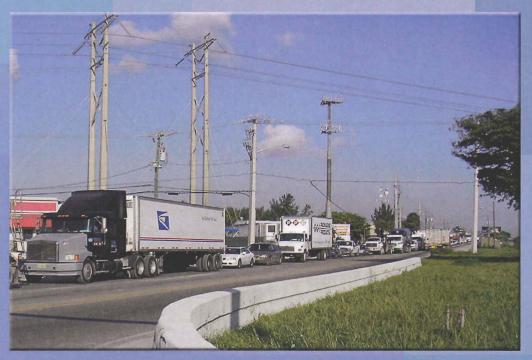


TOWN OF MEDLEY

NW South River Drive Corridor Study

NW 107th Avenue to the Palmetto Expressway (SR-826)

Volume II: Traffic Report



Mayor:

Vice Mayor:

Council Members:

Jack Morrow

Mary Tanner

Gene Advindula

Margarita De Jesus Carlos Bendetto

Town Attorney:

Melvin Wolfe, Esquire

Town Finance Director: Roy Danziger

Town Clerk:

Herlina Taboada

C3TS Project No.: 1314-038 December 2003





September, 2003

Table of Contents

SE	CTION	PAGE NO
1.	Executive Summary	1-1
2.	Introduction Traffic Report Objective	2-1
3,	Existing Information Project Location Existing Conditions Existing Intersections Existing Roadway Segments	3-1 3-1 3-1
4.	Study Design Factors Design Hour Factors Referenced Traffic Count Data Recommended Study Design	4-1 4-1
5.	Travel Demand Forecasts Description of Model Year 2008 and 2028 Future Forecasts	5-1
6.	Alternative Analysis	6-1 6-2

APPENDICES

- A. Existing Intersection HCS & Synchro Outputs
- B. Intersection Delay Study Worksheets
- C. FSUTMS PSWADT Plot Printouts
- D. Future No Build Intersection HCS Outputs
- E. Synchro 5 Build Output files

September, 2003

List of Figures

FIGI	JRE NO.	PAGE NO.
3-1 3-2 3-3 3-4 3-5 5-1 5-2 5-3 5-4	Project Location Map Existing Intersection Lane Configuration Existing Intersection Peak Hr. Turning Movement Counts Existing Project Segments Existing NW South River Dr. Link AADT Proposed Improvements within the Project Vicinity Future NW South River Dr. AADT Link Forecasts Future Intersection A.M. Peak Hour Volumes Future Intersection P.M. Peak Hour Volumes	3-3 3-4 3-7 3-8 5-2 5-3
	List of Tables	
TAB	LE NO.	PAGE NO
	Existing Intersection LOS (Approach) Existing Corridor LOS Referenced Design Factors Study Design Factors NW South River Drive Growth Factors No Build Future Corridor LOS No Build Future Intersection LOS Year 2008 Design Hour Intersection LOS Analyses Year 2028 Design Hour Intersection LOS Analyses and Recommended Improvements	3-6 4-1 5-1 6-1 6-2

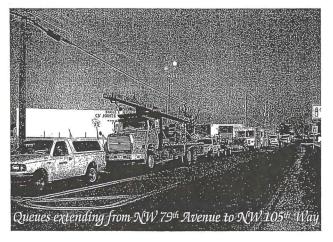
1. Executive Summary

The Town of Medley is located in an area of Miami-Dade County characterized by its industrial and commercial nature. The Town is primarily an industrial community that depends on industry and commerce for its survival. Similar to most areas in Miami-Dade County, the Town of Medley has experienced a significant increase in growth within its boundaries, especially along the Northwestern fringes of the Town. As a result, increasing numbers of vehicles are causing greater congestion and delay along the roadways resulting in both an economic impact and a deterioration of the quality of life for the many business owners and employees that call Medley their place of employment. NW South River Drive is one of the primary thoroughfares serving an important role for Medley, providing access from the Palmetto Expressway (SR 826), Okeechobee Road and points south to the many businesses abutting and surrounding it.

The Town of Medley considers the improvement of NW South River Drive vital to its continued growth and economic vitality. Based on this premise, this study investigates the possibility of providing capacity improvements along NW South River Dr. as well as intersection improvements along this corridor.

This study utilizes data collected from recent pertinent projects in the area as an important source for the various traffic analyses performed. The initial analyses for the existing year revealed inadequate levels of service for NW South River Drive from NW 105th Way to SR 826, including the intersections at NW South River Dr./SB SR 826/79th Avenue/NW 93rd Street & NW 105th Way. For the opening year of improvements (2008), six (6) out of the eight (8) intersections analyzed fail from an LOS standpoint. By the year 2028 all but one of the intersections fail, as well as the entire corridor analyzed from NW 107th Avenue to SR 826. However, field reviews conducted revealed much worse operational conditions than were being obtained through the initial intersection analyses. Evidence gathered on site suggests that there are several main factors contributing to the poor traffic operations along NW South River Dr. These are a) insufficient capacity, b) lack of proper synchronization between signals and c)

operational concerns resulting from the turning movements of large tractor-trailer trucks from both Okeechobee Rd. and NW South River Drive. This last factor coupled with the inadequate geometry of the bridges (inadequate storage length) results in the trucks blocking the intersection thus further degrading the intersection operations and creating a queue extending from SR 826 to NW 105th Way. An Intersection delay study was conducted on September 17 & 18, 2003, to gauge the actual delay being



experienced along NW South River Drive. The results indicate significant delays along NW South River Drive in both the A.M. and P.M. Observations suggest that in addition to increased capacity, the corridor would benefit greatly from the proper synchronization of the signals at NW 79th Ave. and SR 826. In addition the synchronization of the NW South River Drive/NW 79th Ave. signal with the Okeechobee Rd./NW 79th Ave. signal would greatly alleviate the NB approach from NW 79th Ave. which is currently experiencing large delays as a result of the additional traffic being generated by the new Metrorail Station south of the project corridor.

The study calls for the provision of left and right turn bays at various intersections as well as increasing the number of through lanes at the approaches. In addition a large portion of the study area requires the four (4)-laning of NW South River Drive by the design year 2028. However, due to the R/W constraints along NW South River Drive and based on the availability of funding a phasing plan was recommended for implementation of the improvements.

- Phase I (2003) : Synchronization of the South River Dr./NW 79th Ave. & SR 826 signals and the Okeechobee Rd./NW 79th Ave. signal
- Phase II (2008) : 3-Lane NW South River Dr. from NW 105th Way to SR 826; Initial Intersection Improvements
- Phase III (2018) : 3-Lane NW South River Dr. from NW 107th Ave. to NW 105thWay. 4-Lane NW South River Drive from NW 105th Way to SR 826
- Phase IV (2028) : 4-Lane NW South River Dr. from NW 107th Avenue to NW 105th Way. Additional Intersection Improvements

The 3-lane concept will benefit EB vehicles, which was observed to be the most critical approach along the corridor. The final step would involve the four (4)-laning of NW South River Drive by the year 2028.

2. Introduction

The purpose of the N.W. South River Drive Corridor Study is to investigate the transportation characteristics/deficiencies along a segment of the N.W. South River Drive Corridor within the Town of Medley's City limits. The segment extends from NW 107th Avenue to the Palmetto Expressway (approx. 3.9 miles). The specific objectives of this project are:

- Evaluate feasibility of widening South River Drive to 3 or 4 lanes to allow for better movement of heavy industrial traffic to and from the Palmetto from NW 105th Way.
- Evaluate the impact that additional traffic created by construction of Metrorail Station on NW 79th Ave. (west of Palmetto) will have on traffic flow within Medley, specifically on South River Drive.
 - Determine best way to reduce daylong traffic congestion and increase flow once construction is complete on the Palmetto Expressway, Metrorail Station and Okeechobee Road construction as well as the proposed construction on NW 87th Ave. presently in the PD&E phase.
 - Consider new bridges at Miami Canal (C-6) at NW 72nd Ave. and NW 79th Ave. as well as those being built as part of the Palmetto Project

Traffic Report Objective

The goal of this report is to provide The Town with proper documentation on the traffic methodology findings and recommendations of improvements along the NW South River Drive Corridor.

Methodology

Based on the objective of this Traffic Report, a specific methodology was utilized in the development of design traffic forecasts. The basic methodology is as follows:

- Collect all traffic count information, previous studies, traffic characteristics, and other available data of the area.
- Based on previous studies within the project area obtain Design Hour Demand (K), Design Hour Directional Demand (D) and percentage of trucks for design hour demand (Tpeak).
- Using historical traffic counts (trends analysis), historical growth rates and travel demand models (FSUTMS) for the area, develop estimate of future traffic volumes for comparison.
- Using the FHWA approved HCS and the Synchro 5 simulation model, develop and analyze the existing condition, opening year and design year traffic projection along the study corridor and at 8 intersections within the study corridor.

- Based on the design hour traffic, provide recommendations for intersection & roadway improvements to accommodate the anticipated travel demand within the corridor for the recommended configuration.
- Supplement existing data with field studies and intersection delay studies as needed.

3. Existing Information

Project Location

This effort involves the development of Design Traffic Volumes to evaluate potential improvements for the NW South River Drive corridor from NW 107th Ave. to the Palmetto Expressway within the Town of Medley in Miami-Dade County. The project's overall location is shown in Figure 3-1.

Existing Conditions

NW South River Drive's orientation is in the NW-SE direction. It currently exists as an undivided 2-lane facility paralleling Okeechobee Rd. (US 27) within the Town's Limits. The general study area is located within a section of Miami-Dade County with primarily industrial land uses servicing a significant amount of truck traffic.

