APPENDIX D

Synchro 6.0 Analysis Reports: Future Year (2010) AM and PM Peak Hour Intersection Capacity Analyses for Selected Intersections with Improvements

- 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

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Lane Configurations	*	1	7		र्सी		75	个 个	7	*	<u>本</u>	A STATE OF THE STA
Volume (vph)	32	282	326	49	232	88	224	612	172	132	229	169
Confl. Peds. (#/hr)	10		18	18		10	12	N	8	8		12
Confl. Bikes (#/hr)			¥#.		5 8 4 3			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	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	. 0	0.	0	0	0	- ±0:	7 0	0	. 0	. 0	. 0	CONTRACTOR OF PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE
Parking (#/hr)	THE RESERVE THE PROPERTY OF TH							1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			2014	40
Mid-Block Traffic (%)		0%		1 4 2	0%.	0.4	34.8	0%	ā -	8 8 8	0%	
Turn Type	Perm	. Commission of the second	Perm	pm+pt			Prot	444	Perm	Prot	drose e e e e e e e e e	Perm
Protected Phases		. 2	450 4.3	16.4	6	9 3 5	# + 3	8	3 3	7,	4	
Permitted Phases	2	COLOR MARKETON OF MAN TO SERVICE	2	6		The state of the s			8		A STATE OF THE STA	4
Detector Phases	2	. 2	2	1.	6	4.4,15	3	8	8	7	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	4.0
Minimum Split (s)	21.0	21.0	21.0	9.0	21.0s	織せる	9.5	21.0	21.0	9.0	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 (%)	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
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
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			5 A B	1000			GARGA	4.4	H	No de	4.	4 465
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	30.4	30.4	30.4	14基域。	30.4	表示 言	+ 20.8	31.2	31.2	14.5	20.6	20.6
Actuated g/C Ratio	0.32	0.32	0.32		0.32		0.22	0.33	0.33	0.15	0.22	0.22
v/c Ratio	0.13	0.59	0.53	1.40	0.66	4 (4)	. 0.72	0.65	0.33	0.62	0.70	0.53
Control Delay	31.9	34.9	6.1		34.1		43.9	35.0	7.0	50.6	44.4	10.6
Queue Delay	0.0	0.0	0.0	14.00	√ ⊱0.0⊁		0.0	0.0	0.0	0.0	0.0	·:, ± 0.0
Total Delay	31.9	34.9	6.1		34.1		43.9	35.0	7.0	50.6	44.4	10.6
EOS AND A SECOND	C	C	A	11.3	, C	(1 1)	4 D	C	A	D	+ 1 D	. В
Approach Delay		20.1			34.1			32.2		**	35.1	
Approach LOS	i fanti	C		5.3.5	I C	表面主	表表示	C	djac i		. , D	4.14
A CONTRACTOR AND A CONTRACTOR OF SERVICE USAGE AT	Later Value of	3.7										

Actuated Cycle Length: 93.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

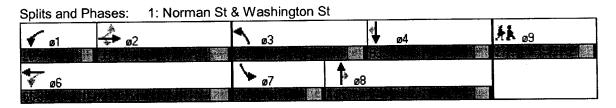
Intersection Signal Delay: 30.0

Intersection Capacity Utilization 72.6%

Intersection LOS: C

ICU Level of Service C

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Lan Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	是一个时间,我们就是一个时间,我们就是一个时间,我们就是一个时间,我们就是一个时间,我们就是一个时间,我们就是一个时间,我们就是一个时间,我们就是一个时间,我们
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)	
Total Split (s)	27.0
Total Split (%)	
Yellow Time (s) All-Red Time (s)	4.0 1.0
	· · · · · · · · · · · · · · · · · · ·
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	

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			Sald of the		3 (3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			o de		4 (34%)		10 in 150
Lane Configurations	7	<u></u>	7		र्सी के		ሻ	个个	75	7	Å	A.
Volume (vph)	39	237	436	59	335	135	242	503	208	136	260	. 158
Confl. Peds. (#/hr)	25		15	15		25	15	e de la companya de	10	10		15
Confl. Bikes (#/hr)		4.24				4.3			1		Y (S	
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	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	. 0	0	0	at 4.0°	$\mathbf{U} \in 0$	6.10 1	1.70	率 0	0	. 0	0	THE O
Parking (#/hr)					WIN METERS OF METERS		* # *					40
Mid-Block Traffic (%)		0%			0%	14.6	4	- 0%	100		. : 0%.	
Turn Type	Perm		Perm	pm+pt			Prot		Perm	Prot		Perm
Protected Phases		品·集 2 图	1.罗里	1.231	6	家 靏	3	- 8		67 E.7	4.1.41	1986
Permitted Phases	2		2	6	CANCEL CONTRACTOR OF CONTRACTO		more and the state of the state	THE STATE OF THE S	8			4
Detector Phases	2	2	2	ti ada	46		4.3	8	- 8	7 7	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	4.0
Minimum Split (s)	22.0	22.0	22.0	10.0	21.0	A distrib	10.0	21.0	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 (%)	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
All-Red Time (s)	1.0	1.0	# 1.0	1.0	1.0	新春	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	4444	主动 护	2 B 4	100	ARH.		hell is	Maga-	4.77	化有量.	3124	14-45-6
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	38.1	38.1	24 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	可知道	38,1/	h in h	24.2	37.7	- 37.7	15.9	.24.5	24.5
Actuated g/C Ratio	0.33	0.33	0.33		0.33		0.21	0.33	0.33	0.14	0.22	0.22
v/c Ratio	0.19	0.47	0.62	学表法	0.87	建	0.79	0.53	0.37	0.69	2.0,80	72:0:51
Control Delay	35.7	36.6	6.3		43.8		55.1	40.9	6.8	62.4	56.5	11.4
Queue Delay	0.0	0.0	0.1	Section 1	0.2		0.0	0.0	0.0	0.0	-0.1	0.0
Total Delay	35.7	36.6	6.4		44.0		55.1	40.9	6.9	62.5	56.5	11.4
LOS	D.	. 其D	I A		1 . D .	B 144	∯, Æ	: D	Α	, E	HE LE	В
Approach Delay		18.1			44.0			37.1			45.1	- Control and Control and Control
Approach LOS	4553	9 B	$\mathbf{j} \cdot \mathbf{i} \cdot \mathbf{j}$	6	D	fitter:		, D			, D	1.5

Actuated Cycle Length: 113.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

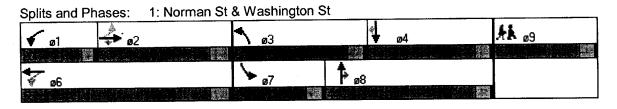
Maximum v/c Ratio: 0.87

Intersection Signal Delay: 35.1

Intersection Capacity Utilization 78.5%

Intersection LOS: D

ICU Level of Service D



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)	27.0
Total Split (s)	27.0
Total Split (%)	
Yellow Time (s)	4.0
All-Red Time (s)	
Lead/Lag	
Lead-Lag Optimize?	None
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 Configurations	*1	A	7	The state of the s	4	7	7	† ‡	. 1.7 ± ± 6543	ጙ		and Sandi
Volume (vph)	158	252	230	12			198	546	42	208	т 362	
Confl. Peds. (#/hr)	5		12	12	to see the	5			6	- 00	- JUZ	
Confl. Bikes (#/hr) 🔠	1415	40.0			9 8	2						- 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	0.94	0.94
Growth Factor	106%	106%	106%	106%	106%	106%		106%		106%		106%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	₹ 0	0	0			Fig.0			0,0	. 0
Parking (#/hr)				A Part of the Control		0	en add a col	0	0			* ************************************
Mid-Block Traffic (%),		. 0%:			0%		3 P 12	0%		S A A	0%	
Turn Type	pm+pt	The second secon	Perm	Perm	a versional a paragrigue	Perm	pm+pt			pm+pt	22 744	Perm
Protected Phases	5	2			6		- 3	8		5 57	4:	
Permitted Phases	2		2	6	4 or 4 hand on earth all the said.	6	8			4		4
Detector Phases	44.45	. 12	. 2	6	6	- 6	3.	8	(1) i	1.97	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	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	8,0.	20.0	4.2	8.0	20.0	20.0
Total Split (s)	18.0	49.0	49.0	31.0	31.0	31.0	25.0	54.0	0.0	22.0	51.0	51.0
Total Split (%)	12.4%	33.8%	33.8%	21.4%	21.4%	21.4%	17.2%	37.2%	0.0%	15.2%	35.2%	35.2%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	W W W W W W W W W W W W W W W W W W W	3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0		1.0	4.0	1.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	195 Oct	1.5	Yes	Yes	Yes	Yes	Yes	g a	Yes	Yes	Yes
Recall Mode	None	None		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	470.9	70.9	70.9		50.4		59.2	40.7	MHA. S	-57.0	39.6	39,6
Actuated g/C Ratio	0.49	0.49	0.49		0.35	0.35	0.41	0.28	-	0.39	0.27	0.27
v/c Ratio	0.50	0.35	0.33		0.40	0.55	0.73	0.76		0.74	0,90	0:09
Control Delay	31.3	29.4	10.8	to a state of the Manager of Manager	43.5	8.0	36.8	49.2		40.1	59.9	10.2
Queue Delay	1.8	3.1	0.9		0.0	0.0	0.0	0.0	基	0.0	0.1	0.0
Total Delay	33.1	32.5	11.7	e mo in material	43.5	8.0	36.8	49.2		40.1	59.9	10.2
LOS A THE BANKS	C.	C	В.		D	A	, 5 D	, D		, D	d#E	- B
Approach Delay		25.2	estrajtom na 1980ir onew 141	iya wasa waxaya galadhanin ili sabaw	21.3	MATTER STREET,	Same Name and Davidson	46.0		Managara was a san a	50.3	
Approach LOS		C			C		建着	, D,			D.	

