A CONTRACTOR OF THE PARTY OF TH			AND THE PERSON NAMED IN COLUMN TO TH	Company Printer of the Conference of the Confere	on the second of	and the second s	· rowsty von egisson film and	L. President	
Maximum v/c Ratio: 0.8	9	i i b	144	新 内侧	A Design	# T - 1	4x 3			faid		4.4
Intersection Signal Dela	y: 42.6			ln	tersecti	on LOS:	D		er andritte der geber	-cywCjastyYyB WA		# 1 34 W
Intersection Capacity UI		86.2%	100	, J. IC	U Leve	of Serv	ice E	- B B				a Thomas
Analysis Period (min) 15												



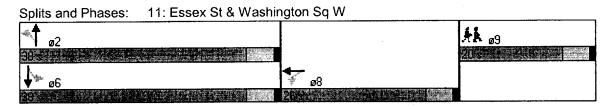
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	13%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
More calministration.	
delak seri bar sebakan K.A. Sedhemi Julia basik.	THE RESERVE AND ADDRESS OF THE PROPERTY OF THE

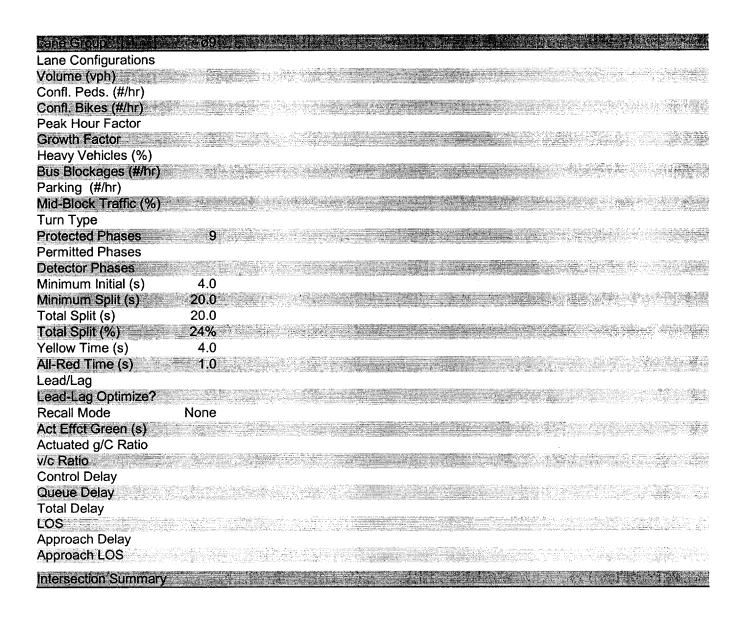
	۶	→	*	•	•	*	4	†	/	-	ļ	1
V overite also de la		er.	VEGS.	V (3)	\(\frac{1}{2} \)	WEEK		13	KEEL	39	Ale V	
Lane Configurations	ሻ	Դ			4	. ₹	a Revenuesco	4	.	n va vojako kolonia.	ર્સ	7
Sign Control		Stop			Stop			Stop			Stop	F70
Volume (vph)	398	236	115	78	63	15	40	102	90	12	239	570
Peak Hour Factor: **	0.94	0.94	0.94	0.94	GARBERT CARRIER STATE	0.94	0.94		•0.94	0,94	0.94	0.94
Hourly flow rate (vph)	423	251	122	83	67	16	43	109	96	13	254	606
Bjjgsjoing, tastits <i>it</i>	%Ü≛ 1			10.7	Jue ()	NE	5.77					
Volume Total (vph)	423	373	150	16	151	96	267	606				
Volume Left (vph) 😁	423~	0 ^	····83	0.	43	0	×-13-	· / 0+	haliya pa	grave to a		17.
Volume Right (vph)	0	122	0	16	0	96	0	606			Company Committee William Co. Co. Co. Co.	KOLUMBACH POTE
Hadj (s)	0.57		0.29	-0.68	0,21	-0.63	0.07	-0.65				
Departure Headway (s)	8.2	7.5	9.0	8.1	8.8	8.0	7.8	7.1	ATT ALCOHOLD (1. ACC)		etranomina se	erenega (s. n.
Degree Utilization, x	0.97	0.78	40.38	0.04	-0.37	0.21∞	0.58	1.20	arrivery.			
Capacity (veh/h)	434	472	374	422	386	432	450	510	10 4 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		consulativa National	AATA AATA A
Control Delay (s)	THE RESERVE TO BE STORY OF THE	-31.0+	Contract to the second second	10.2	15.7	11.9	20.0	129.9				
Approach Delay (s)	47.9		15.5	Jan de water er er bei er e	14.2	San James Co. (4)	96.3	otes: Assatutavas	and the second second			7.23
Approach:LOS	E.		С.		В		. Б.			At ex		
nacista de la Cârda de Sala	A-4 11			rv _{is} erra e e 							* 7	
Delay	2000		61.6									**************************************
HCM Level of Service			F	tride team of deposits of the deposit of the deposits of the d	Charles and Andrews		all to the same and the consideration	Commence and the second	A THE OWNER WAS A STREET OF THE PERSON OF TH			
Intersection Capacity Uti	lization -		71,7%:		SU Leve	of Ser	vice 👙		C.	er An	1 :14:17	
Analysis Period (min)	n en beloef an eaf	erano de Potos en Sul Sando	15	o.governy/04094/1208/01 (gyy men y Angele meta-mana yang ili 1 Ki		vi res evisionessement					errors entropidate(SSS) / 94 - 1 -
							4	Sales :	4.7	ary (s) Po		4 . 15

	٠	→	•	•	4	4	4	1	~	1	+	1
		Tele II.					3.3	NZT.		ŝh:	70, 1 % 1 W-1 98	345
Lane Configurations	ሻ	\$	Service England of the Con-	ndario Sero Derverto a	4	7	out within the improved flag	4	<u> </u>		ર્વ	7
Sign Control : : : : : : : : : : : : : : : : : : :	7477	Stop			Stop			Stop	1		Stop?	
Volume (vph)	372	281	46	· 27	78	16	127	228	153	20	150	545
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	392	296	48	28	82	17	134	240	161	21	158	574
	44.4			3V(3.3)				3.5				
Volume Total (vph)	392	344	111	17	374	161	179	574				
Volume Left:(vph) 5-44.	- 392	240	// 28	. 0	134	· / 0	21:	¥ 7/01	A 44	i esti		
Volume Right (vph)	0	48	0	17	0	161	0	574				
Hadir(s)	0.53	-0.06	0.15	-0.68	0.21	-0.67	0.09	-0:67	74 ¹			
Departure Headway (s)	8.6	8.0	9.4	8.6	8.6	7.7	8.3	7.6			entrantina aggregativa de la servicio della servicio de la servicio de la servicio della servici	AND WHEN MY STANDED THE
Degree Utilization x	0.98	077	0.29	0.04	0.89	0.35	0.41	1.21	14.			
Capacity (veh/h)	412	442	354	388	408	457	422	481	ann ann aire aire aire ann an t-		CONTRACTOR OF THE STATE OF	BETANT Nanohodory isz
Control Delay (s)	57.5	31.6	15.0	10.8	49:3	13.5	159.	134.6	3. 34 S			eq.i
Approach Delay (s)	45.4		14.4	CO DOMESTIC CONTRACTOR OF THE	38.5	dende skielder, med eine sk	106.3					BRENTS EDITAL DAVIS
Approach LOS		er iks.	B.		E,		, e. j.				iidh :	
astonitis ilgani ett timu.												
Delay:		75 694	63.2			118.21	12.00	160	19		3 47	
HCM Level of Service			F		THE CASE OF THE PROPERTY OF THE		CONTROL OF STATES				A STATE OF THE PARTY OF THE PAR	Marindor, Jacob L. Maring, et .
Intersection Capacity Utl	Ization		77.5%	: IC	CU Leve	l of Ser	vice 🕮	a e ab	· + Di	kali-		(g) = 7
Analysis Period (min)	Type of the Control o		15	The state of the s	- C. C. Service - C. C. Specifical			- Comment of Comments of the	The state of the s			
						100		4 7 4	1466			