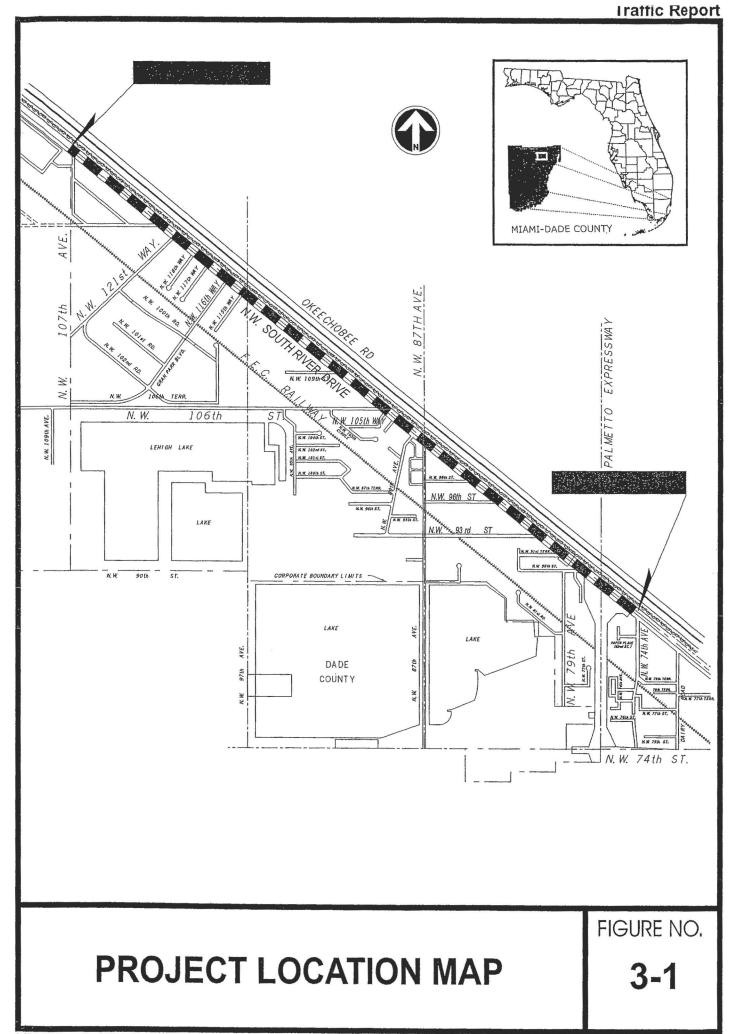
Existing Intersections

Figure 3-2 provides the existing number of lanes, by approach at 8 major intersections along the corridor. They are as follows:

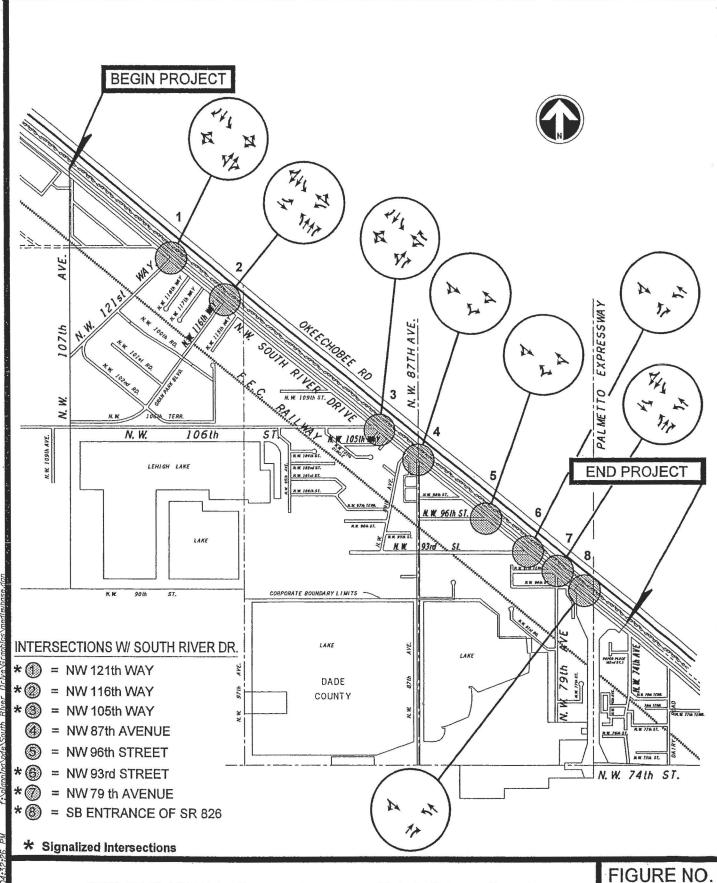
- NW South River Drive & NW 121st Way
- NW South River Drive & NW 116th Way
- NW South River Drive & NW 105th Way
- NW South River Drive & NW 87th Ave.
- NW South River Drive & NW 96th St.
- NW South River Drive & NW 93rd St.
- NW South River Drive & NW 79th Ave.
- NW South River Drive & SB entrance to SR-826

Currently the intersections at SR-826, NW 79th Ave., NW 93rd St., 105th Way, NW 116th Way and NW 121st Way are signalized.

Figure 3-3 provides the existing a.m. and p.m. peak hour turning movement counts observed in the field for the above-mentioned intersections. Based on these existing turning movement counts, level of service (LOS) operational analysis were performed for each of the aforementioned intersections using the Synchro 5 software and the Highway Capacity Software 2000 program. Table 3-1 summarizes the intersection approach LOS analyses for each of the 8 intersections. Printouts of HCS & Synchro analyses are furnished in Appendix A. The results indicate that the majority of the intersections along NW South River Dr. are operating at or near capacity. Furthermore, the LOS results as indicated do not fully convey the operational problems plaguing NW South River Drive. The close proximity of NW South River Drive to Okeechobee Rd.,



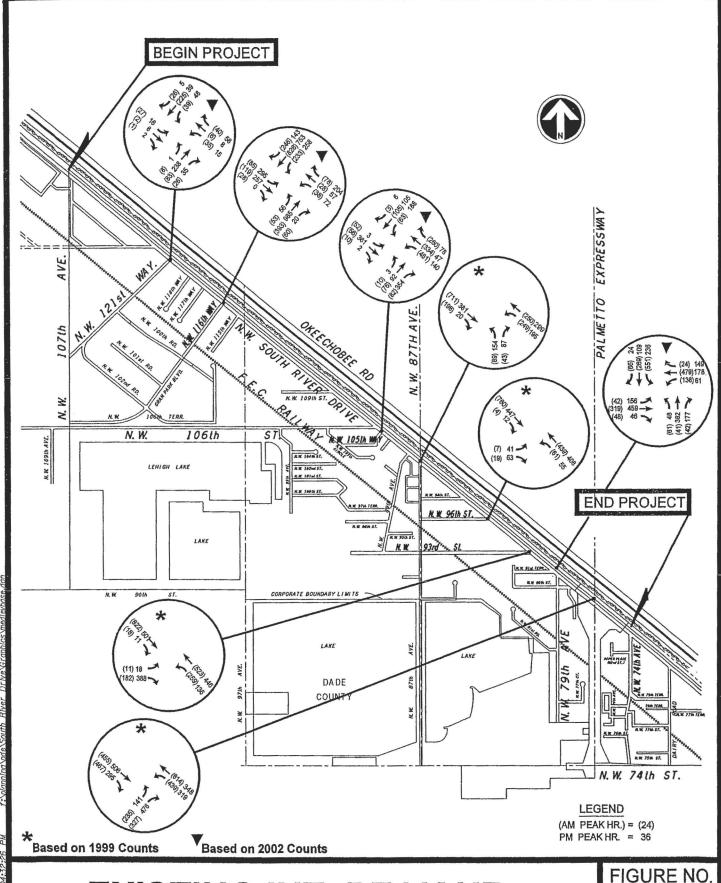
NW South River Drive



EXISTING INTERSECTION LANE CONFIGURATION

3-2

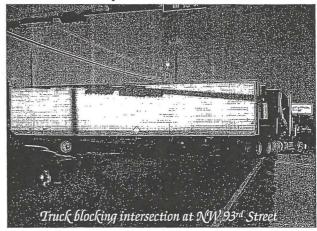




EXISTING INT. PEAK HR. TURNING MOVEMENT COUNTS

creates a situation that severely restricts the storage capacity for all bridge crossings over the Miami Canal (C-6). The situation is worsened by the industrial nature of the

corridor which attracts a large percentage of trucks which block intersections resulting in bottlenecks which drastically reduce the capacity beyond what HCS intersection analyses indicates. During field visits it was observed that the signals along NW South River Dr. are not properly synchronized further diminishing the capacity of the corridor. Based on these findings it was determined that an Intersection delay study would be required. On September 17 and 18, 2003 the study was conducted and the results



validate the initial field observations. The average delay for vehicles at the NW South River Drive/NW 79th Avenue intersection was observed to be over 321 seconds for eastbound vehicles and over 256 seconds for northbound vehicles (see Appendix B for details). The large delays along Eastbound South River Dr. is causing the intersections downstream to fail as a result of the queue back-up. Furthermore the recent completion of the Metrorail station has increased the northbound approach at NW 79th Avenue substantially resulting in the further degradation of the intersection.