Cycle Length::145 (1997)

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

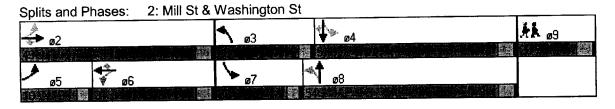
Maximum v/c Ratio: 0.90

Intersection Signal Delay: 36.7

Intersection Capacity Utilization 77.6%

Analysis Period (min) 15

ICU Level of Service D



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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 Mark	
Minimum Initial (s)	4.0
Minimum Split (s) 🧎 😘	# 20.0 C. 12 C
Total Split (s)	20.0
Total Split (%)	2.14%:
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	
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Lane Configurations	7	↑	7		स	7	75	<u>ተ</u> ጉ	,	7	A	7
Volume (vph) 📖 🚈	164	219	382	-11	185	306	168	526	45	228	465	72
Confl. Peds. (#/hr)	10		15	15		10	7		7	7		7
Confl. Bikes (#/hr)			74. T			2	- 161	atul si				- N - J - 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	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockeges (#/jii)	### 0#	0 144	- 0	- 0	10	10	10	4 (0)	egate Or	0	6.80	0
Parking (#/hr)						0		0	0	30.00		
Mid-Block Traffic (%)		0%		A Hui	0%	4 章	5.4	0%	440	14.1	0%	arriv I
Turn Type	pm+pt	,	Perm	Perm		Perm	pm+pt			pm+pt		Perm
Protected Phases	5.	2		10.5	6	11	3		4421	7	4.	星
Permitted Phases	2		2	6	0.1- 04-00 174 annu 8- 010 an	6	8			4	1017	4
Detector Phases	5	1 2	2	- 6	6.	. 6	3	8	$\mathbf{q} = q_{\mathbf{q}}$	7	1.4	. 4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	21.0	21.0	21.0	21.0	21.0	8.0	2110 .	1444	48.0	Art State of the S	21.0
Total Split (s)	17.0	49.0	49.0	32.0	32.0	32.0	18.0	51.0	0.0	25.0	58.0	58.0
Total Split (%)	ACCOUNT OF THE PROPERTY OF THE	avenue des autranaes, autentification	ERLEN STEEL PRODUCTION OF STREET	en ar valor malyeredelika	www.neignon.edu.co.co.co.co.co.co.co.co.co.co.co.co.co.	CONTRACTOR BELLEVIOLE	12.4%	NAME OF TAXABLE PARTY.	0.0%	A CONTRACTOR OF THE PARTY OF TH	40.0%	40.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		引 10	·准式0t	6 / 37	1.0		#1.0
Lead/Lag	Lead		a Nacional Contract - 1 contract	Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	de la	Là 🗀	404		9 9 6 9	4.7	Yes	Yes	16:3	· Yes	Yes	· Yes
Recall Mode	None	None		C-Min		C-Min	None	None	. 10	None	None	None
Act Effct Green (s):	62.9	62.9	62.9		44.3	44.3	57.2	43.2)	19 A	65.9	#48.2.	48.2
Actuated g/C Ratio	0.43	0.43	0.43	nasi na mwaki wa 1964 wa 1	0.31	0.31	0.39	0.30		0.45	0.33	0.33
v/c Ratio	0.55	0.33	0.51		0.44		0.72	0.68		0,74	0.93	
Control Delay	39.0	34.3	14.0	- Balante monarte disease	48.6	8.7	39.9	46.8	en de estado	35.8	58.6	9.5
Queue Delay	3.0	3.7	1.1		0.1	0.0	0.0	0.0		0.0	3.2	0.0
Total Delay	41.9	38.0	15.1	especial of Adjunctive	48.7	8.7	39.9	46.8	***	35.8	61.8	9.5
LOS	, LU	D 07.4	, B		D.	Α	-	P		$\mathbf{p}_i \in \mathbf{D}_i$	D. E.	A
Approach Delay		27.4	00 15 8442244352		24.3	tras (ST)		45.2			49.1	
Approach LOS	() () () ()	Ų.			· · · · ·	5.4	J. E.	\mathbf{U}_{i}	7 7	48 条理	W., J. B.	il.

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

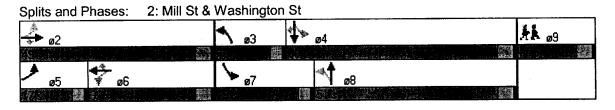
Maximum v/c Ratio: 0.93

Intersection Signal Delay: 37.6 Intersection LOS: D

Intersection Capacity Utilization 81.5%

Analysis Period (min) 15

ICU Level of Service D



Lan#Configurations	
Volume (vph)	The state of the s
Confl. Peds. (#/hr)	operation and the second secon
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr) 🦠	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	G. E. S. Strategy and the second seco
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)*	20.0
Total Split (s) Total Split (%)	20.0 14%
Yellow Time (s)	4.0
All-Red Time (s)	4.0 310 - 1
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	
Michigania Sumalina.	

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Lane Configurations	ኻ	<u> </u>		*************************************	<u>ት</u>	*	and the second of the second o
Volume (vph)	420	0 :	0	310	330	т 306	
Confl. Peds. (#/hr)	14	2		3	3		
Confl. Bikes (#/hr)				34 · // ///		1. 12. 14.	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Growth Factor	106%	106%	106%	106%	106%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0		- 0	0	0.	. 0	
Parking (#/hr)							
Mid-Block Traffic (%)	- 0%		-0%		# 4	0%	
Turn Type		annels of Charles and Market Community	ada anno a canada da Arianna	Over	Perm		
Protected Phases	6			6	1 11	4 4	
Permitted Phases	and the second of the latest the	Ca Madandague establicario	COMMUNICATION School		4		
Detector Phases	. 6	4.5	3.45	6	b = 4	4	
Minimum Initial (s)	4.0	odaovaki 290.4A. s	Figuality And September 1	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0			21.0	21.0	21.0	20.0
Total Split (s) Total Split (%)	63.0 43.4%	0.0	0.0	63.0	62.0	62.0	20.0
Yellow Time (s)	43.476	U.U%	0.0%	The second secon	42.8%	ALC: NO PERSON NO. 10	A company of the comp
All-Red Time (s)	4.0			4.0 1.0	4.0 1.0	4.0 1.0	4.0
Lead/Lag	1.4			- 5 7	L.V.	, i.u	
Lead-Lag Optimize?		a Velago					
Recall Mode	C-Min			C-Min	Min	Min	None
Act Effct Green (s)	94.2			94.2	38.8	38.8	
Actuated g/C Ratio	0.65		LB1: 107, 008	0.65	0.27	0.27	
v/c Ratio	0.46		4-6-4	0.31		0.77	dental and the second second second second
Control Delay	8.0	**************************************	ngun kampalanga	0.7	53.7	50.7	
Queue Delay	0.5		基構	0.0	0.9	0.0	
Total Delay	8.4	X - (V - 1 - 1 - 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2	ACTUAL CONTRACTOR	0.8	54.6	50.7	
LOS	A.			Α	H.D.	- , D,	
Approach Delay	8.4					52.7	The state of the s
Approach LOS	A :			1123		D	
			37	٠.			
Cycle Length: 145	Mark 1	To the last of	12.2	J. W. S.	Language St.	37 4 74	
Actuated Cycle Length	: 145	a same target	. Sola 10 23	1.10.4	A. 60 (10)	- 11 B	
Offset: 7 (5%), Referer		ase 6:V	VBL. St	art of G	reen !		
Natural Cycle: 75		CANAGE ST			en a la companya de l	(1) 42 6 1610	
Control Type: Actuated	l-Coordina	ited		i i i i i i i i i i i i i i i i i i i		a ha	
Maximum v/c Ratio: 0.8	88	o primero maj di 1947 (1922) (1936)	· · · · · · · · · · · · · · · · · · ·		4		
Intersection Signal Del		di Gérasia		- Ç.İr	itersecti	on LOS	
Intersection Capacity L		55.6%		IC	CU Leve	l of Sei	rvice B
Analysis Period (min) 1	5		Tal			Bula:	

Splits and Phases:	3: Mill St & Margin St	t	
		[k.	∱k ø9
	ļ	SASS CANAL AND CARLOTTERS OF THE COLUMN TO THE COLUMN T	Carra 22
€ ø6			