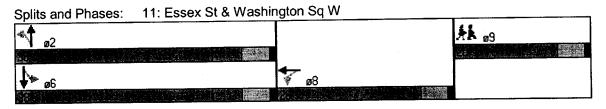
	٠	→	•	•	←	4	4	†	-	/	↓	4
Pare Groupalay 4.4	au EBL	EBT.	a EBR	WEI	S.WELL	WBR 4	LINE L		MINBR	SBL	SBT	SER
Lane Configurations					43-			44			4	
Volume (vph)	0.	0	0	258	18	44	23	448	49	14	552	- 4
Confl. Peds. (#/hr)	30	110011	10	10	mikus falikus digus (1915-202	30	8	atom Pilitali II.	7	7	5 - 1	8
Confl. Bikes (#/hr)	10 TAN			* 1 2	3-1	e de se				landa saferii		. a. K.M.
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	-100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	. 0	. 0	0	0	- 0	0	0	10
Parking (#/hr)	a distribution de la company de la compa	\$\$\$\$\$ \$		0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%)		- 0%		Tin (2)	- 0%			- 0%			0%	
Turn Type	19000 F-2.000 (MPL-5-2-2-2-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4	00000000000000000000000000000000000000		Perm		PM working weather our	Perm	· Mr. T. A. Waller, Phys. Rev. B	10000	Perm		ST. TO SHIP SHAPE
Protected Phases			ar Se	27 July	# · · · 8 ·	4.15	. j. j.	2			6	Ž.
Permitted Phases	and the management of the transfer of the tran		- the termination	8	***************************************	V	2	2	of the State of th	6	6	S. Carponillo I. Co
Detector Phases				8	8	a de i	2	. 2		= 6	6	756
Minimum Initial (s)				4.0	4.0		4.0	4.0	Aprillation and a company of the second	4.0	4.0	Sayasan saya ara ara ara ara ara ara ara ara ara
Minimum Split (s) 👚 🕒	1855		1444	20.0	20.0	i i J	20.0	20.0		20.0	20.0	
Total Split (s)	0.0	0.0	0.0	26.0	26.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	31.0%	31.0%	0.0%	45.2%	45.2%	0.0%	45.2%	45.2%	0.0%
Yellow Time (s)			and the second	4.0	4.0	Lat	4.0	4.0		4.0	4.0	E. Talles
All-Red Time (s)			5 5A	1.0	1.0		1.0	1.0		1.0	1.0	64.3
Lead/Lag									****	olimbooks and resolution is	- 1.00m2 - 10.0 miles des 0.0	11.3 × 2.30× 2.3 × 2.5 × 7.0 × 7.1 p
Lead-Lag Optimize?					But A	A 54 A		E (4)		Lara.		1.1
Recall Mode	4 - 100 - 11 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 -			None	None		None	None	AND COMPANY OF THE PARTY OF THE	None	None	(5-2-00-0) x1-0-1 (\$4-46-0) 100000
Act Effct Green (s)					20.8	ha s	1.5	34.5		Michigan	34.5	9,3
Actuated g/C Ratio					0.31			0.52	20 (27) LOL. (900) O. O. HER (90,00) (100)	4400	0.52	
v/c Ratio				-4506	0.77	la A		0.75	Augst.		0.80	
Control Delay					33.4			23.4	The same of the sa		26.0	1 - 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Queue Delay	1 - 12 - File 14 - E	est-		acak	0.0			0.0			0.0	
Total Delay					33.4			23.4			26.0	
LOS				2:48	C			C			- C	. Pag
Approach Delay		×			33.4			23.4			26.0	
Approach LOS					C	let g		C	ii bala		C	
Intersection Strates ava							-61					
Cycle Length: 84			er Exa				ar en la					
Actuated Cycle Length:	66.6	designation of				***	K SUL SIL			AME SE		
Natural Cycle: 90		A CONTRACTOR		2,460					ijanga jad		ering-state v a l	April 1976
Control Type: Actuated-	l Incoorc	linated	1/	72 H 7 E 200 (Mill)		este de la		9, 15,00			######################################	
Maximum v/c Ratio: 0.8												
Intersection Signal Dela	75 () () () () () () () () () (rethree to the	n 10 10 (1887).	on composite	ntersecti	on I OS	: C					
Intersection Capacity U		75.5%			CU Leve							
		355 F 7 T 1 T 1	SPECIAL SECTION OF THE SECTION OF TH							uwstkiji T		PARTICIPATION