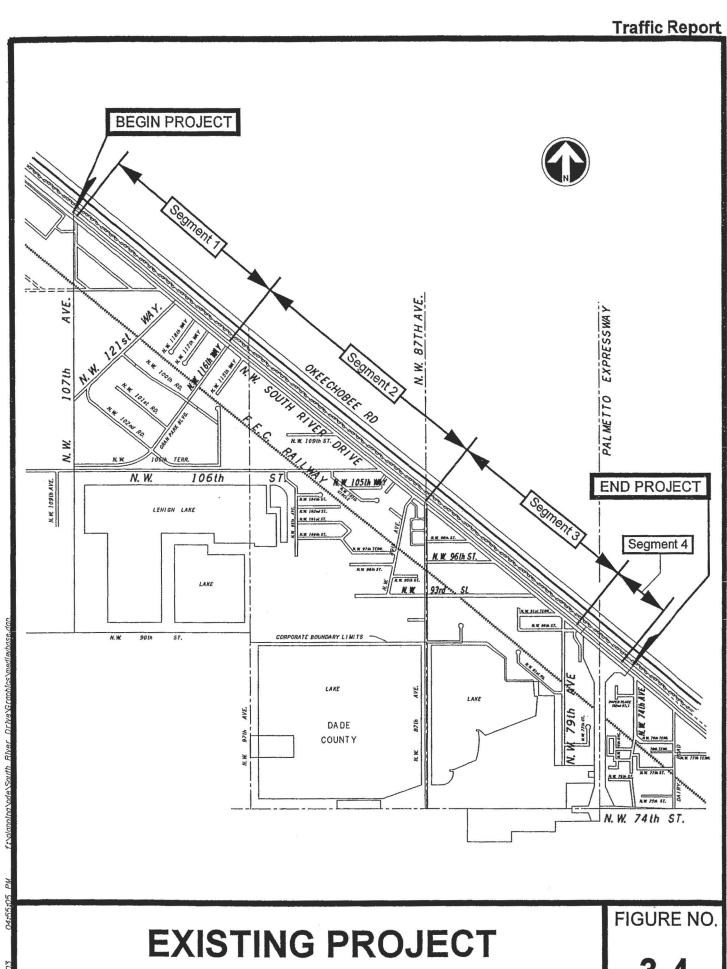
Table 3-1 Existing Intersection LOS (Approach)									
Inters	ection		LOS	(AM)			LOS	(PM)	
NB/SB	EB/WB	EB	WB	NB	SB	EB	WB	NB	SB
NW 121st Way	S. River Dr.	D	С	Α	Α	D	С	Α	Α
NW 1116th Way	S. River Dr.	C	C	Δ	Α	F	С	A	D
NW 105th Way	S. River Dr.	D	F	В	С	В	В	F	D
NW 87th Ave	S. River Dr.	9-5	00	10	-		В	С	
NW 96th St.	S. River Dr.		Α	D			Α	С	
NW 93rd	S. River Dr.	A	N.	8		Α	В	E	
NW 79th St.	S. River Dr.	D	E	D	F	В	В	С	F
SB SR 826 Entance	S. River Dr.	Α		C		С	С	F	

Existing Roadway Segments

The project was divided into four separate segments (see Figure 3-4). Segment 1 commences at NW 107th and terminates at NW 116th Way. This is the least utilized portion of the corridor. Segment 2 stretches from NW 116th Way to NW 87th Avenue. Segment 3 runs from NW 87th Avenue to NW 90th Street. Segment 4 extends from NW 90th Street to the southbound entrance of the Palmetto Expressway (SR 826). Although Segment 4 is a very short segment distance wise, the heavy amount of traffic movements that converge in this portion of the corridor warrants its own segment designation. Average Annual Daily Traffic Volumes for these segments are illustrated on Figure 3-5. These values were obtained by trend analysis based on FSUTMS models generated for the project area and validated with traffic counts. Table 3-2 summarizes the corridor LOS analyses for this section of South River Drive based on the 2002 Quality Level of Service Handbook. As shown in Table 3-2 segment 4 currently operates at an unacceptable LOS F.

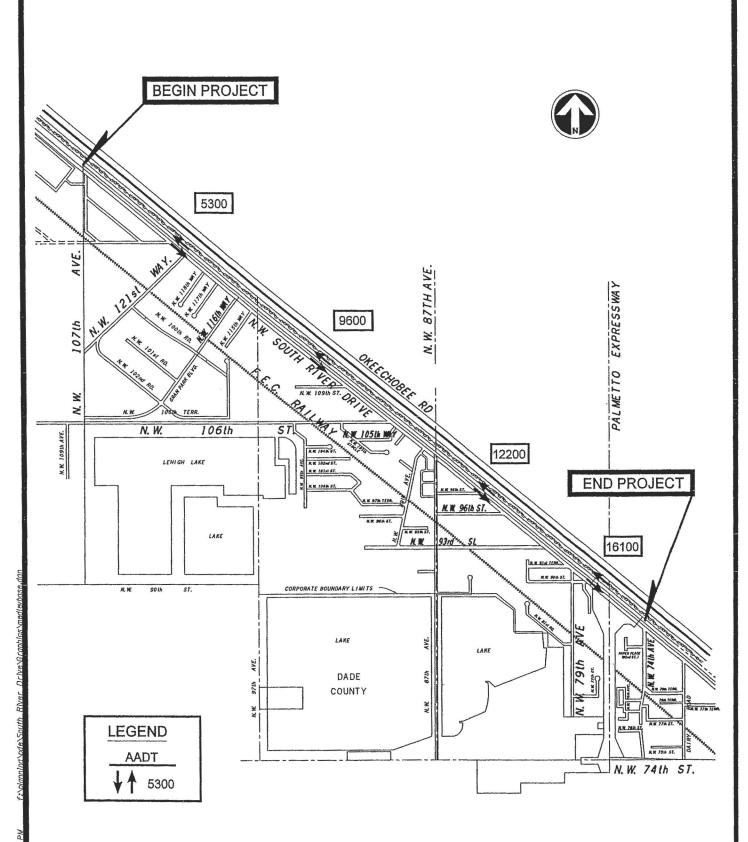
Table 3-2 Existing Corridor LOS									
Segments	From	То	2003 AADT	LOS					
1	107th Ave.	116th Way.	5300	С					
2	116th Way	NW 87th Ave.	9600	(d)					
3	NW 87 Ave.	90th st.	12700	D					
4	90th St	SR-826	16100	F					

However, actual field observations, reveal LOS F conditions from NW 105th Way to SR 826 (see Appendix B). As previously mentioned this fact is attributed to poor signal synchronization along with vehicles blocking the intersections as well as the need for additional EB capacity.



SEGMENTS





EXISTING NW SOUTH RIVER DR. LINK AADT

FIGURE NO.

3-5

4. Study Design Factors

Design Hour Factors

Design Hour Factors are utilized to convert future daily forecasts to Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs). Provided is an overview of the procedures applied for selecting the design factors to use for the study. Values for each of the following factors are presented:

- K₃₀ Factor: The K₃₀ by definition is the ration of the thirtieth highest hourly volume in a year to the AADT
- D₃₀ Factor: "D" factor is by definition the ratio of the design hour peak direction count to the design hour total count. The D₃₀ factor is calculated by taking the average of the "D" factors for the 28th, 29th, 30th, 31st and 32nd highest hourly counts
- T₃₀ Factor: the design hour truck factor, or T30, is the percentage of trucks within the design hour

Referenced Traffic Count Data

The information used to obtain the design factors for this analysis was obtained from the NW 87th Ave. PD&E Design Traffic Report. Table 4-1 provides the location and type of existing count information referenced in the development of design factors. As noted in the table, the K and D factor associated with the ten (10) sites reflected are all identical.

	Table 4-1 Referenced Design Factors									
Count Site	Count Location Description	1998 AADT	K ₃₀ Factor	D ₃₀ Factor	T Factor					
0571	SR 826/Palmetto Expwy, 1000' N of NW 36 St.	205,000	9.29	52.66	6.92					
0572	SR 826/Palmetto Expwy, 1000' N of NW 58 St.	176,500	9.29	52.66	6.92					
0573	SR 826/Palmetto Expwy, 1000' N of NW 74 St.	190,000	9.29	52.66	6.92					
0553	SR 826/Palmetto Expwy, 1000' N of Okeechobee Rd.	176,000	9.29	52.66	6.92					
0039	SR 969/Millam Dairy Rd., 200' NW 74 St.	29,500	9.29	52.66	8.61					
1217	SR 932/NW 103 St., 200' E NW 87 Ave.	15,800	9.29	52.66	3.38					
0109	SR 25/US 27/Okeechobee Rd., 200' NW 103 St.	34,000	9.29	52.66	15.97					
2537	SR 25/US 27/Okeechobee Rd., 500' NW SR 826	47,000	9.29	52.66	9.06					
0528	SR 27/US 27/Okeechobee Rd., 200' SE SR 826	40,000	9.29	52.66	7.81					
2540	SR 934/NW 74 St., 200 W NW 74 Ave.	35,000	9.29	52.66	10.39					

Recommended Study Design

Table 4-2 displays the recommended study design factors. The K factors were deemed too high for NW South River Drive and a County Count taken in 1999 provided justification for a lower value. A value of 8.89% was selected. The D factor was used as presented. The T factor selected reflects the area's Industrial land uses (10.00%).

Table 4-2 Study Design Factors							
Factor	Value						
K ₃₀	8.89%						
D ₃₀	52.66%						
T ₃₀	10.00%						

5. Travel Demand Forecasts

Description of Model

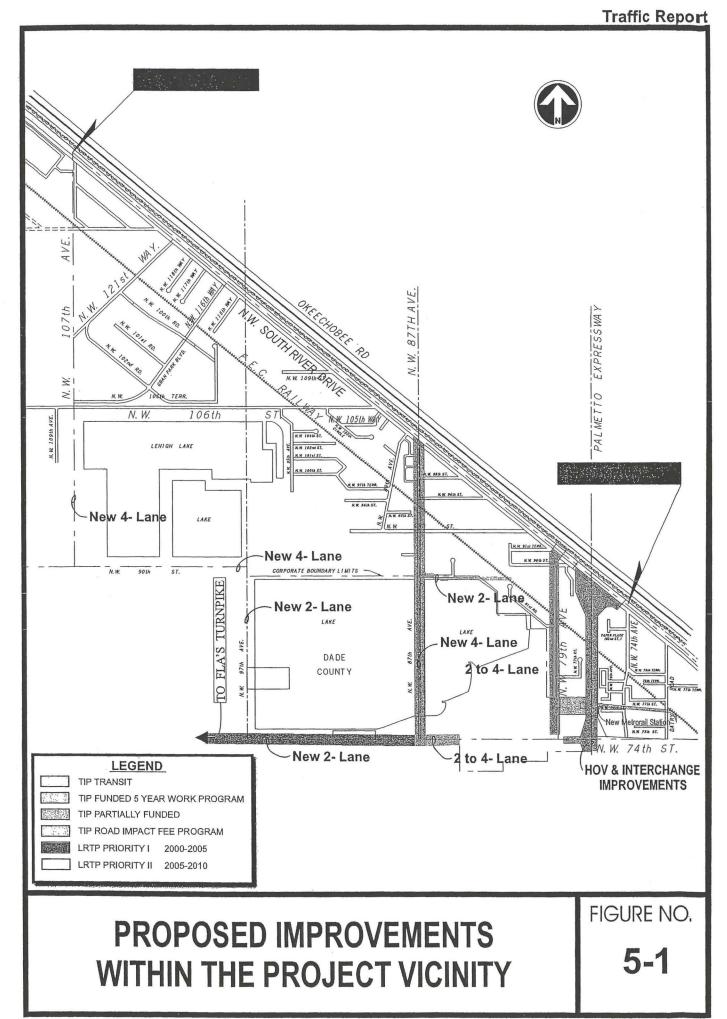
The Miami Urban Area Transportation Study (MUATS) Florida Standard Transportation Model Structure (FSUTMS) based model was used in accessing future daily traffic demand within the corridor. The Metropolitan Planning Organization (MPO) for the Miami Urbanized Area adopted MUATS model consists of a year 2000, 2015, and 2020 data set. The model takes into account projects proposed under the County's Long Range Transportation Plan (see Figure 5-1). These model results were validated and obtained from the NW 87th Ave. PD&E Study Design Traffic Report (See Appendix B).