Lane Configurations Volume (vph) Confi. Peds. (#/hr) Confi. Bikes (#/hr) Confi. Bikes (#/hr) Peak Hour Factor 108% 106% 106% 106% 106% 106% 106% Heavy Vehicles (%) Bus Blockeges (#/hr) O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		*	•	†	-	/	Ţ					
Volume (vight)				74 <u>018</u> 53			S 35		- L-16-3			
Volume (vph)	Lane Configurations	*		10.000	7	7	<u></u>	<u> </u>	e to a man it was	geles (1. See sage 1. see	مواللا بالشاء الارفيطة الدين	de la la ser a serie la la la la la Male. Notae ser a serie la
Confile Bikes (#hhr) O.95 0.95<		425	0	0	402	363		1.00		as E		
Peak Hour Factor	Confl. Peds. (#/hr)		NO SHIPPING SALES	Owners Court (MARTIE)	**************************************			La Company		The State of the S		
Crowth Factor	Confl. Bikes (#/hr)				-JASE			E 2 1 1	10.	Light .		
Heavy Vehicles (%)	Peak Hour Factor		0.95	0.95	0.95	0.95	0.95			And the second		teman di selata di s
Bus Blockages (#/hr) 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0%	the second of th	106%	106%	106%	106%	106%	106%	经净票据	建设设置	194 (E)		
Parking (#/hr) Mid-Block Traffic (%) Mid-Block Traffic (%) Over Perm Protected Phases 6 6 6 6 4 9 Permitted Phases 5 6 4 Minimum Initial (s) Minimum Split (s) 30.0 30.0 20.0 20.0 20.0 Total Split (%) 41.4% 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%	ALLES COMMON SERVICES	****	33507 4 08194.0440		TOTAL SCHOOL SAME AND THE STATE OF THE STATE
Mid-Block Traffic (%)		0	M 40	# - 0	.0	0.	+ $+$ 0		1. 1. 2	114 8	- 掛	
Turn Type		Garringer (1997) - Control (1997) - Control (1997) - Control (1997)	er was a party of the second	a a salas a sa	The state of the s						, , , , , , , , , , , , , , , , , , , ,	
Protected Phases Permitted Phases Permitted Phases Betector Phases: 6	Control of the Contro	- 10%		. 0%	PEND		0%	SKAS.		1.4		
Permitted Phases			Recalds - Co.	PROTOGAL CONTROL - 1.	Committee of the commit	ar and a commence of the comme		200			TURNOS CONTRACTORAS A ANTO SANO	ersteller i der state i de
Detector Phases	Annual Control of Advanced Control of Contro	. 6	3 1		- 6	3. E. E.	4	9-		44. 图:	•	
Minimum Initial (s)				Baigs in seider (Prices)	ng disasan	4						ALCONOMIC TO THE STATE OF THE S
Minimum Split (s) 30.0 30.0 20.0 20.0 20.0 30.0 30.0 30.0	and the control of th	City Company of the C	ich VII		A section de suppose						AM 1	
Total Split (s) 60.0 0.0 0.0 65.0 65.0 20.0 Total Split (%) 41.4% 0.0% 0.0% 41.4% 44.8% 44.8% 14% Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lead/Lag Lead-Lag Optimize? Recall Mode C-Min C-Min Min Min None Act Effet Green (s) 91.6 91.6 41.4 41.4 Actuated g/C Ratio 0.63 0.63 0.29 0.29 V/c Ratio 0.47 0.38 0.88 0.80 Control Delay 10.6 2.4 52.2 49.7 Queue Delay 0.6 0.0 0.3 0.0 Total Delay 11.2 2.5 52.5 49.7 LOS B A D D Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated Coordinated Maximum v/c Ratio: 0.88 Intersection LOS: C Intersection Capacity Utilization 59.7% Intersection LOS: C Intersection Capacity Utilization 59.7% Intersection LOS: C				#5#9059#445#4.000					e certain	ess entre		
Total Split (%)	The state of the s		^ ^	0.0	A A SHARE STORY AND A SHARE STORY	THE RESERVE OF THE PARTY OF THE	The second second	A STATE OF THE STA	5 S 11/2	1 147 5.	(益祿) 美	
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0											i - Laire es	
All-Red Time (s)		The state of the s	U.U./6	U.U /6		A STATE OF THE STA	100 S ALESSAN (1)	the second second			11 TO 1	
Lead-Lag Optimize? Recall Mode			ar Arres						***		10.3	
C-Min Min Min Min None		and the second	Care Const.			100			Section 2	3 63 .2		
Recall Mode						1 2 3A	N 55 4		1 a v5a 5			
Act Effet Green (s) 91.6 91.6 41.4 41.4 Actuated g/C Ratio 0.63 0.63 0.29 0.29 V/c Ratio 0.47 0.38 0.88 0.80 Control Delay 10.6 2.4 52.2 49.7 Queue Delay 0.6 0.0 0.3 0.0 Total Delay 11.2 2.5 52.5 49.7 LOS B A D D Approach Delay 11.2 51.1 Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection LOS: C Intersection Capacity Utilization 59.7% Intersection LOS: C		C-Min		###\$\$\#\$\$\#\	C-Min	Min	Min	None	Motor Automotive	. Tanan salah	C 58 8 4 4 4 4 5 1	
Actuated g/C Ratio	Act Effct Green (s)		S\$ 4	E SALATAN DESTRUCTION							1. B	
V/c Ratio 0.47 0.38 0.88 0.80 Control Delay 10.6 2.4 52.2 49.7 Queue Delay 0.6 0.0 0.3 0.0 Total Delay 11.2 2.5 52.5 49.7 LOS B A D D Approach Delay 11.2 51.1 Approach LOS B D D Cycle Length: 145 D D D Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection LOS: C Intersection LOS: C Intersection Capacity Utilization 59.7% ICU Level of Service B		0.63	S CHILD	English (**)	THE RESERVE OF THE PARTY OF THE							
Queue Delay 0.6 0.0 0.3 0.0 Total Delay 11.2 2.5 52.5 49.7 LOS B A D D Approach Delay 11.2 51.1 Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection Capacity Utilization 59.7% Intersection LOS: C ICU Level of Service B		0.47			0.38	0.88	0.80		5 2 5	40.054		l de
Total Delay 11.2 2.5 52.5 49.7 LOS B A D D Approach Delay 11.2 51.1 Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection Capacity Utilization 59.7% ICU Level of Service B	Control Delay	10.6		MEDIC AND TO MONAGE AT	2.4	52.2	49.7					
Approach Delay 11.2 51.1 Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection Capacity Utilization 59.7% ICU Level of Service B	Queue Delay	. 0.6			0.0	0.3	0.0					
Approach Delay 11.2 51.1 Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection Capacity Utilization 59.7% Intersection Service B		11.2	**************************************		2.5	52.5	49.7					CONTRACTOR OF CONTRACTOR OF THE PROPERTY OF THE CONTRACTOR OF CONTRACTOR
Approach LOS B D Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B		MANUFACTURE OF THE PARTY OF THE		ande la	A	D.	100 a. 22				有主要是	
Cycle Length: 145 Actuated Cycle Length: 145 Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection Capacity Utilization 59.7% ICU Level of Service B		11.2	NO-SERVICE AND A PROCESSION	ABOUT AND TO LE	On integrate Wil-		CONTRACTOR	The second secon	CONTROL OF THE PROPERTY OF THE			
Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B	Approach LOS	В				-440	. D			1 iii - 1	3 304	
Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B					\$41 W	7.3%	•					
Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B	Cycle Length: 145		3.8	Grand At-			Teller Alla	T (c) (**)		6267 G	0.22	
Offset: 5 (3%), Referenced to phase 6:WBL, Start of Green Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B	Actuated Cycle Length	n: 145			The state of the s	tara ata 18	65 MINES					
Natural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B			ase 6:\	NBL. S	tart of G	reen	ar gi	10.00	Miles Gri	d Berli	- 1 H 1	
Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27:3 Intersection Capacity Utilization 59.7% ICU Level of Service B			estante e estado e	orsbrand (F		erijes 652a	4	ent eta eta				-45 METALLIAND
Maximum v/c Ratio: 0.88 Intersection Signal Delay: 27.3 Intersection Capacity Utilization 59.7% Intersection Capacity Utilization 59.7%		d-Coordina	ted	int y		1144		STE	ida i	tik d		
Intersection Capacity Utilization 59.7% ICU Level of Service B				e e Soois e use urbige					Action State of State	THE PERSON NAMED IN COLUMN		
					i Gall	ntersect	on LOS	9. C		1		
Analysis Period (min) 15			9.7%		10	CU Leve	of Sei	vice B	00000000000000000000000000000000000000			and the second s
	Analysis Period (min)	15					2.05	a de la companya de La companya de la co				

Splits and Phases: 3: Mill St & Margin St

	٠	→	•	•	←	4	4	†	~	/	ļ	4
		5 2.8 (%) // (1.1)		(1777 :1 1)		13,013,170			(m) (m)			31878
Lane Configurations		4	7					↑	7	'n	^	S Warmen
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)				that			200	i i b		£11 5		
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 🛒 🔭	106%	106%	106%	106%	106%	106%		106%	106%	106%	106%	106%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	: 49 - 0 4	0.	- 0	0	0	1.0	0 :	44. O	1.1.0	₩. O	. 0	` # 0
Parking (#/hr)	0	0	0						0			
Mid-Block Traffic (%)		0%		144	0%	G Mike		. 0%	44.14		0%	6: 16-
Turn Type	Perm	AND THE PARTY OF THE LOCAL PROPERTY OF THE PARTY OF THE P	Perm	SERBITOR NUMBER OF THE	or finds zinc william controlled by sweeter	ESTATION OF AN ENDROWING	Sec. 1 - Green Transportation	D. Trush Books and the street	Perm	pm+pt	derk Schlichtense controle v	Difficulty our sentencial telephone and a
Protected Phases		2	3.0		La U.			8		CONTRACTOR OF	1.64	
Permitted Phases	2		2	i Armenda kan da ing	tover expenses an			8	8	4		ONE AND TO ANALYSIS OF THE
Detector Phases	1	1.2	2				764	8.	8.		4.	41.00
Minimum Initial (s)	4.0	4.0	4.0	Skripporenači kurulaz			4.77	4.0	4.0	4.0	4.0	.W.Combacks.com
Minimum Split (s)	20.0	20.0	20.0	E spiken				20.0	200	9.0	20.0	
Total Split (s)	38.0	38.0 25.3%	38.0	0.0	0.0	0.0	0.0	69.0	69.0	24.0	93.0	0.0
Total Split (%)	4.0	4.0 4.0	4.0	0.0%	0.0%	U:U% :	U,U763		46:0%	The Court of the C	COLUMN TO SERVICE AND A SERVIC	0.0%
Yellow Time (s)	4.0 3.1.0	4.0	4.0	5 1-7.25 3). - 25			7.556 C. C. Y	4.0 1.0	4.0	3.0	4.0 1.0	History and
All-Red Time (s)			And I.V				第 五	5	St. Section 1970		. ; ; l.U	
Lead-Lag Optimize?	i in the second		ettara e		198.0E	i - Li Markani	500 324	Lag Yes	Lag Yes	Lead Yes		
Recall Mode	None	None	None					None	None		None	
Act Effet Green (s)	NONE	. 33.8	33.8	No alian	tie sales	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	400	56.4	56.1		74.5	
Actuated g/C Ratio		0.27	0.27		4 4 4 5	1 47 5		0.46	0.46	0.61	0.61	
v/c Ratio	i ka ji maray	0.27	0.27		A POST	F. 16		0.45	0.08	0.01	-	Contract V
Control Delay		61.2	30.3		1964 Yes			39.3	18.6	30.1	.33.2	
Queue Delay		0.0	0.0		,4 - 3 L W	17 A.A.		0.0		0.0		and the
Total Delay	1 1 1 E	61.2	30.3		TA THE US			39.3	18.6	30.1	33.2	
LOS		· # E			1		15	. D		II C	- C	
Approach Delay		52.4	openia sansi I THI				77.6 m 30tz	37.9	And And the Control		32.6	
Approach LOS		D			344		复畫	D	5 5 5	56/44	C	
	etosa (* 27 Av. Subs			CLASSON SERVICES		A STATE OF THE STA			teritory, making		AND THE RESERVE	

Actuated Cycle Length: 123

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

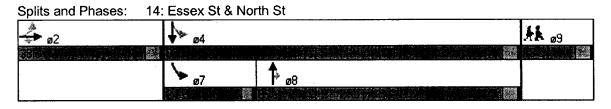
Intersection Signal Delay: 38.1

Intersection Capacity Utilization 83.9%

Analysis Period (min) 15

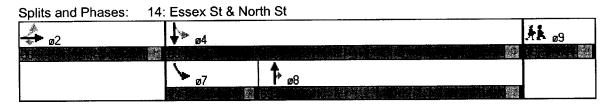
Intersection LOS: D

ICU Level of Service E



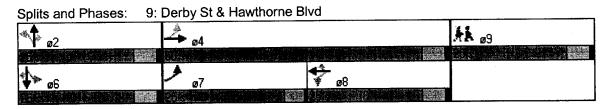
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor ★ Fig. 1997	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases: 9	
Permitted Phases	
Detector Phases	
Minimum Initial (s) 4.0	
Minimum Split (s)* 419.01	
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	
Recall Mode None Act Effct Green (s)	
Act Effic Green (s) Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
	and the second s

Lane Configurations 7 7 Volume (vph) 233 66 93 0 0 Confl. Peds. (#/hr) 40 24 24 Confl. Bikes (#/hr)						
Volume (vph) 233 66 93 0 0 Confl. Peds. (#/hr) 40 24 24 24	- 7	T	-	-	+	4
Volume (vph) 233 66 93 0 0 Confl. Peds. (#/hr) 40 24 24					13.50	10 / #
Volume (vph) 233 66 93 0 0 Confl. Peds. (#/hr) 40 24 24		本	7	7	1>	· · · · · · · · · · · · · · · · · · ·
	0 0	602	63	₫192	786	6
Confl River (#/hr)	10 6	270	12	12		40.7
COIII, Dikes (#III)	777 S. 47 . 48			3 6 7 5		
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	0.9
Growth Factor 106% 106% 106% 106% 106% 106	% 106%	106%	106%		106%	1069
Heavy Vehicles (%) 0% 0% 0% 1% 1% 1	% 1%	1%	1%	1%	1%	19
CONTROL OF THE STATE OF THE STA	0 0	0			2.440	
Parking (#/hr) 0 0 0			0	A	. T.	erescat.
Mid-Block Traffic (%) 0% 1, , , 0%	Agreement.	- 0%		S. Marie		52.0
Turn Type Perm Perm			Perm	pm+pt	*************	***
Protected Phases		8	E S B	7	4	e i
Permitted Phases 2 2		8	8	4		* tel 7 : 57
Detector Phases 2 2 2 2		8	8	44.7	4.	16.
Minimum Initial (s) 4.0 4.0 4.0		4.0	4.0	4.0	4.0	9.07
Minimum Split (s) 20.0 20.0 20.0 20.0		20.0	20.0		20.0	di.
	.0 0.0	69.0	69.0	24.0	93.0	0.
Total Split (%) 25.3% 25.3% 25.3% 0.0% 0.0% 0.0				16.0%		
Yellow Time (s) 4.0 4.0 4.0		4.0	4.0	3.0	4.0	All Property
All-Red Time (s) 1.0		1.0			4.0	
_ead/Lag		Lag	Lag	Lead		1 1
Lead-Lag Optimize?		Yes	Yes	Yes		25-15-12-12-12-12-12-12-12-12-12-12-12-12-12-
Recall Mode None None None	e to the end of the second	None	None	None	None	en britis
Act Effet Green (s) 35,3 35,3	- 18 · 建	56.0	56.0	74:2	74.24	ivi.
Actuated g/C Ratio 0.28 0.28	Control of the Contro	0.45	0.45	0.60	0.60	**************************************
//c Ratio // 0.85 0.28		0.88	0.12		0.94	iden.
Control Delay 66.3 29.9	* CONTROL PARTY	41.1	18.7	32.4	33.9	To the second second
Queue Delay		0.0	0.0	0.0		0.4v.
Total Delay 66.3 29.9	The state of the s	41.1	18.7	32.4	33.9	4995.3
OS W. E. G.		L D	В	· · · · · · · · · · · · · · · · · · ·	, C	k a
Approach Delay 57.7		39.0	Total States		33.6	
Approach LOS 4 B S C C C C C C C C C C C C C C C C C C	r ski	. D		e in the second	C	go.
		They in Desiring HE				
		A	CONTRACTOR OF THE PARTY OF THE	a de la constant de		
Cycle Length: 150						
Actuated Cycle Length: 124.1		eta Garti kandinda	AND DESCRIPTION	e de la companya de		1900 Sept. 1
Natural Cycle: 130	18 ST42	5.47	21.00	A bus !		1
Control Type: Actuated-Uncoordinated	S. S. S. L. S.			er es escar		4 Maria (1941)
Maximum v/c Ratio: 0.94			法数据	* 12/14		15
ntersection Signal Delay: 39.8 Intersection L		7647218584444- 8 3784				rick and the second
Intersection Capacity Utilization 85.8%	service E					
Analysis Period (min) 15						



Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	and the state of t
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	9 Table 1 and the second of th
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 2 (2)
Lead/Lag	
Lead-Lag Optimize?	Date had a significant to the significant of the si
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	

	٠	→	*	•	+	•	1	†	~	1	ļ	1
					in gata	1000	TANET :			4.1 m	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Lane Configurations	ሻ	(€Î	77	energia de la Carta de Carta de la composición del composición de la composición de la composición de la composición del composición del composición de la composición del composición del composición de la composición del composición de la composición del composición del composición del composición d	सै	7	an a saidh a seola	सी	7
Volume (vph)	398	236	115	78	63	15	40	102	90	12	239	570
Confl. Peds. (#/hr)	9	TO A DECEMBER OF THE OWNER OWNE	10	10	25	9	8	44. W. S.	7	7	Since The Park	8
Confl. Bikes (#/hr)			1.1			14.4		100	i di	40.00	4.4	
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	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0.	. 0	0	. 0	0	0) (O	0	# 19 0 3	0	1 (40)	9 ⊱ 0
Parking (#/hr)							\$175m	in William way a said a	CONTRACTOR LANGUAGE	P-S-HIPMANIELE CONTRACTORESCO	L/2008 / L/2008	
Mid-Block Traffic (%)	40.1	:0%	48年	: 数性科	. , 0%		数以外。	- 0%.		\mathbb{Z}^{n}	1 0%	14/14/
Turn Type Protected Phases	pm+pt	- 55 Table - 65 Fa Said		Perm		Perm	Perm	eng goetaging caractus	Perm	Perm	_	Perm
Permitted Phases	7	10.00	6		5 ·	<i>3</i> 6.7 (a)	- 50	. i. Z			5 6	
Detector Phases	4 7 3	A	12.134	8 8		8 8	2 • 2	es ra	2 2	6	i	6
Minimum Initial (s)	4.0	4.0	Part Carlo	4.0	4.0	4.0	4.0	2 . 4.0		6	LINE DAY AND MARKET	6
Minimum Split (s)	8.0	21.0		21.0	21.0	21.0	21.0	21.0	4.0 21.0	4.0 21.0	4.0 21.0	4.0 21.0
Total Split (s)	25.0	50.0	0.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	25.0%											25.0%
Yellow Time (s)	3.5	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5		痛 農民	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		file to	Lag	Lag	Lag	1826 778	**************************************			el III e	1.100
Lead-Lag Optimize?	Yes	1 4	善 和 篇	Yes	Yes	Yes	44.45		. 300.1	8 % B.G	Merica	L Genteri
Recall Mode	C-Min	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effet Green (s)	61.0	61.0		5 (4.24)	18.6	18.6	182	26.0	26.0		26:0∉	26.0
Actuated g/C Ratio	0.61	0.61			0.19	0.19	5000 0 - 2010 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.26	0.26		0.26	0.26
v/c Ratio	0,59	0.41	200	Fact.	0.80	0.06	国籍 表	0.68	0.24		0.67	0.78
Control Delay	18.3	13.2	promote the second seco	erren innerenabilitete etti Lacciolis	56.7	14.7		47.4	7.6		30.9	9.3
Queue Delay	The second second second second second	0.0	* 10 AY	7	0.0	0.0		0.0	0.0	(4)	0.0	0.3
Total Delay	18.3	13.2		egs et a source and a second age	56.7	14.7	The sales of the sales are a section of the sales of the	47.4	7.6	Vaca Anale Antoning Street February	30.9	9.6
LOS	B		6.8	0.456	'. E	. B		D.	A	* William		A Au
Approach Delay		15.9			52.6		March Services	32.0			16.1	
Approach LOS	a e Fy	· · · · · · · ·	(19 4)	4	U			C	进版	12.1)(S.B.)	
					1.				Maria (Maria)			
Cycle Length: 100		16.15		78.97	7.41	al bi	Mr. 2014			2000	E ECH	M. Corp.
Actuated Cycle Length					a sensamon a var	A Company of the Comp	Kalintagak wasanik ⊕772000kir		TO SECURITION OF THE SECURITIO	6 (pa		
Offset: 0 (0%), Refere	nced to ph	nase 7:E	BL, St	art of Gi	een, M	aster Inl	ersectio	n	i ek	14岁。	\$ 9 5	
Natural Cycle: 90			own the delicance was the	man X in page on open war war war.			0.200 0.000000	estantino en	Waster Company of the			
Control Type: Actuate		ated 🐺	4		1. E. E.	-14 [6]		440	5-140	111		. H
Maximum v/c Ratio: 0		ere in (i) a yangka	• SE 4 4					Carrier S an Jan 1984	5-6-7-7-1-2-7-7- 7-7-7-7-7-7			
Intersection Signal De		74.004	100			ion LOS				1.2.3	1, 4, 4,	
Intersection Capacity (Analysis Period (min)		14.9%	National Control](SO Leve	el of Ser	vice D	La	- Co (* 416 1888	Tage 1000		THE COLUMN
Andias Econo (IIIII)	IJ		ce h.c		u produ	ti Z	77		St. 27 A	9.4		



	- 2 Carlos and State and a second		and the second s			a second of the Color
Lan Configurations						and the second s
Volume (vph)		型化铁铁 医毒药	基金基础的 法			
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)			A.抗毒毒:多基	TOTAL T		
Peak Hour Factor	- Camping The The Control of the Con					
Growth Factor		医医阴茎膜韧带	4-4-4-6-5	医维克尔马克		
Heavy Vehicles (%)	ETA MONOGO MONOGO CONTRACTOR O C		and the second s			
Bus Blockages (#/hr)		14.50.40 中心		医复数备体制度		
Parking (#/hr)	- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-	and the second s		•	V-1	
Mid-Block Traffic (%)				医化生物色谱学		
Turn Type	ing the second s	And the state of t	And the state of t	A CONTRACTOR OF THE PROPERTY O	and a bear and control and a second control and a s	THE BEAUTIFUL OF CONTRACTOR WITH THE CONTRACTOR CONTRAC
Protected Phases	9				Pari atem	11477
Permitted Phases			And the state of t	and the second s	**************************************	0.000
Detector Phases		医紧张性 老声	ar Albania			
Minimum Initial (s)	4.0					
Minimum Split (s)	25.0					
Total Split (s)	25.0	A CONTRACTOR OF A CONTRACTOR OF THE CONTRACTOR O	(BasiManifestantino daramentaria para para para para para para para	The state of the s	1	
Total Split (%)	25%	1	人名英格兰		性情况 机氯汞	
Yellow Time (s)	4.0		The state of the s			
All-Red Time (s)	1.0	6.5 P.M.D. 25		a de Esdelado		
Lead/Lag		CONTRACTOR OF THE PROPERTY OF	Management of Control of the Control	enf	and the second s	and A to the control of the Control of Control of the Control of t
Lead-Lag Optimize?		美国人的基本公司			Factoria	
Recall Mode	None	erreferentiale er	3 300			And the second s
Act Effct Green (s)						
Actuated g/C Ratio		COMMERCIAL RECOGNISHED CONTRACTOR	W. C.			
v/c Ratio		经基本基件条款	rh (BOELLI)		#Grade	
Control Delay						
Queue Delay		1.1.1.1.55			THE RESERVED	
Total Delay	The second secon					
Los (5)						
Approach Delay			MARKSON TO THE THE STATE OF THE	And Annual Control of the Control of	WARRY MATTER TO THE SHOOT MADE TO A STORY OF THE STORY OF	Commence and the commence of t
Approach LOS				tale Filosofia		
	V. 188					
		and a distribution of the contract of the cont		Maria de la		A CONTRACTOR OF THE STATE OF TH