Analysis Period (min) 15





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	•	-	•	•	—	•	4	†	<i>></i>	\	1	4
							N .	in Eq.	4.12	12/2		7,4:7%
Lane Configurations					4			4	The second second	<u>a ene</u> e angawa sa	4	a is Profesion
Volume (vph)	0	. 0	0	167	14	41	21	535	- 69	30	524	· · 16
Confl. Peds. (#/hr)	54		24	24		54	9	v Alicalatic Property	7	7		9
Confl. Bikes (#/hr)			,24				200		4			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	.100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	1 0	- 0	i # 0	- 0	0.	.≱: - 0 h			0	- 0		- 0
Parking (#/hr)				0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%)		0%	7 5 6 6		0%			0%			0%.	1. 7 (4)
Turn Type	en ang annacalitans yang habanan. Sanita i	a. Dr. macachallacide	ilin . TV Double Ball . British	Perm	r consess satural est		Perm			Perm		1844
Protected Phases				31 S	8	5 B	4 F 5	2			. 6-	Birgh s
Permitted Phases	Marie Andrews Control of the Chinese	6 Sedit - 45 at 7 x 0 300 000	~ 7.0 - 20 00 00 mg 1000 x 10 mg 10 mg	8	TAR SEC		2	2		6	6	
Detector Phases	Es Maria	E. Stranger	i daled	- 8	8	5.0	2-			6		
Minimum Initial (s)	200 Sept. 100 Se	or		4.0	4.0		4.0	4.0		4.0	4.0	12 14 16 16 2
Minimum Split (s)				20.0	20.0	12.3	20.0	20.0		20.0	20.0	
Total Split (s)	0.0	0.0	0.0	26.0	26.0	0.0	38.0	38.0	0.0	38.0	38.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	31:0%	31:0%	0.0%	45.2%				45.2%	
Yellow Time (s)	A >	CONTRACTOR SPECIAL SPE		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	Šubai.			1.0	1.0%	1.1	1.0	1.0	4 5 50	1.0	1.0	2.5
Lead/Lag			70377900,0000000000000000000000000000000				100000000000000000000000000000000000000		A COLONIA SAN AND AND AND AND AND AND AND AND AND A	And the state of t		
Lead-Lag Optimize?		6.8	100	ild w		6 . (i		1 32		SE PER E		
Recall Mode	Action to the state of the stat	AL NOT THE PROPERTY OF THE PARTY OF THE PART	V77773.542.074	None	None		None	None		None	None	4 3 2 3 4 2
Act Effct Green (s)					16.4	1 9		35.8			35.8	
Actuated g/C Ratio	male die ummerender die Albeite deutste 184	- TO THE STATE OF	~~~; ex./4~~animomorphican		0.23		A Section Control of the Control of	0.51			0.51	
v/c,Ratio		Karata		112	0.72	10 al	9	0.90		0 E E	0.84	120
Control Delay	ACTION OF SECTION STATES OF THE				31.5			39.8	,	***	34.5	
Queue Delay		Kain.		H.A.	0.0	21	F. 41 - 5	0.0	64 17a	1		
Total Delay	Man Tarabat in production of Control of Control	W. W. C.	5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		31.5			39.8			34.5	
LOS				213	C .			D.		辦 5	C	
Approach Delay				A THE RESIDENCE AND ADDRESS OF THE PARTY OF	31.5	ene anna un democración des Core (ET-655)	Marie Control of the	39.8		ORIGINAL OR AND HUMBER OF THE	34.5	
Approach LOS		e stand	11.65	花 点 题:	# C		Maria.	D.		aja jaja	C	6.4 病
			The second						******			
			- Feedback	1.444.12.17		Section 125				-		
Cycle Length: 84	. 70 0											
Actuated Cycle Length:	. 70.8			S-02-04		A COLORED				wyyr a dae a dae a dae		
Natural Cycle: 90 Control Type: Actuated	Llogger	inata d	a di dest	150				A. E				
Control Type: Actuated Maximum v/c Ratio: 0.9		mated	200 Suit 500		and the	en Charas	i e sa estado e e e e e e e e e e e e e e e e e e e	ias US varacions:				
Maximum Wc Rallo U.S Intersection Signal Dela	Committee of the commit	e netteta					. 🗅	D-44	5 18 18			
Intersection Signal Dela Intersection Capacity U		70.70/			ntersecti			Sharaka Cook	o de la companya de	Nachtur declar		
Intersection Capacity C Analysis Period (min) 1		10.176			CU Leve	rorser	vice n		e et light			The state of the s
miaiyəiə Feliou (IIIII) I	J											



Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	White Control of the
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effet Green (s)	
Actuated g/C Ratio v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Management of the second secon	

	•	*	ሻ	†	~	-	1	W	•	\	\
\$4.5.20 GB 1, 18.5.						J. A.	4.5	100		- 98Y	
Lane Configurations			ሻ	(î		*	†			¥	7
Sign egatio ls	Stop	4.0		Free		wilde.	Fire.	A		Stop	
Grade	0%	e de la companya del companya de la companya del companya de la co		0%			0%			0%	
Volume (Velum)	0.04		421	509	45	- 426	a 495a	(sty. 0 s	. * 6	6-	350
Peak Hour Factor	0.94	0.94	0.94 448	0.94 541	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Pedestrians	19		440	7 ,1	1193			TU	6	6	372
Lant former server	0.0										
Walking Speed (ft/s)	4.0	ings of the last see									
	∮ #.4. 0 -	g . 24a	14. 4 . 84P	de Said Carle	1997	1144		orași (de l	Talendari	en property	
Right turn flare (veh)		and the second second	Averagings as a National	Silver and a sisteman cons	Series (121 - 1018/05/1128 - Hallistone				miliana sa zamana 200	New Addition Services and a comment	and the second s
Medical Control of the Control of th	None			and the second	de				Market	None	7.0
Median storage veh)		MES AND CAS							And The		
pX, platoon unblocked	0.80	0.80	0.80		and the second				0.80	0.80	0.80
	2438		527	4		£608				2086	
vC1, stage 1 conf vol		Section Control of the Control of th							en paragraphic de la constant de la		
ve2/\$9666888066Velss			4		er Jak			ara,			
vCu, unblocked vol	2803	2332	406	and the second of the second of the second		608		Maria de la companio	2278	2362	406
	<i>(</i> .11)	6.5	.: 4.1		100				;;	65	6.2, \$2.5.
tC, 2 stage (s)	2.5		. 22	ar Productive State		(1) You (5)			-25	4.0	33.
p0 queue free %	100	100	51			97			54	55	28
GARRIER KARRIER K.		15	919-		10.0		4	e Tabe	2014.	14.	514
		79.40.00.000							NATIONAL PROPERTY OF THE PARTY		
Volume from 1884					40 S. A.	W. S. A. (1724)	9836			Sand State of the	
Volume Left	448	0	28	0	6	0					
Volume Right	. 0	48		0	- 400	S 27/2/4		i i i i i i i i i i i i i i i i i i i			1
cSH	919	1700	980	1700	14	514			Best West Connected 254 M of Vest	One of the same and the same	
Volumento se programa de la	0.49	Little or a mineral alabatic filter (California)	80.03	*************	(0.3)		7	Markey (etter.	i jirka N	and the state of t
Queue Length 95th (ft)	68	0	2	0	53	148			Security Security (Section with methods with	
CONTROLLED SANGE AND	, 126 B	0.0	CONTRACTOR SON BELLEVIEW	1000	F						(100)
Lane LOS	B FA		A		F	D	Santa e a ca			Albana Tarah	
Approach LOS					E			a de la companya de			
August Daley			12.0								
Average Delay Interesting Capacity Uti	lizatian	150 at 1	12.0 32.7%		Millevé	Lage.	ilio e il i	20	D:	e e e	
Analysis Period (min)	INCHILL		15								
Analysis i chod (illin)			10.0		7 - 2	. Wh				VANTA I	