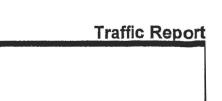
Year 2008 and 2028 Future Forecasts

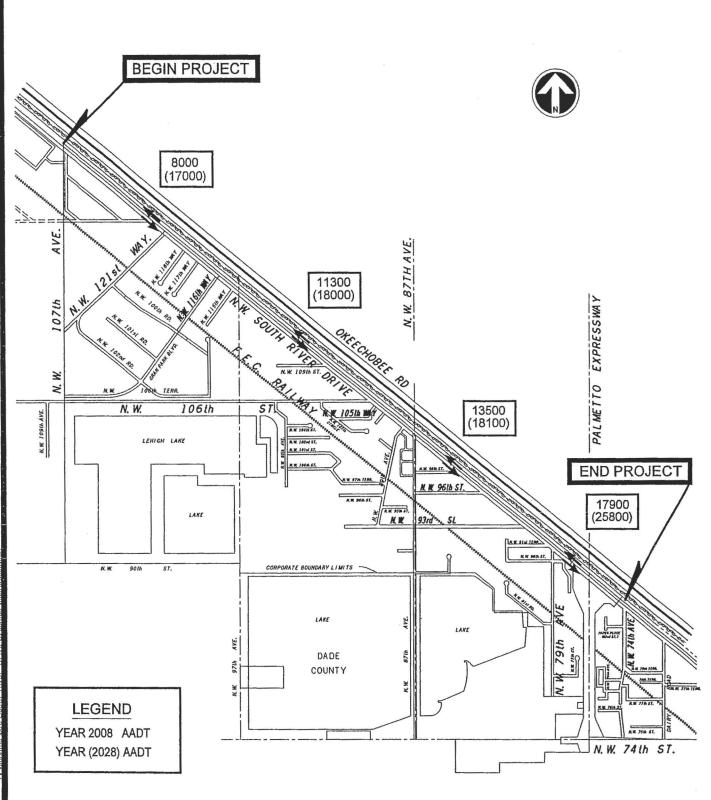
The year 2020 model forecasts converted to AADT served as the basis for the development of the design traffic. The year 2008 opening year traffic was obtained by interpolation between the validated 1999 base year and the 2020 model (See Figure 5-2). Table 5-1 below illustrates how different growth factors were prevalent along different sections of NW South River Drive. The northwestern portion of the corridor experienced the greatest amount of growth. This is attributed to the fact that this is currently the most underdeveloped area of the corridor and is expected to have rapid growth as evidenced by the model results. In order to obtain the design year 2028 traffic volumes the year 2020 model was extrapolated by a 2% annual growth factor (a rate observed within the study area) to obtain the year 2028 volumes (See Figure 5-2). In addition, in order to properly identify the lanage deficiencies and requirements at each of the intersections being analyzed, existing traffic counts were taken and adjusted to future year 2008 & 2028 volumes to reflect growth rates obtained in the model (See Figures 5-3 & 5-4). Percentages of overall volumes corresponding to each turning movement were maintained.

Table 5-1 NW South River Drive Growth Factors*										
Segments	From	То	2008	2028						
1.	NW 107 Ave.	116th Way.	11.07%	3.86%						
2	ifi 6th way.	NW 87th Ave.	3.56%	2.36%						
3	NW 87 Ave.	90th st.	1.30%	1.49%						
4	NW 90th st.	SR 826	2:18%	1.86%						

^{*}obtained from traffic model per year rates





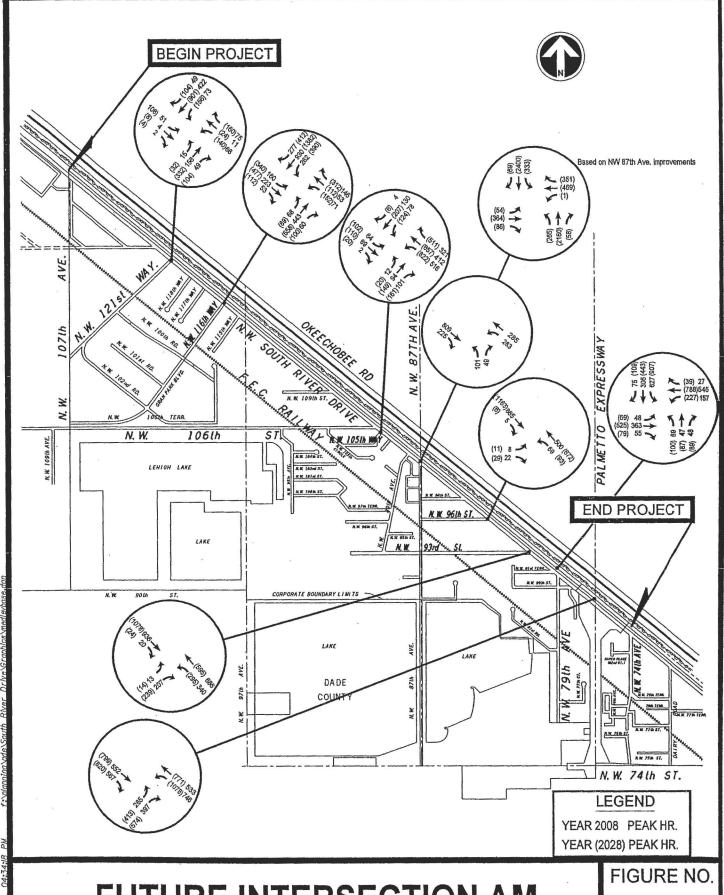


FUTURE NW SOUTH RIVER DR. AADT LINK FORECASTS

FIGURE NO.

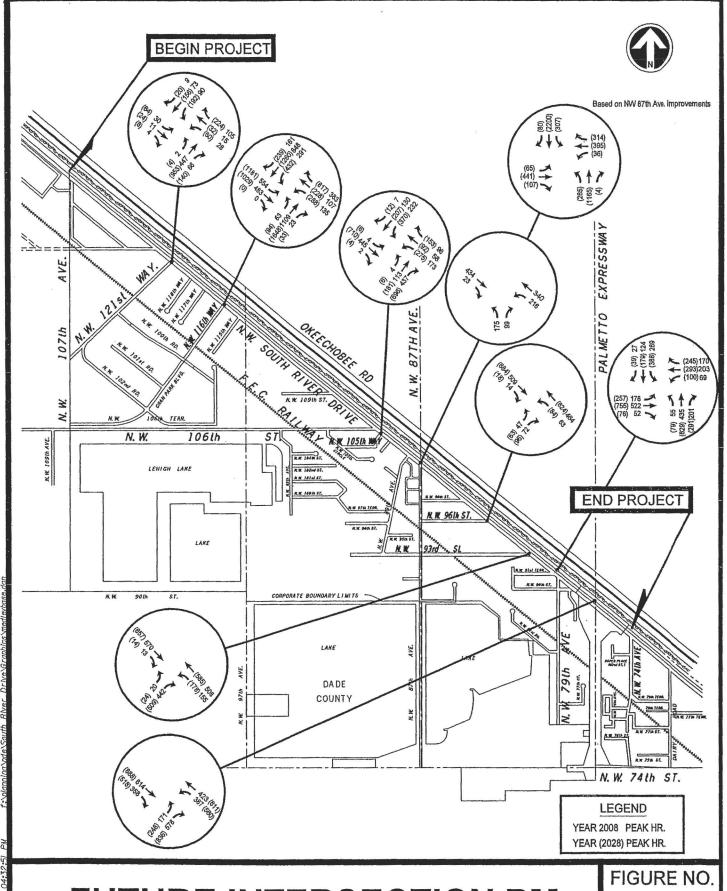
5-2





FUTURE INTERSECTION AM PEAK HOUR VOLUMES

5-3



FUTURE INTERSECTION PM PEAK HR. VOLUMES

5-4

NW South River Drive

6. Alternative Analysis

The focus of the NW South River Drive corridor analysis is to determine the optimum number of lanes needed along the corridor to effectively carry the expected demand on it and to provide intersection improvements (i.e. left/right turn lanes and storage bays) to ensure that the intersections operate accordingly.

No Build

Based on future AADT projections (see Table 6-1) by the opening year 2008 portions of the eastern stretch of the corridor will operate at an unacceptable LOS F. The entire study area by the year 2028 will operate with an unacceptable LOS F according to the projections, based on the standards set forth in the 2002 LOS Manual Handbook.

Table 6-1 No Build Future Corridor LOS*									
From	То	2008 AADT	2008 LOS	2018 AADT	2018 LOS	2028 AADT	2028 LOS		
90th st.	SR 826	17840	F	21300	F	25814	F		
NW 87 Ave	90th st.	1.3466	D	15100	E E	18089	F		
106th way	NW 87th Ave.	11321	D	14700	E	18044	F		
atalath way	106h si	7971	C/	13400	D	±, 16954	F F		

^{*} interpolated linearly between 1999 and 2020 MUATS volumes applied proper MOCF

However, based on the fact that the corridor is currently operating worse than what the AADT tables indicate; actual field conditions (i.e. proximity to Okeechobee Rd., unsynchronized signals) further diminish capacity. Future conditions will undoubtedly be worse than what the numbers indicate.