	•	→	•	•	←	•	1	†	/	-	↓	1
	347							18 200				2 (7 E
Lane Configurations	آبا ا	1}•			4	7		र्स	7		4	7
Volume (vph) ; 🖖 💎	372	281	46	27	78	116	127	228	153	20	150	545
Confl. Peds. (#/hr)	9	000000-0000000000000000000000000000000	10	10	adasti - M. S. K. Tillingston and a service se	9	8		7	7		8
Confl. Bikes (#/hr)	1 3 5		中級 南			4	10.0				# 5 <u>1</u> 6	
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	106%	106%	106%	106%	Approximation and account of	106%	106%	106%	The second secon		106%	106%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr) 劉	water O	. 10	0	- 0	.0	0	FOR O	DOM: O	**** O	631 0	0	- 0
Parking (#/hr)	& 1		Adagosia Chilosopo salgo	34							niana in	casandratār abtudrac
Mid-Block Traffic (%)	200	0%.			0%	u a		1.0%	il a sai	iga ei	10%	
Turn Type	pm+pt		den ing a same sed on the	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phasesy	\$ 1. 17	4			. 81) (4			. 6	f be in
Permitted Phases	4	•	EMFR Copper	8	W. S. 195	8	2		2	6	17871. (4.1	6
Detector Phases	(1) 10 mm (1) 1	4.0	14 , 1	8	8	8	24		4. Z	6	6	6
Minimum Initial (s)	4.0	4.0 20.0	Our Comment	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Splitt(s)	9.0			9.0	9.0	9.0		#-20.0	20.0	20:0	20.0	20.0
Total Split (s)	29.0	44.0	0.0	15.0	15.0	15.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	29.0% 4.0	4.0%	0.0%	ALSO VICE STOLENS TO THE REAL PROPERTY.	AND SECTION AND SECTION AND SECTION AS	4.0	A CONTACTOR OF THE STATE OF THE	E	30.0%	the state of the second section of the		Account to the second
Yellow Time (s)	1.0	1.0	S. Service	4.0 - 1.0	4.0 1.0	1.0	4.0 1.0	4.0	4.0 1.0	4.0	4.0 1.0	4.0
All-Red Time (s):: " Lead/Lag	Lead	1.0	738. 54. 8				+1.04	, j. j. U.	. 1.01	1.0	,) HU.	1.0
Lead-Lag Optimize?	Yes			Lag Yes	Lag Yes	Lag Yes		A 1977 2			and the second	4-7-1504
Recall Mode	C-Min	Min	PF EN	None	None	None	None	None	Mana:	None	None	None
Act Effct Green (s)	/ 39.4	39.4		None	10.8	10.8	none	47.4		None		None
Actuated g/C Ratio	0.39	0.39	17 437, 444	S. II.	0.11	0.11		0.47	0.47		47.4	47.4
V/c Ratio	0.39	0.56				0.11	.		0.47		∵0.47 0.36	0.47 0.63
Control Delay	41.8	26.6			78.1	19.1		35.8	6.5		26.9	9.0
Queue Delay	41.0	0.0		4 12	0.0	0.0		0.0			0.0	9.0
Total Delay	41.8	26.6	a alle e di		78.1	19.1	H 1495 164	35.8	6.5	a adjusting	26.9	9.1
IOS	41.0	20.0 C	-44.501 - 121.5	7	/ (19.1 R	N. 147	33.0 D	υ.υ	34 5		9.1 A
Approach Delay	·	34.7	46.		70.2	(27.0		· 理: 程:	13.3	
Approach LOS		N. C	de la facilità	SHAP							13.3	
	US Z. S.	AND THE SECOND					- A				enilo.	

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 7:EBL, Start of Green, Master Intersection

Natural Cycle: 100

Control Type: Actuated-Coordinated

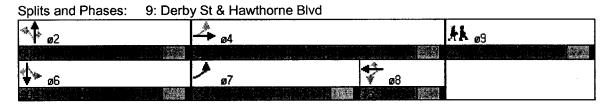
Maximum v/c Ratio: 0.85

Intersection Capacity Utilization 81.3%

Analysis Period (min) 15

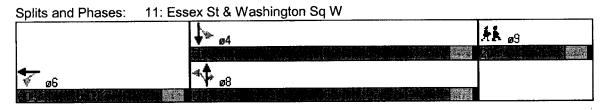
Intersection Signal Delay: 27.4 Intersection LOS: C

ICU Level of Service D



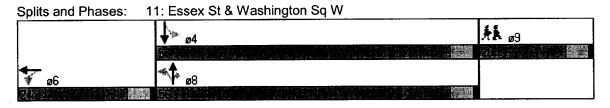
Lan#Configurations		
Volume (vph) 🕼 🔠		
Confl. Peds. (#/hr)		Management of the second secon
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		表表: ()
Heavy Vehicles (%)		
Bus Blockages (#/hr).		
Parking (#/hr)		
Mid-Block Traffic (%)	the contraction of the mention of the contraction o	
Turn Type		
Protected Phases 👍 🖟		
Permitted Phases	·	127.1
Detector Phases	Property and the second of	
Minimum Initial (s)	4.0	to Caral
Minimum Split (s)	1. 26.0 V. Santa Caracia de Carac	
Total Split (s)	26.0	, i kaj
Total Split (%)		
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		
	and the state of t	

	۶	-	•	•	+	•	1	†	~	\	ţ	4
		in marin	37.00	300	2 P	Arrist.						10 to
Lane Configurations					4>			4	7	August 20 To 2000, 30	€\$	
Volume (vph)	. 0	- '0	0	258	18	44.	23	448	49	14	552	(w + 4
Confl. Peds. (#/hr)	30	***************************************	10	10		30	8		7	7	e for a selection of the	8
Confl. Bikes (#/hr)	14	i jand				111 S	J. Mr.		1		五张医	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	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr) 🕡	0	0.4	(2/0)	0	0	0	0	4 TO	70	0.	O.	(† 4. O
Parking (#/hr)				0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%) 🕝		0%		海横 型。	≜ 0%÷		製製	- 0%	4.4	表表意用	0%	dull.
Turn Type				Perm		•	Perm		Perm	Perm		
Protected Phases		4.4	1 8	46日	6	100	144	8	10.15		14.14	Çili.
Permitted Phases	Charles and the company of the compa	NO. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10		6			8	8	8	4	4	
Detector Phases	41.5		41.	6		44,	. 8	And the second second	8	4.4	编品4	AWN.
Minimum Initial (s)			the record Lanconson Marris Co. Co. Co.	4.0	4.0	Martin promisonary in communicacy	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)		建铁铁铁	A House	20.0	20.0	west 1	20.0	20.0	The second second second	120.0	3 34	Tree:
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	50.0	50.0	50.0	50.0	50.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	TENNEST MENTS - SOME UN HAS	and the second s	0.0%	K BOUNDARD BOOK SEED AND	Called A. Called St. Common of the	50.0%		ALCOHOL: N	*0.0%
Yellow Time (s)			23.	4.0	4.0	Control of the contro	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		1. (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		1.0	1.0		1.0	1.0	¥ 103	1-1-0	101.0	41627
Lead/Lag		and the state of t		en in entre service		English Mark Park	NAMES - BERTON	- 44 minutes (2 m)				
Lead-Lag Optimize?			e en la company		Maria de la compansión de		20 音	公司	4 1112	i de la	ta Dian	3 2 1
Recall Mode	ations of the second		M. Property	None	None		C-Min	C-Min		Min	Min	Street Co.
Act Effet Green (s)					31.1	7 6	ă, j	52.9	1 5 3 3		MACH	
Actuated g/C Ratio					0.31	24.4	Section 1	0.53	0.53	anteres de	0.53	
v/c Ratio Control Delay	T of the	* 1	A.	基金 差	0.82 49.2			0.70	0.08	1000000	0.03	
Queue Delay		V/4 6 2 2	4 6 E 5		49.2		Sec. 17 La	27.1 0.0	9.3		33.1	
Total Delay	2.54	4.5	Mary Application	Property and	49.2			27.1	" 0.0" 9.3	: t	6 0 0	
LOS	10 15 - 54				49.2 D			27.1			33.1 (4. 444
Approach Delay	E N. ET	<i>16</i> 1 7 # 16	and white		49.2	6		25.4			33.1	(EPSA)
Approach LOS			88.20		49.2 D			23.4 C		- 15 T	33.1 . 16 D	
TREATHER			. Mariter	# 127322 C		70 m	as ka			30-1 P 48		
								tha st				
Cycle Length: 100		1945				樂。實	• " (4. h)		生物源	主要情	14	
Actuated Cycle Length: 1					Managara and all the same of t							
Offset: 33 (33%), Refere	nced to	phase l	3:NBTL	, Start o	f Green					4.4		
Natural Cycle: 90					Comments and Comments		Compression of the contract of	ANALYS COMPANY AND A	i — Buga salah Mahangapanin			
Control Type: Actuated-0		ated	7, 41, 4			44.					reve E	
Maximum v/c Ratio: 0.83		order where the transfer						i ilinde oproppe Street				A114 1
Intersection Signal Delay			網維業		itersecti			1.1				
Intersection Capacity Uti		52.0%		IC.	CU Leve	ı ot Ser	vice 🗠	The Sagar Person.	, to the same	****	Section 18 Control	with the contract
Analysis Period (min) 15			zid. Fi				14 14 m					4 19



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	12 13 9 country (P) 12 12 12 12 12 12 12 12 12 12 12 12 12
Permitted Phases	
Detector Phases	4.0
Minimum Initial (s)	20.01
Minimum Split (s) Total Split (s)	20.0
Total Split (%)	20.0 - 20% (Colon State Colon
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	
Mer relier Synesis	

	٠	→	*	*	4	•	4	<u>†</u>	<i>*</i>	\	↓	1
									N. N.	SJ.	****	- 1 A S TH
Lane Configurations					4			4	7	N. C. S. S. S. S. L.	44	
Volume (vph)	0	0	. 0	167	14	41	21	535	69	30	524	. 16
Confl. Peds. (#/hr)	54		24	24		54	9	4. 4. K. N.	7	7		9
Confl. Bikes (#/hr)	1 445	e at it.		排技工	494 K	a Hij			11.1	3. F. J.		1 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	The state of the second st	106%	106%	106%		106%	106%	62.0	106%	106%	106%	106%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	2%	2%	2%	2%	0%
Bus Blockages (#/hr)	0.	0	. 0	, O	10/	0	0	0	0	0	0	4.1 0
Parking (#/hr)	Name of the August of States			0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%)	- 3.54	. 0%	建设	_ (1.44)	0%			. 0%	414.0	144	0%	194
Turn Type				Perm		Z a caracterista	Perm	and the second	Perm	Perm		The State of the S
Protected Phases Permitted Phases		3.4		- 100	. 6	a 1012		. 8		4	11 . 2. 12	
Detector Phases		a Rais		6 . 6 .			8 4 - 8	8 8	8 8	4 	4	
Minimum Initial (s)		i, parter		4.0	4.0	3. 高 化	4.0	4.0	4.0	4.0	40	
Minimum Split (s)		y war.	-Si - Si - Si	20.0	20.0	180	20.0	20.0	20.0	20.0	4.0	77 5 + 1
Total Split (s)	0.0	0.0	0.0	24.0	24.0	0.0	56.0	56.0	56.0	56.0	56.0	0.0
Total Split (%)	0.0%								56.0%			
Yellow Time (s)		3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)		41.00	ii dig	1.0	1.0	in the	1.0	1.0		1.0		der at t
Lead/Lag		4 43 44					1000				1000	
Lead-Lag Optimize?		117.				推进。					a San Carlo	W. Gal
Recall Mode			7 A	None	None		C-Min	C-Min	C-Min	None	None	
Act Effct Green (s)		(F. 15)	装置	化 多期法	20.6	19 y 1		59.4	59.4		4 59 4 ₁	White
Actuated g/C Ratio					0.21	CONTRACTOR A CONTRACTOR MARCHINE		0.59	0.59	and an arrangement of the last	. 0.59	
v/c Ratio	A CALL	40.0		10.11	0.88	W 4 1		0.71	0.10	14.5	0.79	111.5
Control Delay					66.9			13.5	3.5		27.3	
Queue Delay	: 5a	76	At Se		0.0	444.1	44.8	0.0	查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查查	an i		5.644
Total Delay	X	of Commission (1822, address St. America)			66.9	IIII-Na C-marat nacaraha	T-ETRONOVACODOS AMERICANIS	13.5	3.5		27.3	
LOS A A A				. ARE	, E.	X		В	A	4.47	gen C,	1. 40.4
Approach Delay	and the second second	rie Westelder	2	4. A	66.9	Antropy of a regulation of the second		12.4	ideaman Lean, experience		27.3	
Approach LOS		1.0		1.93%	dii F i		3.007	В,		. Lot a	$g_{i,j}$ G_{ij}	la Eulei
	1000						\$ 11 j		1945			
Cycle Length: 100		(图):	建 整。	CONT.	7) VI . W.	144	1000		11.5	4 1 8 2		4.14.1
Actuated Cycle Length:	100			6 T		reserved to the second			O SOCIOL VECESIA DE			Maria Alan
Offset: 96 (96%), Refere	enced to	phase	8:NBTL	, Start o	f Green		19	医螺形	45 id		Table 1	11.5
Natural Cycle: 90							* 1000000000000000000000000000000000000					
Control Type: Actuated-		ated	1 1 1			f H.H	五層(3.45	1.17	(Plane	
Maximum v/c Ratio: 0.8												W. W
Intersection Signal Dela			0.0		itersecti			14.7	I y i	1 Jan 1	i jar	Table 100
Intersection Capacity Ut				IC	CU Leve	l of Ser	vice F		VIII.		Marchine Commission of the Commission	-
Analysis Period (min) 18	•	1.11	1 - 4		The state of	11 (5)						



Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr) 🔻 🗇	
Peak Hour Factor	
Growth Factor	The second s
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)	
Total Split (s)	20.0
Total Split (%)	
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	and the control of th
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Markaling Strain Company	

	•	*	ሻ	†	<i>></i>	/	↓	¥J	\	\	
		4.4			\$ 200 CE			735;*	W.		
Lane Configurations			75	1>		ሻ	↑			7	
Volume (vph)	0	0	421	509	45.	26	496	0	0	362	
Confl. Peds. (#/hr)	8		12		19	19		12	The course and the same and the same as a same	8	
Confl. Bikes (#/hr)	- 100					遭 滑	建 化			海港區	The second second
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	Miles (). Tamba Mile Miles () (Miles ()) () () () () () () () ()
Bus Blockages (#/hr) Parking (#/hr)	0.	. 0	0	., . 0	0	0.	0.	- 0	0,	¥** 0;	
Mid-Block Traffic (%)	0%			0%	11 15	1 15	- 0%	10.50	0%	46	数 计复数模型
Turn Type	V-0	and the second second	pm+pt		***************************************	pm+pt	and the second s	errende de la company de la co	THE WARRY STEELS WAS STANDED	Over	
Protected Phases	1.71	7. 15	3	9 8		7	4			3	9 7
Permitted Phases	o management and a second	nedicus / new William State St	8	terification and the constant of the con-	Annual Control of the	4				AND RESTREET OF THE PROPERTY O	
Detector Phases	4	· Color		. 8	124 700	. 7	4	2 5 1		1.13	14 6 5 3
Minimum Initial (s)			4.0	4.0		4.0	4.0	- Anna Carlotte	CONTRACTOR OF SERVICE	4.0	4.0
Minimum Split (s)		148	9.0	21.0	推放	9.0	21.0			9.0	21.0
Total Split (s)	0.0	0.0	29.0	60.0	0.0	9.0	40.0	0.0	0.0	29.0	21.0
Total Split (%)	0.0%	0.0%	32.2%	66.7%	0.0%	10.0%	44.4%	0.0%	0.0%	32.2%	23%
Yellow Time (s)			4.0	4.0		4.0	4.0	an en	disease and the control of the contr	4.0	4.0
All-Red Time (s)		集集	1.0	1.0		1.0	1.0		k de e	1.0	图 1.0 含計量
Lead/Lag			Lead	Lag		Lead	Lag	A STATE OF THE STA	!	Lead	
Lead-Lag Optimize?			Yes	Yes		⊥ Yes	Yes	Pie		Yes	erena da
Recall Mode			None	Min		None	C-Min	Children and Control (2012)	-	None	None
Act Effct Green (s)	1.64£	1 1 1	81.8	77.4		53.6	47.4		41	30.4	
Actuated g/C Ratio			0.91	0.86		0.60	0.53		: •.,	0.34	
v/c Ratio	1444	Mar.	0.60	0.40		0.05	0.57		1.74	0.75	有多个的 等
Control Delay			12.2	4.6		4.8	13.2		ί.	36.2	
Queue Delay	1111	1714	0.0	0.0	1 11	0.0	0.3		r = Q	0.0	MILITARE
Total Delay			12.2	4.6		4.8	13.5			36.2	
LOS	15 AR	4.11	(1, 1/B)	Α.		I A A	В	Brus S		D	22.34.75
Approach Delay				7.9			13.1				
Approach LOS	-141			A L	15.15.1		В		14	图 显著	
Cycle Length: 90	1000 2000	1 4 49	200,000			2.5				sales 2 pro-	
Actuated Cycle Length:	90		3,27 (1), (1)	on and the state of						r ka é s	na di Karata
Offset: 7 (8%), Referen		ase 4	SBTL, S	tart of G	Green				11.44	e desta	
Natural Cycle: 80				Market Co. Acres, vo. acres or	Dafeera steep non known	Podeoxiday They by the fire	CAUDINOSE A MARIA CO		LOCATORIO BACA CON ALBERTON	Provide the Burning Address of the state of	
Control Type: Actuated		ated	D.A.Z.		geriller.	A BLA			基		
Maximum v/c Ratio: 0.7	' 5										

Intersection Signal Delay: 14.9 Intersection LOS: B
Intersection Capacity Utilization 68.1% ICU Level of Service C

Splits and Phases: 6: Dow St	t & Lafayette St	
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	•	*_	ሻ	†	-	-	↓	w	\	\	
	17/3				NOTE:	162.2	1753				7.1
Lane Configurations	ស្ថានិសាសិក្សា (ស.ស.ស.ស	<u></u>	14	^ }		*	A	**: **** (y)	i di kini sunci i	#	di ta <u>alimina di secolo di</u>
Volume (vph)	0	0	351	490	51	46	600	- 10	E n	372	
Confl. Peds. (#/hr)	Single of the second	Nik Yaring ben Yaffaliji	15	a desirent	38	38		15	Ter Justinia i	10	
Confl. Bikes (#/hr)		gles.		4.672	(a) (b)		Page 1		4 18148		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1 22 2
Growth Factor	- 106%	106%	106%	106%		106%	106%	106%	106%	106%	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	
Bus Blockages (#/hr)	0	- 0	0	. 0	01	0	# 0 1	14:0	0	0	
Parking (#/hr)	amen 1990 Market - T-MANGE SORRIAN - 1-10-0	·· 9. Paulinelli Elittich	20 A commenced along			* **		A STATE OF THE STA			
Mid-Block Traffic (%)	. 0%			0%	8.6	化温度	0%:		. 0%		化学校康务
Turn Type			pm+pt		7. C.	pm+pt	oniation voiceptaccines.		M	Over	v
Protected Phases			11.3	8	42.4	1 7 T	4	企业		3	9550
Permitted Phases			8	a		4				《新沙斯·阿克尔斯·西班 尔斯·西亚斯·克尔斯·西亚斯·克尔斯·西亚斯·克尔斯·西亚斯·克尔斯·西亚斯·西亚斯·克尔斯·西亚斯·西亚斯·西亚斯·西亚斯·西亚斯·西亚斯	
Detector, Phases			. 3	8		17	. 4	E .	9	3	经有益金额
Minimum Initial (s)			4.0	4.0		4.0	4.0			4.0	4.0
Minimum Split (s)			9.0	20.0	事.机	9.0	20.0	化单元		9.0	21.0
Total Split (s)	0.0	0.0	30.0	60.0	0.0	9.0	39.0	0.0	0.0	30.0	21.0
Total Split (%)	0.0%	0.0%	33.3%	66.7%	0.0%			0.0%	0:0%	33.3%	23%
Yellow Time (s)	Boothers of the W. W. L. E. L. L. Lauren.		4.0	4.0		4.0	4.0		1 .	4.0	4.0
All-Red Time (s)			1.0	1.0	議書	∰-j1.0.	1.0	4.		1.0	4.0
Lead/Lag			Lead	Lag		Lead	Lag		1.1	Lead	
Lead-Lag Optimize? 🕒	Lille.	r -松排	Yes	Yes	4. 5	Yes	Yes	ard 1		Yes	动 类 计通讯
Recall Mode	EX A AGENTAGE TO SERVICE A SERVICE SERVICE	Florence Scool of Storyonal S	None	Min		None			100	None	
Act Effct Green (s)			81.8	77.4	· 数字		48.0	6-6-4		of the property of the second	are resp
Actuated g/C Ratio	estan permis iku renta sulan ini tankestak	maine (verific, 1900 FF	0.91	0.86		0.60	0.53	Andrii annimora dinana est	Latinar Johnson 1965 Februari	0.33	
v/c Ratio			0.56	0.38		0.09	0.67			⊒0.77	
Control Delay	Karanton Jili ang akla daling Aran	geta ko ser obenskilleri i se	15.9	4.4	2 According 1 According 10 According	4.1	15.9	edfoldsedhandratik	ahaa sanaa na ka ne oo maa d	37.0	
Queue Delay			0.0	(0.0		0.0	0.3	7.2		0.0	
Total Delay	trateliano de Cierre	STANIO KINDANA SI	15.9	4.4	Care in a communication and	4.1	16.2	enis Mai en America, nedello his	engo e sperimiros das as	37.0	
LOS			В	Α	4	- A	HA B			∌ D∵	7.6
Approach Delay	auggestalage vaseta atasages	15 voja 25 jajúší, 1985.	A Francisco California	8.9			15.4		December 1986 in	jenosti konikasi dend	
Approach LOS		arai.		Α.		for Control	, B	troit.			
									4. <u>4</u>		
Cycle Length: 90		100	付一覧()量	6-9-0	到 皇			i Es		real art	。 1000年1日本連盟
Actuated Cycle Length:		me residente	wrses Michigan	The second secon		- Maria (1988)	200		pare occur opiosignia (initia)	, operating the high per Regional	
Offset: 13 (14%), Refer		phase	4:SBTL	, Start o	f Green	B 1574 15	4		Jan Jan Su		a, g alah dan UM
Natural Cycle: 90	erieta z propieta portuga		To the standard of the standar			er e mar (Azaliera e e e e e e		move of the second of the		arigni - do Arign	
Control Type: Actuated-	Coordina	ited:	334				# 1				
Maximum v/c Ratio: 0.7		WARRANT E.J.	Tangga Maranganing	- 12 A -	***			and the second second	energen i Delije stovišeliji		
Intersection Signal Dela	ıy: 16.6			. In	tersect	ion LOS	: B	4.45		parters.	And the second s
Intersection Capacity U	tilization 7	70.3%	**************************************	CONTRACTOR AND	The Management of the Land Control of the	of Ser	CONTRACTOR OF THE PARTY OF THE		overstand from the property of the second		o er
Analysis Davidd (min) 1			Albert Striftset	Sign Street	1 7 7 7				MENTAL SAGE		

Splits and Phases: 6: Dow St	x Larayette St	l v e
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reg um com entre establishe		