	1	*_	ሽ	†	/	-	ļ	W	•	\	\
AL HA				N30		7 23 7 24 7 24 20 20 20 20 20 20 20 20 20 20 20 20 20					
Lane Configurations			7	ß		٩	T	v San Slanding Night	towood Charlet a	À	ſ
Sign Coatrol	Stop	1,50	7.474	Free		Arrest .	Free			Stop	
Grade	0%			0%			0%	eroonista ka asaa an K		0%	
Volume (veh/h)		-0.	- 851	490#	76 64	46	596	0.05	4 0 0 0 0 0 0	0 0E	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	• • • • • •	0	369	616	54	48	627	. 0	4	4	
Pedestrians	38		Car Control (Carlos Albanos Al					paraet rakira(19 1	ocioni e soci ali (1.13	Total Section	
Lane Width (ft)	- 0.0								Section	1.0	
Walking Speed (ft/s)	4.0	To the control of the same					sa wagazania ang kanji	is lee store diagnosis	o seeda ee saa	a Marie Personal	and the second
Percent Blockage	0		44.		P	1.00			e Marija		
Right turn flare (veh)	and the second of the second							erani kantaFlorid			Company Control
Medianitype	None									None	Contract of the Contract of th
Median storage veh)	managan ang sa ang pagagan sa Sa sa s	er en en region de l'action de					220				-
Upstream signal (ft)					*		170		0.77	0.77	0.77
pX, platoon unblocked	0.77	0.77	0.77	Li anni di Professione		- COT	64 . 4G . S		0.77 - 1979	and the second s	U.77
vC, conflicting volume	2429	2044	627)	200		*** 607	or ne	38.44	1919	49.65	
vC1, stage 1 conf vol	sussidiation of Legislas (crisis)	disservice accessions		Kearly Marke	CONTRACTOR OF THE		og Colonia		2.7	1 - C. F.	4. Taja
vC2, stage 2 conf vol	10 mg/m					607			2278	2398	514
vCu, unblocked vol	2865	2363	514		K anangan sa	607 4.1		i seatil	2210	2330	514 - 1624
tC, single (s)	7.1	6.5	4.13			4.1		a de la com	, C21		
tC, 2 stage (s)	Ladas de Sa valle de la das Core					- 00	kronovania (* 15		W.E.	#.40	2.72
tE(s)	3,5	4.0	44)			2.2 95	100		69	68	11
p0 queue free %	100	100	54		are exercise.	93			60	(4) (4) (4) (4) (4) (4) (4) (4)	
cM capacity (veh/h)	. 10	14		e Quizios.		S. ANO					
Andrews		*1,1	;								
Volume Total	369	569	48	F(C22)		683			1777	1,171,181	
Volume Left	369	0	48	0	4	0	2194E14 19 1967	om 111 20002m 112 st. 4-	and a decision was referred to the		
Volume Right	:0	54	· · · · · · · · · · · · · · · · · · ·	0.	0 119	383	eli (m. 17	156	1997	1,140	ing sayan
cSH	810	1700	976	1700	13	431	Prof 2 - residence are an extensive	.,		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Volume to Capacity	0.46	0.33	0.05		0.63	. 0.89		3.0	4.4		行争动为
Queue Length 95th (ft)	60	0	4	0	37	234	**************************************				
Control Delay (s)	13.1	0.0	8190		747.0 ₆₈ 9	51.3	ar e	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e jeti	eriki si j e	1975
Lane LOS	В	t life on the Australian (Inches)	Α		F	F	ap out more named to				
Approach Delay (s)	5.2		0.61		\$ (\$10.7)					3 4 A	and Park
Approach LOS	- Your about the Wallington Co.	Contraction of the second section of the section of the second section of the			F	once at the second	- we will be a second of the				
•											
All Marie Control of the Control of		ere said you e	444	13		Fili Wallahi.	A terrain				
Average Delay		on the second	14.4	ga igursigua	ALEL M	el of Se	ANAA .		i i i	. W. 1	a de la companya de
Intersection Capacity U	uuzation		64.1%		OU EGV	erurse	i AICE				
Analysis Period (min)	eronari.	ng 1974 - 1888 85 1988	15					- 10 CONTROL			
			100				Paratri B				

	•	→	*	•	+	4	4	†	1	\	↓	1
		. 11.75	4.54	4.1.4.1						211.		.1.35
Lane Configurations		4			4		35	↑			î,	V 1
Sign Control		Stop	(1, <u>1,1</u> 1)	d. 149	Stop	10000		Free		11.11	Hitel	e dia
Grade		0%			0%		71000000000000000000000000000000000000	0%	riberrus Francisco de Maria d		0%	A PORTER TO CO.
Volume (veh/h)	93			*******	200	39	11	504		1 100		
Peak Hour Factor	0.94 99	0.94	0.94	0.94	0.94 81	0.94 41	0.94 12	0.94 536	0.94 ••••••••••••••••••••••••••••••••••••	0.94	0.94	0.94
Hourly flow rate (vph) Pedestrians	93	22			20		4	930 5	, U		21	
Lane Width (fi)		10.0			120	Zan Skr. Z		12.0	Service Services		2 i	Mario :
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percept/Blockage		12.			2.	100	Property.		Life and the second	100		
Right turn flare (veh)							Same of Kills Same	es ameneralistans plant.				
Mediandype.		None			None	194						
Median storage veh)		CZAMOUNION CONTINUED TO SEA CALLED			and the state of t	al was see was an arm	THE SECTION OF SECTION	ener mennes der besonderen e	ator i karanawa takarana		12.16.18.16.00.00.00.00.00.00.00.00.00.00.00.00.00	estratoriiko a Silla et televar ter
Upstream signal (ft)					Barrier I.			253				
pX, platoon unblocked	0.82	0.82	0.97	0.82	0.82	0.81	0.97 524			0.81		
vC, conflicting volume	1179	1096			M116-	577	0.54					100
vC1, stage 1 conf vol			A CONTRACTOR		Alfanta (
vCu, unblocked vol	1163	1062	507	1096	1084	475	519			449		
(C, single (s)	7.1	6.5	6.2		16×6×5	6.2	4.1	le de la companya de	and the	Se 2466		
tC, 2 stage (s)												
(F(s)C	3.5	420			4.0	3,3	22	Variety of		- 223		
p0 queue free %	0	100	92	75	53	91	99			100		
cM/capacity (veh/h)	75%	×176			, 17d r	461	1007					
											* .	
Võlume Folal	1222			3447(0.)	1. 54 /24		100	ia e		4-6362.1		
Volume Left	99	34	12	0	0						te anno de la	
Volume Right	45	44	1 TO		35				74	33,444		
cSH	103	192	997	1700	1700	. C 2000 - BARAKET 1989 9		There are control and to deliver a fire	ok ana aberteen sootes.			ne o testaciono con con-
Volume to Capacity	1,40	. 0.64S	0.01	0.00	. 08:0			e de la companya de				
Queue Length 95th (ft)	258	144	1	0	0	olisaszenszások s		e se sant de				
Control Delay (s)	303.8 _*	/30 gr		0.0	0:0	* ************************************		50 t r	1000			
Lane LOS Approach Delay (s)	303.8	_	A	Carrer.								
Approach LOS	F	F								- 100 SARGA		
Approach 200	•	•										
			46.0									
Average Delay			40.8	eta esta esta esta esta esta esta esta e		legal/stables.co		IA SSECTION V	row on the	er tile		egge grades.
Intersection Capacity Ut	A STATE OF THE STA	A CONTRACTOR OF THE PROPERTY O										
Analysis Period (min)	lization.		47 7% 15	4	8U/Lev	el of Sei	vice		A	177.556		