In addition design hour volumes at each of the 8 intersections were analyzed under existing lane configuration for the opening and design years. Based on these volumes, level of services (LOS) operational analyses were performed for each of the 8 intersections using the Highway Capacity Software 2000 program. Table 6-2 summarizes the intersection LOS analyses for each of the intersections. By the design year 2028 a majority of the intersections will operate at an unacceptable LOS F. Printouts of the HCS analyses are furnished in Appendix D.

	No Bu	Tabl	e 6-2 Intersectio	n LOS						
Inters	ection		Los							
NB/SB EB/WB		20	08	2028						
140/00	LD/ VV D	AM	PM	AM	PM					
NW 121st Way	S. River Dr.	Α	В	E	D					
NW 116th Way	S. River Dr	В	F	F	F					
NW 105th Way	S. River Dr.	F	D	F	F					
NW 87th Ave	S. River Dr	Щ	F	E.	F					
NW 96th St.	S. River Dr.	D	D	F	F					
NW 93rd St	S. River Dr	L	E	F	F					
NW 79th St.	S. River Dr.	F	F	F	F					
SB SR 826	S. River Dr	F	•	F	F					

extrapolated from 2020 MUATS volumes based on an average of growth rate of 2%

Build

Based on the future DDHV, level of service (LOS) operational analysis were performed for each of the 8 aforementioned intersections along NW South River Drive using the Synchro 5 Software (See Appendix E). Tables 6-3 & 6-4 summarize the intersection LOS analyses along with the resulting intersection geometry requirements for both years 2008 & 2028. All of the intersections on Tables 6-3 & 6-4 were optimized using the Synchro 5 software (See Appendix E). By the year 2008 the majority of the intersection improvements involved the addition of left & right turn lanes, as well as signal phasing & cycle optimization. By the year 2028 seven out of the eight intersections require two (2) through lanes in each direction along NW South River Drive, in addition to the provision of some dual left-turn and exclusive right-turn lanes.

Table 6-3 Year 2008 Design Hour Intersection Level of Service Analysis and Recommended Improvements									
Inters	ection	Recom	mende	d Impro	vemen	its	1.0	os	
NB/SB EB/WB		Movement		Appr	oach		L	<i>J</i> S	
ND/3D	LD/ WD	Movement	NB	SB	EB	WB	AM	РМ	
NW	NW South	Left	1	1	2	1			
116th	River Dr.	Thru	2	2	2	1	С	D	
Way		Right	1	S	S	1	esternerenenen	community of	
2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	NW South	Left Thru	S N/A	N/A N/A	N/A 1		В	A	
Ave.	River Dr.	Right	S	N/A	S	N/A		p.	
AUA/ OO	NW South River Dr.	Left	S	N/A	N/A	1		STORY OF THE STATE	
NW 93rd St.		Thru	N/A	N/A	1	1	В	В	
OI.	niver Dr.	Right	S	N/A	S	N/A			
ലോഗം	NW South	Left	S	N/A	N/A	2			
A STATE OF THE PARTY OF THE PAR	River Dr.	Thru	N/A	N/A	1.	1	D	B -	
		Right	S	N/A	4	N/A			
	NIM Courts	Left	S	1	1	1			
105 th Way	NW South River Dr.	Thru	1	1	2	1	В	В	
	THVOI DI.	Right	1	1	S	1			
		Left	. 1.	2		1			
79 th Ave.	NW South River Dr.	Thru	1	1	2	1	С	В	
	THVOLDI.	Right	1	S	S	S			

(S) - Shared Thru and Right Turn Lane or Shared Thru and Left

Turn Lane

N/A - not applicable - turning movement does not exist

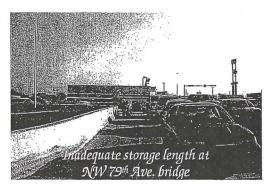
Table 6-4 Year 2028 Design Hour Intersection Level of Service Analysis and Recommended Improvements										
Inters	ection	Recom	Recommended Improvements							
				Appr	oach		LOS			
NB/SB	EB/WB	Movement	NB	SB	EB	WB	AM	PM		
NW 116th	NW South	Left	1	2	2	2 ==				
Way	River Dr.	Thru	4	3	2	2	С	E		
		Right	S		S	- S				
NIM 105th	NW South	Left	S	1	1	2				
NW 105th Way	River Dr.	Thru	1	1	2	2	В	D		
,		Right .	1	1	S	S				
	KW/ Co. +L	Left	1		1	1				
NW 87th Ave.	NW South River Dr.	Thru	3	3	2	∣2	D	D		
		Right	S	S	S	1				
	NW South	Left	. 1	N/A	N/A	1				
NW 96th St.	River Dr.	Thru	N/A	N/A	2	2	Α	Α		
COLUMN TO THE STATE OF THE STAT	ROBERT FOR THE STREET, STREET, S.	Right	S	N/A	S	N/A				
	NW South	Left	1	N/A	N/A	1		19		
NW 93rd St.	River Dr.	Thru	N/A	N/A	2	2	A	Α		
		Right	S	N/A	S	N/A				
	NW South	Left	1	2	1	1				
NW 79th Ave.	River Dr.	Thru	1	2	2	2	E	D		
Dagastorna v	ingeno decimando do ostro estados	Right	1	S	S	1				
SR 826 SB	NW South	Left	1	N/A	N/A	2				
Entr.	River Dr.	Thru	N/A	+ N/A	2	2	D	D		
		Right	- 1	N/A	1	N/A	13545 23845	200		

(S) - Shared Thru and Right Turn Lane or Shared Thru and Left Turn Lane

N/A - not applicable - turning movement does not exist

Summary

These improvements and benefits are based on the assumption that the signals along NW South River Dr. be properly synchronized. Furthermore that the potential restriction of certain truck turning movements at the intersections with connections to Okeechobee Rd. be further investigated. The actual operational restriction resulting from the combination of large WB50 trucks turning at the short bridge crossings leads to extensive vehicular



queues. The provision of four (4) lanes along NW South River Drive would dramatically increase the capacity and operation of the facility as well as of the intersections along the corridor. Providing this improvement would maintain all segments evaluated with a LOS D or better by the design year 2028. However, due to the R/W constraints along NW South River Drive and based on the availability of funding a phasing plan for the implementation of improvements is recommended as follows:

1 1

1 1

1 1

I

- Phase I (2003): Synchronization of the South River Dr./NW 79th Ave. & SR 826 signals and the Okeechobee Rd./NW 79th Ave. signal
- Phase II (2008): 3-Lane NW South River Dr. from NW 105th Way to SR 826; Initial Intersection Improvements
- Phase III (2018): 3-Lane NW South River Dr. from NW 107th Ave. to NW 105th Way. 4-Lane NW South River Drive from NW 105th Way to SR 826
- Phase IV (2028): 4-Lane NW South River Dr. from NW 107th Avenue to NW 105th Way. Additional Intersection Improvements at NW 79th Ave.

The three (3)-lane concept will benefit EB vehicles, by providing more capacity in what was observed to be the most critical travel direction along NW South River Drive. The provision of a three (3)-lane typical section would serve in improving the operation of the roadway and provide temporary relief prior to the ultimate solution being implemented.

Appendix A

Existing AM

HCS2000: Signalized Intersections Release 4.1

nalyst: Robert L

Agency:

Tate: 05/20/2003

eriod: Am Peak Hour

Project ID:
P/W St: SRD

Inter.: SRD &

Area Type: All other areas

Jurisd:

Year : 2002

N/S St: NW 121 Way

_____SIGNALIZED INTERSECTION

SUMMARY													
	Ea	stbou	nd	We	stbou	nd	l N	Jorthbo	und	Son	uthbo	und	
د ،	L	${f T}$	R	L	\mathbf{T}	R	L	${f T}$	R	L	${f T}$	R	
. Lanes	0	1	0	0	1	0		0 2	0	\ 	1	1	-
Config		LTR			LTR			LTR		L	T	R	
Volume ne Width	27	2 12.0	1	35	6 12.0	40	8	83 12.0	26	39 12.0	225 12.0	26 12.0	
OR Vol			0			0			0			0	

r	ation	0.25		Area	Type:		ot	her	areas				
					Sı	gnal							
e:	rations_												
a	se Combi	nation	1	2	3	3	4			5	6	7	8
שני	Left			A			ı	NB	Left	P			
ir I	Thru			A					Thru	P			
ſ	Right			A					Right	P			
i u	Peds			X					Peds	X			
WB	Left		A					SB	Left	P			
	Thru		A						Thru	P			
	Right		A						Right	P			
	Peds		X						Peds	X			
Serv.	Right							EB	Right				
	Right							WB	Right				
ire			6.5	1.7						45.5			
P-7	low		4.0	4.0						4.0			
	Red		10	1.0						1.0			
										Cycle	Length	: 68.	7
VII. NO. 1000 1000 1													

≱೨C2

		Intersect	cion Per	formance	€			
pr/	Lane Group	Adj Sat	Ratio	S	Lane Gr	coup	Approa	ach
		(s)	v/c	g/C	Delay I	LOS	Delay I	LOS
stboun	đ							
LTR	70	1774	0.46	0.04	37.0	D	37.0	D
stboun	đ							
- wB	186	1703	0.47	0.11	30.6	С	30.6	C
worthbou	nd							
R	2174	3212	0.06	0.68	3.8	A	3.8	A
Southbou	nd 847 1261			0.68		A A	4.3	A
R	1071		0.03	0.68	3.7	A		

Laseline

Lone: Fax:

E-Mail:

___OPERATIONAL ALYSIS_

alyst: Robert L

ency/Co.:

Date Performed: 05/20/2003 alysis Time Period: Am Peak Hour

tersection: SRD &

Area Type: All other areas

Trisdiction:

llysis Year: 2002

-roject ID: East/West Street North/South Street

NW 121 Way SRD

HCS2000: Signalized Intersections Release 4.1

nalyst: Robert L

Agency: Metric Engineering Inc

Data.