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Effe Contract		114			-Valenter				1 m (2 m	43.4	* * * * * * * * * * * * * * * * * * * *	
Lane Configurations		4			4		K	†				7
Volume (vph)	93	0	42	32	76	39	ŭ 444.	3504	1 0	0	448	- 33
Confl. Peds. (#/hr)	21		5	5	C TOTAL SAMPLING SAVE FORMULA STATES	21	22		20	20		22
Confl. Bikes (#/hr)	14.676	通复		Ma i		1 1 3		(数) 图集	推翻基本	7. 9.1		10
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	Charles Co. A. Carrier Brown	106%		106%	106%	106%	106%	106%;	106%	106%	106%	106%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	## # # 0.	, O.	0.	. ,0,	. 0	(in Oil	0.	0.	· 12 × 0 ·	1.50	0.0	- // Q
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%)	A TOLK	. 0%		4.0	0%		3.4	0%-		-14-67	. 0%	· 播 旌
Turn Type	Perm			Perm	r or or or organization		Perm		us Production of a source was appropriate of		Michigan Transport Administration of	Perm
Protected Phases	77274.11.	. /2			. 6			8	62502.		j. 4	
Permitted Phases	2			6		No. 100 / or July at the beauting pro-	8					4
Detector Phases	4.74	2,	dun.	6	6	a design	8	200	4000		4	· · · · 4
Minimum Initial (s)	4.0	4.0		4.0	4.0	60 as #-1010 v Marie	4.0	4.0	* ** L ** * * * * * * * * * * * * * * *		4.0	4.0
Minimum Split (s)	21.01			21.0	21.0		21.0	21.0			1. 10 Sales (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	21.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	44.0	44.0	0.0	0.0	44.0	44.0
Total Split (%)	-telephines (education) and Alberta (education)	27.8%	·U.U%	which also be properly to the control of the contro	27.8%	. U,U%:	48.9%	THE RESERVE	0.0%	U.Uye	48.9%	SECTION CONTRACTOR
Yellow Time (s)	4.0	4.0 1.0	Santa and	4.0 1.0	4.0 1.0		4.0	4.0			4.0	4.0 1.0
All-Red Time (s) Lead/Lag		GAN IN			· · · · · · · ·			i i jugi			1.0	1.00
Lead-Lag Optimize?		. 10.		on our			1.3		in the second			
Recall Mode	None	None	2 4 4	None	None	St. Harris	Min	Min	50.	75 4 34	C-Min	C-Min
Act Effet Green (s)		16.9		NONE	16.9		60.9	60.9		S		60.9
Actuated g/C Ratio		0.19			0.19	il i v	0.68	0.68		Harris Au	0.68	0.68
v/c Ratio	Land of the	0.76	5 /45 T		0.57		0.04	0.50	s ite ippe			0.04
Control Delay	er, 9 3 000, 551, 627,	39.7	G Section 1	e Visit	32.3	AU JANG BANG	4.9	8.6	160 m 14 %		11.4	7.1
Queue Delay		0.0.			0.0		0.0	0.1			0.0	0.0
Total Delay		39.7	September 1975		32.3		4.9	8.8			11.5	7.1
LOS	G.	D		11隻 D	C,		Α	Α.	T. T. L.	16 4 27	. B	. A
Approach Delay		39.7	2000-00-00-00-00-00-00-00-00-00-00-00-00		32.3	e de la companya del companya de la companya del companya de la co		8.7	4.=	er (Ella Melle Men	11.2	
Approach LOS	6450				I C			. e≰A	10.1	1.1.1	В	18.5
									Actal at a		****	
		es along con-	SS - 104 L 252	C THE STATE	TOR PERSON		waterness a second	un e	ALC: NO.			n: 271 t
Cycle Length: 90	- 00	de J			412						E 115	t day.
Actuated Cycle Length			DT CL						o North Ac	erete e Part		4.5
Offset: 0 (0%), Referer Natural Cycle: 75	icea to bi	idse 4:5	is i, si	art UI GI	een, M	asier int	ersectio	H 1 1976	400 A	ng Si	r (5.,.45)	线侧, 基。
Control Type: Actuated	LC cordin	atadia	Silva de Company		4.000	(1. 1 <u>41</u> 34.	11.273	an and			Bereit in Marie	
Maximum v/c Ratio: 0.		atou.		PMARKET						. 12 h 14 h		
Intersection Signal Del		73		i.	ntersect	ion LOS	· B.	. 1255	T 67856			
Intersection Capacity U			D.C.	the second second second second	A COUNTY OF THE PARTY OF THE PA	of Ser	the state of the s	(4) B 36	E 6 M 75	talen vig		
Analysis Period (min) 1		- 14.20					地區	A second	arta Isra		Barra -	
		1516		returnit üdül								

Splits and Phases:	7: Harbor	St & Lafayette St	
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		e de la companya del companya de la companya de la companya del companya de la co	
4 ø6	*1	ø8	

	이 없었다면 그리고 사용한 경향을 하는 무슨데 이렇게 되었다.
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)	4.0
Total Split (s)	21.0
Total Split (%)	23%/4
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	

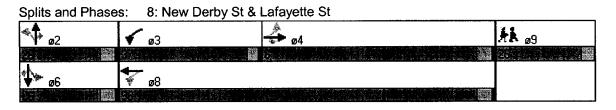
	۶	→	•	•	•	•	•	†	/	>	1	4
			17791						31**		(m.) 22 *	
Lane Configurations	<u> </u>	4			4		J.	†			<u></u>	7
Volume (vph)	84	0	- 22	51	96	67	10	484	0	0	573	:57
Confl. Peds. (#/hr)	41		15	15		41	38		44	44		38
Confl. Bikes (#/hr)		1. 电影性			强势 走	2 3 -7 (d		Mr. Av	l ville	7421	l Birth	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	tala in commencia della programa di con
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	. (0)	0.	. 0.	0.	03	5.4.0	0	0.	, 0 ,	10	0	0
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%)		0%	7 SH		. 0%	1.44		- 0%		100	0%	4.
Turn Type	Perm			Perm		oal as Allinain and its	Perm	oven skei sameteta s amete				Perm
Protected Phases					/ / / / / /	V.		4	MITE	12) (0.1)	: : : : : : : : : :	14.1
Permitted Phases	6 6			2			4			i		8
Detector Phases Minimum Initial (s)	4.0	4.0	for bolling	4.0	4.0	4 MA	4.0	4.0	E.V.		, D	4.0
Minimum Split (s)	21.0		6 . 5 . 54.	4.0 21.0	21.0		21.0	4.0 21.0		100	4.0	4.0 21.0
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	46.0	46.0	0.0	0.0	46.0	46.0
Total Split (%)	25.6%						51.1%			0.0%		51.1%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	V.V 70	1	4.0	4.0
All-Red Time (s)	1.0		编 2 A	1.0	1.0	elle ren	10	1.0		E. E. 25.	1.0	1.1.0
Lead/Lag	Salataki, merend	and the same	124 da 64 s				orale de la company			e e e	45 4 A 1 3 C 4 A	e salution and
Lead-Lag Optimize?			5	ALC:		G Table		Jedini.	r i de		d di	2.10
Recall Mode	None	None		None	None		Min	Min	or and the second		C-Min	C-Min
Act Effct Green (s)	ili bila	19.2	of Sala	2.45	19.2		58.6	58.6	E 17	100		5.58.6
Actuated g/C Ratio		0.21			0.21		0.65	0.65			0.65	0.65
v/c Ratio		-0.70	Alega,	150	0.75	545 645 200 800	0.05	0.49		3 Mile.	0.58	0.07
Control Delay	0.00 x 20 x 10 x 10 x 10 x 10 x 10 x 10 x	47.7	***************************************		41.3	and a second of the second	6.2	8.7	Automotive and the second seco		14.6	7.2
Queue Delay		0.0		4/1/	0.0	推摘	0.0	0.2	月五月	1 440	0.1	∳ _: 0.0
Total Delay		47.7			41.3		6.2	8.9	Tarina di Laboration III	The state of the s	14.7	7.2
LOS		A ₁ D ₂	199	455	$\ell \sim \mathbf{D}$	产生 推工	A	- A	10.14		, , , B,	. ₁₂ A
Approach Delay	on one or a disconstitution	47.7			41.3		BANGO STANISH SANISH SA	8.8	.m. no Europe and Autor 1994.	N. COLORS C. SHIPP CO. USC.	14.0	
Approach LOS		·····································	(報題)	155	, ' D ,	表表法	据数	. t. ≟A:			В,	ng ().
										٠.		
Cycle Length: 90		图 各 点	8.0	Me car		, A. 19		8 7 7		4.45	7.63	24.0
Actuated Cycle Length:	: 90	200 200 A	An are all the same		tento de la composición	to selle see the	an in subject and the			or to knock Books		
Offset: 0 (0%), Referen		nase 8:	BT, St	art of G	reen, Ma	aster Inf	ersectio	in :	i kui	20116		71.2
Natural Cycle: 80		- 32			1252			014541111111 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Control Type: Actuated	-Coordin	ated	77	ore in the	A D	1 9 4 4	1.1137.457			C. 15.2		
Maximum v/c Ratio: 0.7			**		NOT THE REAL PROPERTY OF THE PARTY OF THE PA	AND THE PROPERTY OF THE PROPER	CHILL AND	Control of the Contro	BARLESTE PARTICIPAN	**************************************		e entre tree mit F
Intersection Signal Dela			4.46		ntersect			47/2/54	7.4	64.		4.14
Intersection Capacity U		56.2%		10	CU Leve	el of Ser	vice B	was agranted and a street of the				
Analysis Period (min) 1	5	1. 1. H	N A A						A STATE		1 4 1	u .e

Splits and Phases: 7:	Harbor St & Lafayette St	
▼ ø2	φ4	ÅÅ ø9
♣ ø6	♦ ø8	

					190.1411	
Lan Configurations	a managara da Maria da	وويا فيعادو أسائده الشاء واسترساني ولاحتراط			da and Louis III is in	
Volume (vph)					3.3	
Confl. Peds. (#/hr)		Resident Commence				
Confl. Bikes (#/hr)			na five para community		36.25 TM = 1" F	
Peak Hour Factor						
Growth Factor						T = +
Heavy Vehicles (%)	5.75					
Bus Blockages (#/hr)						Contract of
Parking (#/hr)						
Mid-Block Traffic (%)	The state of the s	are care a	F			
Turn Type			Adv.			
Protected Phases	9 1 3 4					4-3-1
Permitted Phases				TO SERVICE AND A COMMENT OF COMME		
Detector Phases						ar i Salah
Minimum Initial (s)	4.0		And the second s	reproper A and Andreas and Andrews Andrews (A. A. A	annersia, e un estatulus de la Gressia estatulus e un del de la Carella de Calleria de Albarda.	
Minimum Split (s)	21.0					
Total Split (s)	21.0					-
Total Split (%)	23%	医抗性学院检查 点		全国基础的 有3		1-1-1-1
Yellow Time (s)	4.0	rekombergional sprawerboom contiguero en rikarboom anatomico son son till	The state of the s	AND THE RESIDENCE OF THE PROPERTY OF THE PROPE		-
All-Red Time (s)	1.0					48.9
Lead/Lag						
Lead-Lag Optimize?						Property Communication
Recall Mode	None					
Act Effct Green (s)	p survey and the survey of the	14.626502				A all and State of the
Actuated g/C Ratio						
Control Delay						a de la
Queue Delay			Apple Construction and Table Construction			
Total Delay		Salar Salar Salar				
LOS						
Approach Delay						S WEAR STATE OF THE SECOND
Approach LOS						
2000 Commence of the commence						
		r a can Albanda la casal le <mark>billio de la c</mark>		Port March Land (2018) All March Land or bridge	S. Andrikan (* 1826). I i believ de .	1.00