	<i>></i>	-	•	1	-	•	•	†	1	-	ļ	4
	1.48		as a second			WAR.	I Ber		4,5	6 (28) 3 (09)		
ane Configurations					4		ኻ	.		Silvania i vida vida	4	Salto Tax
ign Control	.w.w	Stop	147		Stop			.Free			Free	W 245
Grade	, panagonar carrier services services	0%		and the second second	0%			0%		A	0%	an de la compa
OUTRE (VERTIX)	84	O O	22	51	96	67	+107	484		0.05	573	- 5 0.9
eak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95 603	
ou ilyaliöw talex(yph) t	. 188	0.	. 23	- 54	101	71	-11	< 509×	++0	0.	41	. 6
edestrians		38	ing an ding the 100 th in letter	Grand void Subsequence of	44			15	all and a second		12.0	an Alba
ane Widhon 2-632	elek :	12.0			12.0			4.0			4.0	35.39
Valking Speed (ft/s)	annung salandakan Carb Sala	4.0	iana no compressor a	ai san air air air a	4.0	0,63 (2)	- Carrot	4.0		904 - T. CO.	4.U	20.01
acentelos estados	4.4	- 3	garage (1964)	10-10-12	4 .	******						
light turn flare (veh)			same oon saket.	e Allene ele Leide de				en en en en en			and the second	
(Bidlielia (Violek za Katalana)		None	edit i jan	West of States	None:	Page 100			2010	er to		**
ledian storage veh)			#8 9 07/2025	variatička	**************************************			A ORG			670	
Įssucencesigneik(nodes			0.00	0.01	0.91	0.86	0.89	877 4 74		0.86		
X, platoon unblocked	0.91	0.91	0.89 686	0.91 1246	4276	U.00	0.09		arina ari Nasari	553.	i de la maio	T#1:76.74
C Bonniching Addition	1864	~1246 ·	. 000	1240	"IZIO"			THE REAL PROPERTY.				
C1, stage 1 conf vol	2552848.25		New April					ekurs-				
ozystagezyopykaka	1225	1095	649	1096	1128	527	666			479		
Cu, unblocked vol	1220	65	6.2	7.1	6.5	62		a files		4.1		
			U.Z.							M 43-405-77-76		
C, 2 stage (s)	87.0E-80-8	* 40	3.3	3.5	401	202	7			2.2:		100
O guarda fron V	0	100	94	63	41	84	99			100	AND AND THE R. W.	(66-298 4-409 d.)
0 queue free %		180	403	147	* 470	2.00			46.00	899		
Weetleaters (Alter Masses			(#) # Y Y									998(3017-007-12)
1										344	naren a	
(可謂是第6萬與於何句)	1 (12)	225	11.	509	668							Cent.
/olume Left	88	54	11	0	0					ersenor d	**************************************	116-12 00/A
/oldine Righters (##	23:	71.	382 O	0	- 60	12	400			1. 3. 1.		
:SH	69	202	804	1700	1700							2.5
/oldineto Capacity	1,68	1314	is the state of th	0.30	0.39	1,484.4	A company and a state of					
Queue Length 95th (ft)	242	268	1	0	0	-3003-3						
Control Below(5)***	440/4	11464	9:5	e 0.0	0.0							
ane LOS	F	F	Α	skovetski sliki	n of				- C. C. C. S. S. P.		11.24. 13.22.2	
Approach Dean(8)	District to a control of the control	1461	• 0.2		U.U.	3.0						
Approach LOS	F	F										
48												
Average Delay			54.0							managana da	والمتعادر المتعادية والمتعاددين	en Lista (Illahorono
ntersection Capacity U	Ulization		57.2%	M. 4. 24	CU Lev	ekofSe	rvice		≇ B	1.		
Analysis Period (min)	Contract to the contract of th	memory, kolod 2009 revergible	15						was a supplement of the control of		L SCHOOLSKACH LADAR	rendrigation to the
				发生。198 0年	200							¥2,

	•	-	•	•		•	1	†	/	/	. ↓	4
Lane Group, is a survive	SI EBL	SEE SE	i ege	W.E.E.		Miles	e NELS	LENET	NE NE R	. SEL	A SRE	
Lane Configurations		4	7	ሻ	1→		***************************************	4	7		री	included in the second
Volume (vph)	14	379	167	375	276	22	101	44	368	2	6	17
Confl. Peds. (#/hr)	3	The state of the s	14	14	MARKATACIE PHILIPPEN IN SERVICE	3	6	piaku (Pro SAPPA)	16	16		6
Confl. Bikes (#/hr)	26.3 8		1	1 1 12	reference e	er er er		A Bodge	a a ers	1- K 115 K	- 1842	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	. 0	0	0	0	- 0	10	0	- 22.0	0	0	0	. 0
Parking (#/hr)		0	0		0	0	The state of the s		30			0
Mid-Block Traffic (%)		. 0%	APL CHOC	1.45	- 0%			.0%	10 to \$10 to 10 to		0%	
Turn Type	Perm		Perm	pm+pt			Perm	Agent 12 00 Proposition in Table	Perm	Perm	THE RESIDENCE OF THE PARTY OF T	Perm
Protected Phases		- 4		3	- 8			2			6	
Permitted Phases	4	4	4	8			2		2	6	TIS.CLI-c- 27. L.Ensethment	6
Detector Phases	4	4	. 4	3	. 8	\$ 40E	- 2	i - ⊊2	2	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	9.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	61.0	61.0	61.0	37.0	98.0	0.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)					65,3%	0.0%		17.3%	17.3%	17.3%	17.3%	17.3%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	B-4-6	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	SEW/WWW.had.Wood.com.		ELBOOT CLASS STORY OF ACT TO 3				-	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				150 min 150 min 150 min	wan.		444	数 4
Recall Mode	None	None	None	None	None	TOTAL PROPERTIES AND A	None	None	None	None	None	None
Act Effct Green (s)		27.6	27.6	48.6	48.6	WIT		16.6	16.6		The state of passes, but the state of the st	16.6
Actuated g/C Ratio	ti inilitatin at antiko ferite	0.36	0.36	0.63	0.63	77 (100 A)	AGESTICATION OF THE PARTY OF TH	0.21	0.21	trac cover and a become	0.21	0.21
v/c Ratio		0.80	0,32	0.77	0.34			0.56	. 0.72	4 TOP	0.02	:0.06
Control Delay	r timbas sum i Novi	27.8	4.9	13.9	8.5	illilia esta marana no esta e	Markey Burn J. T. Co. S. C.	39.9	10.6		39.0	19.6
Queue Delay	Mar velsi	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	A COLUMN AND A STREET	27.9	4.9	13.9	8.5	Barrier and the second	ristinger galactic states for the	39.9	10.6	vingajioni wietei	39.0	19.6
LOS		C	A	B-	A			D	B.		. D	В
Approach Delay		21.0		jagadərəsə	11.5		Nata-Santina	18.8		e Departuações	25.6	Square and the same of the
Approach LOS					В			В			. · · C	