CS

05/20/2003

eriod: AM Peak Hour

- roject ID:

다/W St: SRD

Inter.: SRD & NW 116th Way

Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 116th Way

SIGNALIZED INTERSECTION

				01411111			O = = O = 1						
SUMMARY													
1.00	Eas	stbour	nd	Wes	stbour	nd	No	cthbou	ınd	Soi	ıthboı	ınd	1
. 1	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	
). Lanes	1	1		1	1		1	2	1	<u> </u>			
; ;Config	L	TR	U	T.	TR	O	L	T	R	L	TR	U	
Volume	85	119	28	38	28	78	53	393	60	233	826	246	
ine Width	12.0	12.0		12.0	12.0	747	12.0	12.0	12.0	12.0	12.0		
OR Vol			0			0			0			0	

ir	ation	0.25	Area	Type:	All gnal	other	areas				
ົ∽e	rations_										
	se Combi	nation 1	2	3	4			5	6	7	8
- <u>-</u> - B	Left	A				NB	Left	P			
	Thru	A					Thru	P			
	Right	A					Right	P			
. 2	Peds	X					Peds	X			
NB	Left	A				SB	Left	P			
	Thru	A					Thru	P			
	Right	A					Right	P			
	Peds	X					Peds	X			
4	Right					EB	Right				
1	Right					WB	Right				
Gre		10.8						45.1			
	low	4.0						4.0			
1	Red	1.0						1.0			
								Cycle	Length	: 65.	9

Tntorgo	7 t - i - m	Performance
1111 8 5 6 6	11 ()()	PELLOTHATICE

immary	7							
pr/ Lane	Lane	Adj Sat Flow Rate	Rat:	ios	Lane G	Froup	Appro	oach
р	Capacity		v/c	g/C	Delay	LOS	Delay	LOS
stbou	ınd							
×	211	1180		0.18		C		
'ı'R	300	1678	0.53	0.18	26.3	C	26.0	С
stbou	ınd							
stbou	182	1014	0.23	0.18	23.8	C		
מֿע	275	1536	0.42	0.18	25.0	С	24.7	С
worthbo	ound							
Γι	254	363	0.23	0.70	5.6	A		
	2296	3282		0.70		A	3.8	A
1. 9	1027	1468	0.06	0.70	3.2	A		
Southbo								
Care of the contract of the co	608	869	0.42	0.70	6.3	A		
(3°	2217	3169	0.53	0.70	5.6	A	5.7	A
*; El	Intersec	tion Delay	= 8.7	(sec/v	eh) Ir	nterse	ection 1	LOS = A

_aseline

.une: E-Mail: OPERATIONAL

LYSIS_

.lyst:

Robert L

ncy/Co.: ate Performed: Metric Engineering Inc 05/20/2003

--lysis Time Period:

AM Peak Hour

ersection: rea Type:

SRD & NW 116th Way All other areas

misdiction: lysis Year:

Baseline

East/West Street

_oject ID:

North/South Street

SRD

NW 116th Way

Fax:

nalyst: Robert L

Agency: Metric Engineering Inc.

Tate: 05/20/2003

eriod: AM Peak Hour

-roject ID: E/W St: SRD Inter.: SRD & NW 105th Way Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 105th Way

SIGNALIZED INTERSECTION

SUMMARY														
,	Ea	astbou	nd	Westbound			1	lor	thbou	ınd	Sou	ıthbo	und	
. i	L	${f T}$	R	L	T	R	L		\mathbf{T}	R	L	${f T}$	R	
. Lanes	() 1	0	0	1	1		0	1	1	1	1	1	
Config	1	LTR			LT	R			LT	R	L	${ m T}$	R	
Volume	52	56	10	481	334	260	10	9	76	82	63	105	3	
ne Width		12.0			12.0	12.0		1	12.0	12.0	12.0	12.0	12.0	
OR Vol			0			0				0			0	
× ×				•										•

	ration	0.25		Area		: All		ther	areas					
<u></u>	erations_													
1	ase Combin	nation	1	2	3		4			5	6	7		8
ا ب	Left		P					NB	Left	A				
	Thru		P						Thru	A				
	Right		P						Right	A				
i .	Peds								Peds					
ŅΕ	Left		P					SB	Left		A			
7	THEU		P						Thru		A			
i	Right		P						Right		A			
	Peds								Peds					
3	Right							EB	Right					
	Right							WB	Right					
	een	Ī	50.6							8.6	9.4			
de	llow		1.0							4.0	4.0			
	L Red	2	2.0							1.0	1.0			
										Cycl	e Leng	th:	84.	5

POS

		Intersec	tion Pe	rformand	ce				
mmary	<i></i>								
pr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appr	oach	
р	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
g y		-							
stbou	ınd								
'L'TR	645	1057	0.20	0.61	8.0	A	8.0	A	
stbou	ınd								
т П. :	806 913	1297 1468	1.10	0.62	78.4 8.4	E A	61.4	E	
corthbo	ound								
SEA The majorator of the majorator of	195 167	1717 1468	0.48	0.11	37.0 38.7	D D	37.8	D	
Southbo									
The second	202 212 180	1641 1727 1468	0.34 0.54 0.02	0.12 0.12 0.12	34.9 37.6 32.6	C D C	36.5	D D	
f	Intersec	tion Delay	= 51.9	(sec/ve	EII) II.	iterse	CCLOIL	LOS = D	

aseline

Jone: C-Mail:

Fax:

_OPERATIONAL LYSIS

lyst:

Robert L

ncy/Co.:

Metric Engineering Inc.

rate Performed:

05/20/2003

lysis Time Period:

AM Peak Hour

ersection:

SRD & NW 105th Way

rea Type:

All other areas

misdiction:

lysis Year:

Baseline

roject ID:

East/West Street

North/South Street

SRD

NW 105th Way

alyst: Robert L

Agency: Metric Engineering Inc

Tate:

208

05/20/2003

riod: AM Peak Hour

L'oject ID: E/W St: SRD

Inter.: NW 79th Avenue & SRD Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 79th Avenue

SIGNALIZED INTERSECTION

SUMMARY												
	East	boun	d	Wes	stbour	nd	No:	rthbou	ınd	Soi	ıthboı	ind
	L	\mathbf{T}	R	L	\mathbf{T}	R	L	${f T}$	R	L	\mathbf{T}	R
Lanes	1	1 TR	0	1	1 TR	0	1	1	1 R	1	2 TR	0
Volume le Width	1		48	138 12.0	479 12.0	24	61	41	42 12.0	551 12.0	269	66
OR Vol	12.0 1	.2.0	0	12.0	12.0	0	12.0	12.0	0	12.0	12.0	0

	ation	0.25	Area	Type:	All o	other	areas				
3.7	erations_										
1.0	se Combi	nation 1	2	3	4			5	6	7	8
ديا	Left	P				NB	Left	A			
W	Thru	P					Thru	A			
Ī	Right	P					Right	A			
ı	Peds	X					Peds	X			
ΙB	Left	P				SB	Left	P			
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
ý	Right					EB	Right				
	Right					WB	Right				
ir	een	61.0					_	38.0			
*48	1 low	4.0						4.0			
	Red	1.0						1.0			
									Lengt!	h: 109	. 0

		- r
ntorgod	tion	Performance
THICETPEC	CTOIL	L CT TOTINGIIC C

mmary								
pr/		Adj Sat	Rati	Ratios v/c g/C		Lane Group Delay LOS		ach
Tane p	Group Capacity	Flow Rate (s)	v/c					LOS
1 1						2		
stbou		503	0 11	0 55	11 0	_		
'r'R	332 964	583 1694		0.57		B B	14.3	В
stbou	nd							
للأ				0.57				
ר ז	976	1715	0.56	0.57	17.2	В	16.7	В
lyorthbo	und							
Ţ	294	821	0.22	0.36	24.8	C		
	618	1727		0.36			23.9	C
~ .11	525	1468	0.09	0.36	23.3	C		
Fouthbo	una 450	1257	1 33	0.36	198 6	F		
- ja v	1139	3184	0.32	0.36	26.1		133.4	F
į	Intersec	tion Delay	= 66.4	(sec/ve	eh) In	terse.	ction L	OS = E

aseline

Fax: ..une: '-Mail: ___OPERATIONAL

.LYSIS_

lyst:

ncy/Co.: ate Performed: 05/20/2003

lysis Time Period:

ersection:

rea Type: isdiction:

roject ID:

lysis Year:

Robert L

Baseline

Metric Engineering Inc

AM Peak Hour

NW 79th Avenue & SRD

All other areas

East/West Street

North/South Street NW 79th Avenue

SRD

alyst: Robert L

Inter.: SRD & SB Ent. SR826

agency: Metric Engineering Inc.

Area Type: All other areas

rate: 05/20/2003

Jurisd:

riod: AM Peak Hour

Year : Baseline

rroject ID: F/W St: SRD

N/S St: SB Ent. SR826

SIGNALIZED INTERSECTION

SUMMARY												
*	Eas	thou	nd	Wes	stbour	ıd	Nor	thbo	und	Sou	thbo	und
e.at	L	\mathbf{T}	R	L	${f T}$	R	L	T	R	L	${f T}$	R
Lanes Config Volume Le Width OR Vol	0	1 T 455 12.0	0	1 L 439 12.0	1 T 614 12.0	0	1 L 235 12.0	0	1 R 327 12.0	0	0	0

<i>q</i> .												
p _**	ation	0.25	Area	Type:Sig		her	areas					
€.76	erations_											
	se Combi	nation 1	2	3	4			5	6	7	8	
درد	Left					NB	Left	P				
£2.	Thru	P					Thru					
	Right						Right	P				
	Peds	X					Peds					
IB	Left	A				SB	Left					
P	Thru	A					Thru					
	Right						Right					
	Peds	X					Peds					
3	Right					EB	Right					
	Right					WB	Right					
ire	een	65.0						23.0				
	low	4.0						4.0				
	Red	1.0						1.0				
								Cycle	Length	n: 98	.0	

243

		197		1990	
				\ E -	rmance
ı m	TAYO	ACTI	on ⊦	ρ	rmanca
		CLLL			Lilluito

ımmary								
opr/ Lane	Lane	Adj Sat Flow Rate (s)	Rati	Ratios		Lane Group		ach
rp			v/c	g/C	Delay	LOS	Delay	LOS
astbou	nd							
AD CDO CL	iia							
T	1163	1727	0.43	0.67	8.5	A	8.5	A
stbou	nđ							
ы	73	105	6.53	0.67		F		
ת	1163	1727	0.57	0.67	9.2	A		F
orthbo	und							
I.	402	1641.	0.63	0.24	40.5	D	64.0	E
Southbor	360 und	1468	0.99	0.24	80.9	F	04.0	E
i								

Intersection Delay = 559.7 (sec/veh)

Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1

seline

one: **E-Mail**:

Fax:

ALYSIS____OPERATIONAL

* alyst:

ency/Co.:

vate Performed: **nalysis Time Period:

lersection:

risdiction:
lysis Year:

_uject ID:

Robert L

Metric Engineering Inc.