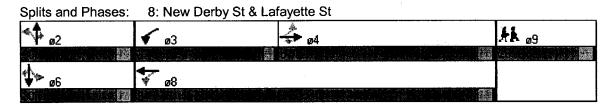
	۶	→	*	•	+	4	1	†	<i>></i>	\	↓	4
j i jan 1915 i			Mar.				(4.18).					
Lane Configurations		4	7	ሻ	7>			स	7		स	7
Volume (vph)	14	379	167	375	276	22	101	. 44	368	2	- 46	17
Confl. Peds. (#/hr)	3		14	14		3	6	***************************************	16	16	A CONTRACTOR OF THE CONTRACTOR	6
Confl: Bikes (#/hr)			1	5.00			•脚區				-75	- 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	106%	106%	106%	106%	106%	106%		106%	106%	106%	106%	106%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0.	0.	. 0	() 0,	0	. (40	0	0	0	. 0	. 0	0
Parking (#/hr)	Lucy to distribute vices some detect	0	0		0	0	or reference and the second		30			0
Mid-Block Traffic (%)	1. / 461	. 0%		3.4.4	0%	4.1	10	0%			0%	A.C.B
Turn Type	Perm		Perm	pm+pt			Perm		Perm	Perm	ment & Kemman contractive group agency	Perm
Protected Phases		4		3	. s :80	(水果)	1.0.00	. 2	6.5		. 6	Matie :
Permitted Phases	4	4	4	8			2		2	6		6
Detector Phases	4.1.4	4	4.4	3	8,	44.0	2	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		9.0	20.0		20.0,		20.0	20,0	20.0	PERCAMPAGNATURE
Total Split (s)	61.0	61.0	61.0	37.0	98.0 65.3%	0.0	26.0	26.0	26.0	26.0	26.0	26.0
Total(Split (%): Yellow Time (s)	40.776	40.776	40.7 %	3.0	4.0	U.U.70	4.0	4.0	4.0	A-00, 9389 THIS THE STATE OF STATE	17.3%	A CONTRACTOR OF THE PARTY OF TH
All-Red Time (s)	4.0 1.0	1.0	4.0 1.0	3.0 . 1.0			4.0 4.0	4.0	4.0	4.0 1.0	4.0 1.0	4.0 1.0
Lead/Lag	Lag	Lag	Lag	Lead	. 55 5 W	A A JEST				1.0	. 'E. T. B.	L.O
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				and the	November 15	: :		
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	140/10	30.9	30.9	54:1			TAONE	18.0	18.0	140116	18.0	18.0
Actuated g/C Ratio		0.37	0.37	0.64	0.64			0.21	0.21		0.21	0.21
v/c Ratio	i de a	0.83	0.34	0.81		a logical superior	P	0.59	0.74		•	0.21
Control Delay	Artist Paterile	30.3	5.4	17.7	8.7	male ()		43.4	11.4		÷ 41.2	19.6
Queue Delay		0.1	0.0	0.0	0.0	24.51	f . 1	0.0	0.0	14 70 G	0.0	
Total Delay		30.3	5.4	17.7	8.7	18, F. 5/1.		43.4	11.4		41.2	19.6
Los		6	A	. В	A to t	A Section		A D	В		D	
Approach Delay	and an experience of	22.9	3.0	o systematica	13.7			20.4		of whole are	26.5	
Approach LOS	Jan Hall	G			В	\$ 1 E E		a. c	35.5	100	C.	January 1
	overest to Strick To State (1997)	2.762						400				
	The same transfer		Commence of	**************************************							TO THE PARTY OF TH	** ***********************************
Cycle Length: 150		7.7	The second	100			黄 雄	47	76			
Actuated Cycle Length:	04. 0	N X 16	100	77.00	24 0.256	P. C.	14.11					
Natural Cycle: 110	llaca:	din a 4 a a l		1 D. A.	2 12	. S.C. 17.	1. 唐. 清.					
Control Type: Actuated		uinated			- 1. C. S.	ALCOHOL:		AGRECATION AND AND AND AND AND AND AND AND AND AN	9141414141414		A STATE OF THE STA	
Maximum v/c Ratio: 0.8	STREET, STREET				14 14	ion I OS		fice of			7.44.20	
Intersection Signal Dela	ay. 18./		A VALUE OF THE RESE	[ntersect	ION LOS). b	Markana and an and	atrigazy szi "Job kesső Ni	M. 450 XXX 42 - 16 - 27 a		

Intersection Capacity Utilization 74.9% ICU Level of Service D



Lan Configurations	ra ay a amilya qiinda dhiiliidhiidhiidhiidh dhalaan a'	Tara dali katali sa di mana di Padda katali kapati 1999.	ookida dhahaadii dhaab dhaa dhaa dhaa bhii bhii ah ka dhaa dhaa dhaa dhaa dhaa dhaa dha	t de trade de la companya de la trade de la filosofia de la fi	and the same of th	an Charles and Alleria San
Volume (vph)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)				ARCH ALLES		
Peak Hour Factor	en mentre segare in registration of the second control of the seco	Day (1994) American organizate (1996) and 1996 (1994) and 1996 (1996) and 1996 (1996) and 1996 (1996) and 1996		igo y Sila Grand Region (Sila Beredika) (Beredika) den biligian ing menancian mendalah pengalah dianggan berdi	er med visitede standige van de tree van de stande van de verde de tree van de stande van de stande van de sta	And the second s
Growth Factor		indesey	第五百万万万万 万万万万	经主工的 主要:		
Heavy Vehicles (%)						entitional part of the temperature and the sales.
Bus Blockages (#/hr)	rect Habby	ž Borodovija t			Par samu	
Parking (#/hr)						
Mid-Block Traffic (%)						
Turn Type Protected Phases						
Permitted Phases	9 9 5 1		a di di di E			
Detector Phases						
Minimum Initial (s)	4.0	401				
Minimum Split (s)	26.0	. <u>1</u> 1				
Total Split (s)	26.0					i de la composition
Total Split (%)	17%					
Yellow Time (s)	3.5	30				
All-Red Time (s)	0.5	e e oraș de de la compa				
Lead/Lag						
Lead-Lag Optimize?						100
Recall Mode	None				hogimen in Guidean (A. Eria, ed. Guidean).	
Act Effct Green (s)						Tel: 12 -
Actuated g/C Ratio		And Chronic Officer Throughout				
y/c Ratio Control Delay						15 A 1 B 2 7
Queue Delay						
Total Delay						
LOS				Supplier Colonia Colon		The second second second second second
Approach Delay						
Approach LOS						e i
The state of the s	The state of the s					
in serve signification is the server of the	and the second of the second o					A. Ross & Wilder Lidwig a

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							1111			19.3a		
Lane Configurations		<u>-</u> 4	7	7	4			र्स	7		स	7
Volume (vph)	10	367	182	372	354	23	158	55	327	5	22	25
Confl. Peds. (#/hr)	14	CONTRACTOR STREET, SALVANOR	23	23	di .	14	9		13	13		9
Confl.:Bikes (#/hr)			1		4 11 7 2	1 5 95	B 120	Ad the				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	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	7.0	÷ #0	0	0	(0, 10)	0	4/s. £0	· 0	. 0	0		- 0
Parking (#/hr)		0	0		0	0			30	2		0
Mid-Block-Traffic (%)	167 J. 144	0%		提出身	. 0%:		902	£ 0%			0%	4.4
Turn Type	Perm		Perm	pm+pt			Perm	AND AND CONTRACTOR OF THE PARTY OF	Perm	Perm		Perm
Protected Phases	harris.	. 4	4.4	3 3	H # 84	4-4-5		48 J 2	9 to 2		6	
Permitted Phases	4	4	4	8			2	30 M 14 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2	6		6
Detector Phases	4	4	4	3		40	∷2	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)	57.0	57.0	57.0	37.0	94.0	0.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	38.0%	38.0%	38.0%	24.7%	62.7%	0.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
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	doi: 1	Lt+1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	h4		建型。	pt:	M awa		计片格	Adject
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)		34.5	34.5	61.0	61.0	1/2/- 2		29.0			i-29.0	
Actuated g/C Ratio	in Joseph Walter Was Die er Weit versicher	0.33	0.33	0.57	0.57	TO SHARE THE PARTY OF THE PARTY	TOTAL ST. INC. ST. ST. ST. ST. ST. ST. ST. ST. ST. ST	0.27	0.27		0.27	0.27
v/c Ratio		0.86	0.38	0.86	0.49	多計 灌	44 2	0.69	0.63		. 0.08,	0.08
Control Delay	to and a second constant	40.2	6.2	25.5	14.9			53.9	10.8	1 1 14	44.4	17.9
Queue Delay		0.1		The state of the s	0.0			0.0	0.0	1 4 7 2	0.0	0,0
Total Delay	a. Salada dayan kansan	40.3	6.2	25.5	14.9		With the state of	53.9	10.8		44.4	17.9
LOS	. 73 <u>2</u> 3	D	A	C	\mathbf{B}_{t}	直提 喜		, . · D	- ₿	77446		va⊝ B
Approach Delay	- mm de verterovářské 252	29.2	ace as were every	78.00 (0.00 AUG 1974	20.2		NAME OF TAXABLE PARTY.	27.8	entropy of the second section.	an kan salah sebagai dan	31.8	no sa españa so de disso do mo
Approach LOS		(C)	ALA A	1.	i C	有是 。"	i ii	С		3,40	C	基整点
	jan er en er							*****				
Cycle Length: 150	3.44	V 44 (araysa	酒 群 :	LANCE OF	4.30					Chip 1975	24.0
Actuated Cycle Length:	106.1		15.	7. S. S. S.		(A 181.15)		4.00			ALC: NEW	
Natural Cycle: 110				5 W 2	11.1	1 2 3	4450		e 17.59/2		4 6 9.	Section.
Control Type: Actuated	-Uncoor	dinated		e ene despe				Eracor.			V 52. 16.	Palsia de
Maximum v/c Ratio: 0.8		1 21 3				1. 图				7 7 SA	4.5 9	1577
Intersection Signal Dela		and the Side	THE STATE OF THE S	1	ntersect	ion LOS	S: C		alla a triu i a trigelle a chi			e Cerebrana.
Intersection Capacity U		78.1%			CU Leve					17. 174.52		
Analysis Period (min) 1			ant a state of Alberta	en e				eranden (1915 AN)				



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Lan Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	NO. 4.2 PORC. 22.7 P. 2010 - 21.2 Percentage and Application of the Control of th
Growth Factor	
Heavy Vehicles (%)	
Buş Blockages (#/hr) 🕆	
Parking (#/hr)	
Mid-Block Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phases	4.0
Minimum Initial (s) Minimum Split (s)	26.0 26.0 (F. 1986)
Total Split (s)	26.0 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	