Actuated Cycle Length: 77.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

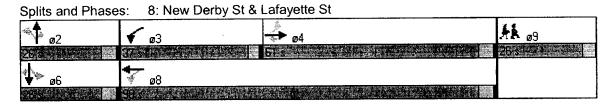
Maximum v/c Ratio: 0.80

Intersection Signal Delay: 16.8

Intersection Capacity Utilization 71.6%

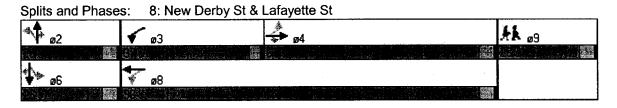
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C



មតិវិទីរដូចប្រមន្តរដ្ឋារ ម៉ូន៉ែតែ	69. The second
Lan Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%) Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s) Total Split (s)	26.0 26.0
Total Split (%)	20.0 17%
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lead/Lag	- (20年2年2 - 2049年2 gr) (2049年2 gr) (2049
Lead-Lag Optimize?	
Recall Mode	None
Act Effet Green (s)	
Actuated g/C Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

	۶	→	•	•	←	•	4	1	~	>	ļ	1
		. Optimizing								(m) m !		23.83
Lane Configurations		ન	7	7	4			4	7		4	7
Volume (vph)	10	367	182	372	354	23	158	55	327	5	22	25
Confl. Peds. (#/hr)	14		23	23		14	9		13	13	The second secon	9
Confl. Bikes (#/hr)			1		清 撒 :		20					. 1.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	i 0	- 40	4 O	a (), O	A 18 0	0		0.0	0	10	0.1	() (EE)
Parking (#/hr)		0	0		0	0		Market and the second	30	A CONTRACTOR		0
Mid-Block Traffic (%)		0%			¥ 0% .		ageles .	- 0%	17:184		0%	
Turn Type	Perm		Perm	pm+pt	esca edului esc.	A DAY TO THE PERSON NAMED IN CO.	Perm	No statement with the	Perm	Perm		Perm
Protected Phases	12 2	- 4	# Kilper J	3	8	ta ii.		2	CONTRACTOR AND PROPERTY AND AND AND ASSESSED.	10.4		fer e
Permitted Phases	4	4	4	8	THE RESERVE OF THE PARTY.		2	-M. (1-4) (411 11 11 12 13 13 13 13 13 13 13 13 13 13 13 13 13	2	6	- T	6
Detector Phases	4	4	4	4.43		100	2,	2	2	6	61	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	A Proposition	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0		9.0	20.0	\$10 Te	20.0	20.0	20.0	20.0		1.20.0
Total Split (s)	61.0	61.0	61.0	37.0	98.0	0.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)					65:3%				17.3%			
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	E Service	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0			1.5	1.0	1.0	1.0	10	- 10	es 1.0
Lead/Lag	Lag	Lag	Lag	Lead	/* - 3-T						7	
Lead-Lag Optimize?	Yes	Yes	Yes		for the				21872	Į.	Year S.	
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	The State	30.8	30.8	54.4	54.4		l a	25.4	25:4		25.4	25.4
Actuated g/C Ratio	S. Sale	0.32	0.32	0.57	0.57	en e	E4	0.26	0.26	**************************************	0.26	0.26
v/c Ratio	50 (W)	0.82	0.37		0.47			0.67	0.62	14	0.08	¥0:07
Control Delay	100	34.7	5.2	17.9	13.2		15c (8c) 27 2 32 81	51.6	11.3	a. Taraka da	44.2	19.1
Queue Delay	r tij	0.1	0.0	0.0	0.0			0.0	0.0	The Hall	0:0	0.0
Total Delay	186.2	34.8	5.2	17.9	13.2			51.6	11.3	TA JAKES	44.2	19.1
LOS	G. 54 C	6		R	M B			D	. R	Service S		B B
Approach Delay	Victoria de la composición dela composición de la composición dela composición de la	25.1		. Comment	15.6			27.2			32.1	Health east
Approach LOS			41. A. 14.	dasseur.	P.					T. Park	J. O.	
	, ************************************			tije (1902 mar sid		St.	250% S.	S and was		10070		
Cycle Length: 150								e ema de		17/11/4/19	多海绵	
Actuated Cycle Length:	95.9											
Natural Cycle: 100	11.2									告 名字		
Control Type: Actuated-		dinated						6 topper 400				
Maximum v/c Ratio: 0.8	Zing - Sign company of comment of the contract of	1 1 5	10 II	the state	計 唐 月		581 S			¥ \$3		
Intersection Signal Dela			A STATE OF THE STA		ntersect	ion LOS	: C		- TOTAL BOOK OF THE POST	THE PARTY OF THE P		
Intersection Capacity U		74.6%		. T. (1)	CU Leve	of Ser	vice D	183				A
Analysis Period (min) 15	5											



Lan#Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	26.0 mention and the second of
Total Split (s)	26.0
Total Split (%)	17%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
BIOTOPIUM STUMBLEVA	

	→	\rightarrow	•	←	4	1	
NA STATE OF THE ST		- j#\\\\	11/12			profis.	
Lane Configurations	†	7	*5	1	J.	7	
Sign Control:	Yield	1.75	redikt.	Yield	Yield.	A Garage	
Volume (vph)	695	505	105	745	355	165	
Peak Hour Factor	0.94	0.94	.10,94%	30 C4	0.64	:/0,94	and the state of t
Hourly flow rate (vph)	739	537	112	793	378	176	
The grant base Hills	Mary 1	5 Å .		4.00	- 19 <u>1</u>	1 5 :	
Volume Total (vph)	739	537	112	793	378	176	
Volume(Left (vph)	- 0	0.4	.41 26		4776	side Ou	
Volume Right (vph)	0	537	0	0	0	176	
Hadj;(s)	- 0.03	-0.67	0.58		41.50	0.67	A Company of the Comp
Departure Headway (s)	7.7	7.0	8.6	8.1	8.6	7.4	
Degree Utilization, X	1.57	1.042	0.276	440	400	0.36	
Capacity (veh/h)	482 287. 1	523 75.3	406	449	408	479	
Control Delay (s) Approach Delay (s)	198.0	- / 0.5-9	335.7		39.6		
Approach LOS	190.U		333.7 - * E		39.0 2021		
publication (Authority)							
Delay.			24(5)				
HCM Level of Service	<u>Edia (Miraga) i arriva preba</u>	in niga dadi makan isalin wiki	F				
Intersection Capacity Ut	ilization		/9. 0%		zez legye	Lot Serv	ice
Analysis Period (min)	1.39 <u>6.336</u> 2.662.053		15	e al menan			
	100				e Chief h	12 4	