05/20/2003 AM Peak Hour

SRD & SB Ent. SR826

All other areas

Baseline

East/West Street

North/South Street

SRD SB Ent. SR826

alyst: Robert L

Agency: Metric Engineering Inc.

te: 05/20/2003

riod: PM Peak Hour

Project ID: -/W St: SRD Inter.: SRD &

Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 121 Way

_SIGNALIZED INTERSECTION

CUMMARY														
Age :	Ea	stbou	nd	We	stbou	nd	1	North	ıboı	ınd	Sou	ıthboı	und	
و ئ	L	${f T}$	R	L	${f T}$	R	L	Γ	-	R	L	${f T}$	R	1
. Lanes		1			1	0	-	0	2	0	1	1	1	-
Config		LTR	O		LTR	O		I	JTR	O.	L	${ m T}$	R	
Volume	16	6	2	15	8	56	1	23		35	48	39	5	
ne Width		12.0	_		12.0	_		12	2.0	_	12.0	12.0	12.0	
OR Vol			0			0				0	•		0	

9	- cation	0.25	Area	Type: A		her	areas				
: · ·	erations_										
	ase Combi	nation 1	2	3	4			5	6 '	7	8
ďB	Left					NB	Left	P			
9	Thru						Thru	P			
	Right.						Right	P			
	Peds						Peds	X			
μTB	Left	A				SB	Left	P			
3.	Thru	A					Thru	P			
,	Right	A					Right	P			
e .	Peds	X					Peds	X			
	Right					EB	Right				
	Right					WB	Right				
Fr	een	9.3						50.6			
1	low	4.0						4.0			
	Red	1.0						1.0			
•							T.	Cycle	Length	69.	9

· as

intore	action	Performance	
THECTO	CCCTOIL	T CT T OTHIUM C	

mmary_ pr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	.os	Lane G	roup	Appro	oach	
р	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
stbour	nd								
ĽTR				0.00					
stbour	nd								
ד TR	246	1669	0.35	0.15	27.7	С	27.7	С	
orthbou	ınd								
2	2447	3315	0.12	0.74	2.7	A	2.7	A	
Southbou	ınd								
R	783 1375 1169	1061 1863 1583	0.07 0.03 0.00	0.74 0.74 0.74	2.5	A A A	2.6	A	
1	Intersec	tion Delay	=	(sec/ve	eh) Ir	nterse	ction I	LOS =	

Juseline

mm = 237

ione: E-Mail: Fax:

OPERATIONAL LYSIS_

lyst:

ncy/Co.:

Metric Engineering Inc.

Date Performed:

05/20/2003

Robert L

lysis Time Period:

PM Peak Hour

ersection:

SRD &

rea Type:

risdiction:

All other areas

lysis Year:

Baseline

loject ID:

East/West Street

North/South Street

SRD

NW 121 Way

.alyst: Robert L

Agency: Metric Engineering Inc.

Pate: 05/20/2003

riod: PM Peak Hour

. roject ID: F/W St: SRD Inter.: SRD & NW 116th Way Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 116th Way

SIGNALIZED INTERSECTION

GUMMARY												
	Eas	stbour	nd	Wes	stbour	nd	No:	rthbou	ınd	Sou	ıthboı	ind
·	L	${f T}$	R	L	\mathbf{T}	R	L	${f T}$	R	L	T	R
. Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Config	L	TR		L	TR		L	${f T}$	R	L	TR	
Volume	295	257	0	72	57	204	56	985	20	258	753	143
ne Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
OR Vol			0	1		0			0			0

if appear on size [mill]	- ration	0.25	Area	Type:	All gnal		her	areas					
ىتى	erations_												
l	ase Combi	nation 1	2	3		4			5	6	7	8	
برا	Left	A				İ	NB	Left	P				
	Thru	A						Thru	P				
Bases	Right							Right	P				
i.	Peds	X						Peds	X				
NB	Left	A					SB	Left	P				
I,	Thru	A						Thru	P				
	Right	A						Right	P				
	Peds	X						Peds	X				
	Right						EB	Right					
	Right						WB	Right					
эſ	een	21.0							45.0				
L	llow	4.0							4.0				
	Red	1.0							1.0				
									Cycle	Lengt	h: 76	5.0	

POS

a B	Intersection Performance												
mmary pr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	los	Lane G	roup	Appro	ach					
р	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS					
stbou	nd												
1R	211 500	730 1727	1.52 0.56	0.29 0.29	284.3 24.3	F C	163.4	F					
stbou U	nd 215 441	743 1525	0.36	0.29	22.5	C C	25.9	С					
porthbo	255 1986 889	421 3282 1468	0.24 0.54 0.02	0.61 0.61 0.61	9.1 9.8 6.1	A A A	9.7	A					
Ti	220 1939	364 3203	1.27 0.50	0.61 0.61	168.3 9.4	F A	44.9	D					

aseline

june: Fax: E-Mail: OPERATIONAL LYSIS ilyst: Robert L ncy/Co.: Metric Engineering Inc. ate Performed: 05/20/2003 : ~lysis Time Period: PM Peak Hour ersection: SRD & NW 116th Way rea Type: All other areas prisdiction: lysis Year: Baseline

East/West Street

Intersection Delay = 51.9 (sec/veh)

North/South Street NW 116th Way

Intersection LOS = D

SRD

_oject ID:

nalyst: Robert L

Agency: Metric Engineering Inc

i §

`ate: 05/20/2003

eriod: Pm Peak Hour

Project ID: 7/W St: SRD Inter.: SRD & NW 105th Way

Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 105th Way

 S	I	G1	JA	L.	IZ	ED	INTERSECTION	

CUMMARY				**************************************											
	E	Eastbo	ound		We	stbour	nd		Nor	thbou	ınd	Soi	ıthboı	ınd	
	L	${f T}$	I	?	L	T	R	L		${f T}$	R	L	${f T}$	R	
														- 1	-
). Lanes		0	_ ()	0	1	1		U	1	1	1 1	1	1	
4 Config		L	rR			LT	R			LT	R	L	${ m T}$	R	
Volume	3	361	. 2		140	47	78	3		92	354	188	105	6	
ne Width		12	. 0			12.0	12.0			12.0	12.0	12.0	12.0	12.0	
OR Vol			0				0				0			0	

- 1	ration	0.25	Area	Type: A Sign		her	areas				
	erations_										
i	ase Combi	nation 1	2	3	4			5	6	7	8
ĿB	Left	P				NB	Left	A			
ı	Thru	P					Thru	A			
ı	Right	P					Right	A			
1.3	Peds	X					Peds	X			
MB	Left	P				SB	Left		A		
1° .	Thru	P					Thru		A		
1 3	Right	P					Right		A		
	Peds	X					Peds		X		
;	Right					EB	Right				
	Right					WB	Right				
	Right een	44.8						12.3	16.0		
**	Llow	4.0						4.0	4.0		
	L Red	2.0						1.0	1.0		
l s								Cycl	e Lengt	h: 8	39.1

i ,		Intersec	tion Pe	rformance	9			
mmary pr/ Lane	Lane	Adj Sat Flow Rate	Ratio	os	Lane G	roup	Appro	ach
р	Capacity	(s)	v/c	g/C	Delay 1	LOS	Delay:	LOS
1)								
stbou	nd							
LTR	886	1724	0.45	0.51	15.3	В	15.3	В
stbou	nd							
т П	495 771	942 1468		0.53 0.53	15.3 10.9	B B	14.0	В
worthbo	und							
Southbo	257 219	1725 1468	0.40 1.76	0.15 0.15	35.3 397.1	D F	320.7	F
Ŕ	313 330 280	1641 1727 1468	0.35	0.19 0.19 0.19	38.1 31.9 29.3	D C C	35.7	D

Intersection Delay = 119.0 (sec/veh) Intersection LOS = F

Laseline

...one: Fax: E-Mail: OPERATIONAL ALYSIS alyst: Robert L Metric Engineering Inc ency/Co.: Date Performed: 05/20/2003 alysis Time Period: Pm Peak Hour cersection: SRD & NW 105th Way rea Type: All other areas Turisdiction:

alysis Year: Baseline
aroject ID:

East/West Street

North/South Street NW 105th Way

SRD

3.

nalyst: Robert L

Agency: Metric Engineering Inc.

Tate: 05/20/2003

riod: PM Peak Hour

rroject ID: □/W St: SRD Inter.: NW 79th Avenue & SRD

Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: NW 79th Avenue

SIGNALIZED INTERSECTION

SIJMMARY													
1. A	Eas	stbour	nd	Wes	stbou	nd	No	rthbou	und	Sou	ıthboı	ınd	
A. B	L	${f T}$	R	L	${f T}$	R	L	T	R	L	${\mathbb T}$	R	
. Lanes	1 L	1 TR	0	1 L	1 TR	0	1 L	1 T	1 R	1 L	2 TR	0	-
Volume ne Width	156 12.0	459 12.0	46	61 12.0	178 12.0	149	48 12.0	382 12.0	177 12.0	236	109 12.0	24	
OR Vol			0			0			0			0	

r	ration	0.25	Area	Type:	All ot	her	areas				
®- ⊃E	erations_										
3	se Combi	nation 1	2	3	4			5	6 7	8	
طتنا	Left	P				NB	Left	A			
	Thru	P					Thru	A			
	Right	P					Right	A			
	Peds	X					Peds	X			
NB	Left	P				SB	Left	A			
	Thru	P					Thru	A			
	Right	P					Right	A			
wo.**	Peds	X					Peds	X			
1	Right					EB	Right				
i	Right					WB	Right				
Gre	een	61.0				-8		38.0			
8-7	.low	4.0						4.0			
	. Red	1.0						1.0			
								Cycle	Length:	109.0	

T-CS

Intordod	tion	Performance	
THUCKBEU	$\Gamma \perp \Omega \Pi$	retrormance	

mmary pr/ Lane	Lane	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach
'p	Capacity		v/c	g/C	Delay	LOS	Delay	LOS
								
stbou		0.2.0	0 06	0 55	1.4.0	***		
ì'R	473 969			0.57	14.9 17.3	B B	16.8	В
stbou	nd							
Ľ [‡]	330			0.57		В		
ρ	915	1609	0.39	0.57	14.2	В	14.0	В
wrthbo	und							
Γ.	408	_1141	0.13	0.36	23.7	C		
	618	1727			32.4		30.0	C
сэ С L l -l	525	1468	0.37	0.36	26.3	С		
Southbo	181	507	1.42	0.36	253.1	F		
1.3	1142	3193		0.36	23.6	C	170.7	F
·g	Intersec	tion Delay	= 48.2	(sec/v	eh) In	terse	ction L	OS = D

Fax:

_aseline

...ne:

-Mail: OPERATIONAL LYSIS lyst: Robert L ncy/Co.: Metric Engineering Inc. late Performed: 05/20/2003 analysis Time Period: PM Peak Hour ersection: NW 79th Avenue & SRD rea Type: All other areas risdiction: lysis Year: Baseline ⊥oject ID:

East/West Street

North/South Street NW 79th Avenue

SRD

alyst: Robert L Agency: Metric Engineering Inc.