	-	•	•	—	4	/	•
Attended to the		lina)	((B)		5,66	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
Lane Configurations	↑	7	7	↑	Ť	7	
Sign(€øntrølt*: 🌃:	Yield∗	10.00	¥114#	Yield	Yield		
Volume (vph)	665	400	160	910	340	155	
PealeHour Factorics	. 0.95	0.95	0.95	0.95		.0.95	
Hourly flow rate (vph)	700	421	168	958	358	163	
934 () 10	6.2.3		vela ?		413	Mg A	
Volume Total (vph)	700	421	168	958	358	163	
Volumedentation)	/4C - O	- i.o.	-168-	- 20	358	142 0	Carlos Significación
Volume Right (vph)	0	421	0	0	0	163	The state of the s
Fad i(s) (s)(s)	. 0.02	-0.68	. 0.52	0.020	70.524	E01686	
Departure Headway (s)	7.6	6.9	8.4	7.9	8.6	7.4	
Degree utrizationsx	31.48	0.81	0.39	. 2 09	0.85	0.64	
Capacity (veh/h)	481	513	420	466	414	477	
Control Pélay (\$)	246.9	31.8	Straight of the Control of the Contr	514.9	43.8	129), (
Approach Delay (s)	166.1		440.2		34.1	4.5.66.23	
Approach LOSCAC-L					a district		
Delawaran P. 1990		a Are	252.8	19 9 11	7172.0		
HCM Level of Service	And the second like all and a second	on and activity of the second	F	And the second second			
Intersection Capacity.U	ilization		80.8%	# \$50 5](JULEVE	LofiServi	century and District the second
Analysis Period (min)		ing a second second	15			No. of Care Control	
4-14-14-15-20-20-15-15-15-15-15-15-15-15-15-15-15-15-15-						5 Harris	

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Movemen	o e≓ai.			ANVENIE	AVII (EVITO	MVIER.				· (242)	(4,2,3)	
Lane Configurations	en er	ida di manda di	オ	and the Market		7	50.1.456- 6 2. 6 74 3 0.3611_56	*	rada Dilai	V 1/2 × 1/2	A	1. 1. 1. M. 1. M. 1. 1. M. 1. 1. M. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Sign Control	585 F 72 X	Stop			Stop		1462022	Free	(1) - 1 - 1	A 400 S 100 MV	Free	20.6
Grade		0%	MATERIA (a i nagrijanjiya	0%	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	APTICE.	0%	12.7 4 9413.776	Transfer Man	0%	#0]*164886:44001
Volume (veh/h) ** * * * *	÷ \> 65 -	^ × n -	* 167	0	V.************************************	7 . i	O	812	* 5 * 0 *	* ******	±363±	. 0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	69	0		0	0	7	0:	864	#22.0×	1011	386∵	0
Pedestrians		50	MANAGERICAN STREET, ST.		Sharintan' da miseon.	de color service a colora	nino representativa	33	Sec. 2015 Sec. Sec. Sec. Sec. Sec. Sec. Sec. Sec.		40	Manual Carlot of Columb
Lane Width (ft)	e koli	12.0	14. (1.7)		76 kg - 17 kg			.12:0		4.0	12.0	维 系 5
Walking Speed (ft/s)	r co-Company of the Company of the	4.0	OMBERT LESS DE LE SANT AND	en obere States and	NOVING MENTAL CONTRACTOR		20 Br 644 Care 12 Br 9 506 Br	4.0	Contract of the Harver College	CONTRACTOR	4.0	W-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
Percent Blockage		4.	A second		le de tendas.		Sec. Sec.		est (pri		4.44 c3 ÷	ile.
Right turn flare (veh)		TO ACCOMPANIENCE OF A STOCK	3		7.54 (1 m ·			/ miles o o com and any come and				
Median type		None			None	17.17		1.14	22			
Median storage veh)							and the second second			and the state of the state of the	and the second and the second of the second	was a state of the state of
Upstream signal (ft)		W.W. 15			week.			606		446	717.	
pX, platoon unblocked	0.73	0.73	STANK THE WATER OF THE	0.73	0.73	0.73	ant and a size of the size of	was described described from the	· Valentin Barriera	0.73		ederal mening a sub-
vC, conflicting volume	1347	1300		.1372	1300	. 904	. 436	ar serve	OH (#XX e)	394		
vC1, stage 1 conf vol	• POSESSE SE S	A AREA SON THE TOTAL PORT OF	an European de Marine	a zaczona a roka do filia	salahan salah salah salah	c erecvición estad				0.4 N 1 N 1 N 1 N 1 N 1 N 1 N 1 N 1 N 1 N	SAN BUTTON OF A ST	
vC2, stage 2 conf vol	4 4 7 7	4440	- 10 P 1 N N	4540	4440	000	400			042	ter to the	A Miles
vCu, unblocked vol	1477	1412	469	1510	1412	868	436	-	1.	813		
tC, single (s)	4.30	5.5	D.Z .	· Att	6.5	(O,Z	4.1		25.			
tC, 2 stage (s)	9.5	·	20	. 3.5	4.0	3.3	2.2		1927	100	(20024 AV	
tF (s)	3.5 0	4.0 100	- 2.3 68	າ.ວ 100	100	3.3 97	100	200		100		
p0 queue free % cM capacity (veh/h)	66	96	554	46	96	248	1077	ara ta	water 13	* * F Q 6*	ektor ora	Section 1
CIVI Capacity (veruti)												
		Maria .			e de la composición d La composición de la		The second second				Charles and the same	
Volume Total	247.	CONTRACTOR OF STREET	864	386		400					a f	
Volume Left	69	0	0	0	-sukkatenti Eritik Europaa	enterna una compresión	Jeroka i silikali kal			untar at establica		Bancal Carlo
Volume Right	178,	MANAGEM CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONT	. 0	Q .	e	e en a en 127		<i>(</i>).		ar of the same		1. A.F
cSH	214	248	1700	1700					- 15 to 15 t	e san area d		
Volume to Capacity	1.16	0.03	∍0.51	0.23		And the second			e o Maria de Santa	· ·	2 Mary	
Queue Length 95th (ft)	298	2	0	0			10.566	No de la companie		e estado esta		
Control Delay (s)	156.8	20.0	0.0	0.0	Section 1999	CVI, A CALDY	Aller of	A Parket	en en en en	es l'activité		a de la composición
Lane LOS	F 1500	C	. n n	0.0	(to provide the st			e de la Cartago				7474 T. B.C.
Approach Delay (s) Approach LOS	130.0 E	- 20.0 C	0.0	U.U							CONTRACTOR	
Approach LOS	Г	C										
intersection Somutary a								all a come to make	and the state of t	en e	in so a look of a stary to the	a a listense
Average Delay	<u> 1886-1985 - John Grands A</u> rmen	ele rigitation in comme	25.8	·	A TORRESON OF THE	الله المنظمة ا المنظمة المنظمة	entranagije, remor	engrig katasinsa Mila	ng ay kara kabasa	85874 NG 23346-73	Na na na kata panga at a	energy y vales.
Intersection Capacity Ut	ilization	Add to	72.3%		CU Leve	el of Ser	vice	* 15° * 30 80°	G.		e e e e e	
Analysis Period (min)	grandalismiddan	"STANCE AND A	15	and specific	gara garan e	junus i in elektre		h in the seco	gystre be	th ASG Children	Eliteration	2008 de la compa
								tanville.				

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	The second secon		E(# 5		AND TO	W. BR) 100 70	i (digita)	(KIBE)	() (\$\dag{\alpha} \)		
Lane Configurations	7	and the second s	7	ing sa Paragaint ann an Airean	tali, Majaritan (Mit Addison)	ř	an an Einstein alle in Marie de	ተ	rana a di Ario a di Santa di Ario Ari	and the Arms	†	
Sign Control	1111	Stop			Stop		4.7	Free		447	Free	643 K
Grade	-	0%			0%			0%			0%	* W
Volume:(veh/h)	- 50	/.02	177	0	. 0	8.	- 0.40	757	• • • • •		367	.,0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	53	- 0	186	0.	¥ 0	8.	., . 0	-:797°	0	0.	386 110	0
Pedestrians	a XVIII.	65 12.0			150 12.0		Z. L.	78 12.0			12.02	
Lane:Width (ft): Walking Speed (ft/s)	7	4.0			4.0			4.0			4.0	THE SECTION SECTION
Percent Blockage:		4.0			1.0			0 - 6			. 967	J. 34
Right turn flare (veh)	and Little		3	3. 433A 147A		y to to wat to be	CARLON COMPANY	ara ya Na T ir	entradeuri X			
Median type	er er er er	None:			None:		1.8		67			
Median storage veh)	ilikaitin ilitataisetti tirjitettiinistiinisti	CO-80 NOT THE MEMORITY CO.						AND THE RESERVE	and the property of the state o			
Upstream signal (ft)		J'1497	0.006			15 A.	Sign	606			735	
pX, platoon unblocked	0.81	0.81	constraints at the	0.81	0.81	0.81		######################################	415-94- 958 -1-58-52-95	0.81		2.18.67.52.7
vC, conflicting volume	1367	1398	-529	1504	1398	1057	451		r, fy	947	4	
vC1, stage 1 conf vol	e. Sections	22			and the same				t the state of		143	Katana
vC2; stage 2 confivel a vCu, unblocked vol	1453	1492	529	1623	1492	1070	451			934		
tC. single (s):	7.1	6.5	62	71	65	6.2	4.1	16.4		4.1		4.5
tC, 2 stage (s)				40 May 4		(s. 3/3)		20 4 2459-2-2				
(F (s) (m.))	3.5	4.0	3.3	3,51	4.0	3.3	· 2.2	10.	July 1	- 2.2		
p0 queue free %	16	100	62	100	100	95	100	edition to the distribution of the contract of	VI S Martine Andrews Control	100	unter anno son construction and advantages on	
cM capacity (veh/h)			02	100	100	90	100			100		
	62	83:	488	29	83	174	1054			522		
	62	88	488	29	83	174				N. C. and Company of the Company of		
Volume Total		83,	488) {{29}	83	-174 				N. C. and Company of the Company of		
Volume Total Volume Left	239	* * 83 	797 0	386	83	\$3 \$\$417 4 \$****			l'e serre	N. C. and Company of the Company of		
Volume Left		83 (8)	488 ₈ 797	(<u>) (29</u>) (386)	* 183	50 174				N. C. and Company of the Company of		
	239 53	. 83 . 8 . 0	797 0 0 1700	386° 386°	83	174				N. C. and Company of the Company of		
Volume Left Volume Right cSH Volume to Capacity	239 53 186 261 0.91		488 797 0 1700 1700 0.47	386& 0 1700 1023	83	174				N. C. and Company of the Company of		
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft)	239 53 186 261 0.91 204	83 8 0 8 174 0.05 4	488 797 0 0 1700 0 47 0	386 0 0 1700 0.23 0	83.	174				N. C. and Company of the Company of		
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	239 53 186 261 0.91 204 77.1	83 8 0 8 174 0.05 4 26.8	488 797 0 1700 1700 0.47	386 0 0 1700 0.23 0	83	174				N. C. and Company of the Company of		
Volume Left Volume Right CSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	239 53 186 261 0.91 204 77.1 F	83 8 0 8 174 0.05 4 26.8 D	797 0 0, 1700 0,47 0	386 0 0 1700 0.23 0 0.09	83	174	41054			522		
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	239 53 186 261 0.91 204 77.1 F	. 83. . 88. 0 8. 174. 0.05. 4. 26.8. D. 26.8.	797 0 0, 1700 0,47 0	386 0 0 1700 0.23 0 0.09	83	174	41054			522		
Volume Left Volume Right CSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	239 53 186 261 0.91 204 77.1 F	83 8 0 8 174 0.05 4 26.8 D	797 0 0, 1700 0,47 0	386 0 0 1700 0.23 0 0.09	83	174	41054			522		
Volume Left Volume Right CSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	239 53 186 261 0.91 204 77.1 F	. 83. . 88. 0 8. 174. 0.05. 4. 26.8. D. 26.8.	797 0 0 1700 0.47 0 0.0	386 0 0 1700 0.23 0 0.09	83	174	41054			522		
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Average Delay	239 53 186 261 0.91 204 77.1 F 77.1 F	. 83 . 0 . 8 . 174 . 0.05 . 4 . 26.8 . D . 26.8 . D	797 0 0, 1700 0.47 0 0.0 0.0	386 0 0 1700 0.23 0 0.09	83	174	41054			522		
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Average Delay Intersection Capacity U	239 53 186 261 0.91 204 77.1 F 77.1 F	. 83 . 0 . 8 . 174 . 0.05 . 4 . 26.8 . D . 26.8 . D	797 0 0, 1700 0.47 0 0.0 13.0 70.8%	386 0 0 1700 0.23 0 0.09	83	174	41054		G	522		
Volume Left Volume Right cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Average Delay	239 53 186 261 0.91 204 77.1 F 77.1 F	. 83 . 0 . 8 . 174 . 0.05 . 4 . 26.8 . D . 26.8 . D	797 0 0, 1700 0.47 0 0.0 0.0	386 0 0 1700 0.23 0 0.09	83	174	41054		C	522		