05/20/2003

riod: PM Peak Hour

Project ID:

'W St: SRD

Inter.: SRD & SB Ent. SR826

Area Type: All other areas

Jurisd:

Year : Baseline

N/S St: SB Ent. SR826

___SIGNALIZED INTERSECTION

			~~~	. 0141777		4							
TMMARY													
	Eas	stbou	nd	Wes	stbour	nd	Nor	thbo	und	Sou	thbo	und	
52 A.S.	L	$\mathbf{T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	L	${ m T}$	R	
. Lanes	0	1	0	1	1	0	1	0	1	0	0	0	-
Config		${ m T}$		L	$\mathbf{T}$		L		R				
Jolume		506		319	348		141		476				
ne Width		12.0		12.0	12.0		12.0		12.0				
ر DR Vol	ľ						8		0				

	ation	0.25	Area T	ype: . Sig		cher	areas					
	erations_											
3	se Combi	nation 1	2	3	4			5	6	7	8	
ъB	Left					NB	Left	P				
7	Thru		P				Thru					
1	Right						Right	P				
i s	Peds		X				Peds					
MA	Left	A				SB	Left					
1	Thru	A	A				Thru					
1 3	Right						Right					
	Peds	X	X				Peds					
	Right					EB	Right					
	Right					WB	Right					
	een	33.6	65.3					23.1				
	1ow	4.0	4.0					4.0				
-	Red	1.0	1.0					1.0				
,								Cvcle	Lengtl	a: 137	. 0	

		Intersec	tion Pe	erforman	ce			
ımmary pr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	ach
p	Capacity	(s)	V/C	g/C	Delay	LOS	Delay	LOS
stbou	nd							
i <u>J</u>	836	1727	0.66	0.48	30.8	С	30.8	С
stbou	414	1641	0.84	0.25	62.6	E	20.6	~
orthbo	1322	1727	0.29	0.77	4.9	A	32.6	С
r.	289	1641	0.53	0.18	58.1	E	415.8	F
Southbo	258 ound	1468	2.00	0.18	521.7	F		

Intersection Delay = 164.1 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1

Laseline

1 1

Fax: none: I-Mail: OPERATIONAL .LYSIS_ lyst: Robert L

ncy/Co.:

Metric Engineering Inc.

Date Performed: 05/20/2003 lysis Time Period: PM Peak Hour

ersection: SRD & SB Ent. SR826 rea Type: All other areas

isdiction:

lysis Year: Baseline roject ID:

> North/South Street East/West Street

SRD SB Ent. SR826

	ሻ	†	PA	<u>L</u>	+	wJ	•	×	>	•	×	+
Lame Group	WELF.	NETE	INERI	SBL -	SBID	SBR	SEL	SEF	Ser	NWIE.		NWF
Lane Configurations	4	<b>†</b>	7	T TO THE RESERVE TO T	<b>ት</b> ጐ	4.6	ሻ	<b>^</b>	. 6	<b>*</b>	Ť	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0 3183	4.0	4.0 1641	1693 ± 4.0	4 0 i	4.0 1641	4.0 1715	4 Q 0
Satd. Flow (prot) FIt Permitted	1203 0.950	1267	1077	1203 0.950	3103	0	0.950	1093		0.950	1/13	
Satd. Flow (perm)	1203	1267	1077	1203	3183	0	1641	1693	0	1641	1715	0
Satd/Flow (BTOR)	1200	1207	52	1200	19			6			2	
Volume (vph)	69	47	48	627	306	75	48	363	55	157	545	27
Lane Group Flow (vph)	75	. ↓5 <b>1</b> -	52	682	415.	Ö	52	455	0	171	621	0
Turn Type	Prot	PARTITION NO. 1	Perm	Prot	LA APPONDENCE AND THE LAND	GUEFFICE SALE AMERICA	Prot			Prot	DATE OF THE PARTY	and the present of Case
Protected Phases:	5	:::2		1.1	6		7	- 4		3	8	
Permitted Phases		September 1970	2									
Total Split (s)	30.0	43.0	43.0	30.0	43.0	=0.0	15.0	66.0	0.0	15.0	66.0	0.0
Act Effct Green (s)	14.1 0.10	27.1 0.19	27.1 0.19	26.0 0.18	39.0 0.27		9.1 0.06	62.1 0.44		11.0	64.0 0.45	is the at
Actuated g/C Ratio	0.63	0.21	0.19	3.10	0.47		0.50	0.61		1.35	0.80	
Uniform Delay, d1	61.5	48.5	0.21	58.1	40.8		64.3	30.3		65.6	33.5	
Delay	61.5	48.2	11.5	398.4	41.8		65.5	31.8		201.6	39.4	
LOS	, E	n#D	В	F	D.		E	C-		F	, 2 D	
Approach Delay		43.1		Inches in the second of	263.5			35.3			74.4	
Approach LOS		D			F			D				
Queue Length 50th (ft)	68	40		~1097	161		47	316	<b>新原连转变称</b>	~206	491	
Queue Length 95th (ft) Internal Link Dist (ft)	125	80 1042	් ර්ර	#1412	228 1006		97	472 900		#381	#773 900	
50th Up Block Time (%)	(20 m) (20 m)	1042		10%	1000			900			900	<b>建設</b>
95th Up Block Time (%)				32%				是多是是是				
Turn Bay Length (ft)							150			150		
50th Bay Block Time %		A CONTRACTOR OF THE PARTY OF TH	WIGHT FOR THE STATE OF THE STAT	to CCC de Line of Emeloy Burning Comment	STORES SINCE			31%		31%	39%	`
95th Bay Block Time %								41%		63%	-48%=	27/
Queuing Penalty (veh)								18		291	74	thei
Intersection Summary												
Cycle Length: 154												blo
Actuated Cycle Length:	THE PERSON NAMED IN COLUMN											
Control Type: Semi Act-										Walland B.	HAT THE WAY TO SEE	
Maximum We Batio: 3 16 Intersection Signal Dela				l.	toroot	ion LOS	· · ·					
Intersection Capacity U		402.50				of Ser						
<ul> <li>Volume exceeds car</li> </ul>												
Queue snown is max												
# 95th percentile volur					ay be lo	nger.	una de la constante de la cons			A PARTY NAMED IN		
Queue shown is max												
Splits and Phases: 20	: NW 79	9th Avei	nue & S	RD							7	
<b>4</b> ø1 <b>1</b> €				<b>₹</b> ø3	1 0	4						
100000000000000000000000000000000000000				15.55	68.8							
7 05	ø6			<b>▲</b> _{a7}	*	Q.						

Baseline Timing Plan: Default METRICMIAM-SA51 Toolnotes indicate that volumes exceeds Synchro 5 Report Page 1

	×	1	1	×	7	74	
ivamereno no	SEF	-SIER	NVVIE		ANEL:	ENERS	
Lane Configurations	<b>†</b>		ሻ	<b>†</b>	ሻ	7	
Total Lost Time (s)	4.0.	4.0	4.0	4.0	4.0	4.0	
Satd. Flow (prot)	1727	O	1641	1727	1641	1468	
Fit Permitted	1707		0.358 618	1707	0.950 1641	1468	
Satd. Flow (perm) Satd. Flow (RTOR)	1727	0	010	1727	1041	344	
Volume (vph)	552	0	746	533	285	397	
Lane Group Flow (vph)	600	0	811	579	310	432	
Turn Type	444 DELANE/71304	DIESS SAURE AN	Perm	-Kracienais Lactio		Perm	CONTRACTOR OF THE CONTRACTOR O
Protected Phases	F 46 :			2	4		
Permitted Phases	700	00	2 70.0	70.0	00.0	4 - 28.0	
Total Split (s) Act Effct Green (s)	70.0 66.0	0.0	66.0	70.0 66.0	28.0 24.0	24.0	
Actuated g/C Ratio	0.67		0.67	0.67	24.0	0.24	
v/c Ratio	0.52		1.95	0.50	0.77	0.70	
Uniform Delay, dl	8.0		16.0	7.9	34.4	6.2	
Delay	8.3	Perfection for	284.1	8.2	39.6	8.0	
LOS Approach Delay	8.3		E E	169.2	21.2	A	
Approach LOS	ο.3			109.2	21.2		
Queue Length 50th (ft)	166		~788	157	181	44	
Queue Length 95th (ft)	245		#1016	233	#308	156	
Internal Link Dist (ft)	900			742	565		
50th Up Block Time (%) 95th Up Block Time (%)			12% 32%				
Tum Bay Length (fi)			32 /o 75				
50th Bay Block Time %		calumida film	41%	20%			
95th Bay Block Time %			43%	24%			
Queuing Penalty (veh)			245	178			
mierseelon Summery							
Cycle Length: 98							
Actuated Eyole Length:							
Control Type: Semi Act-							
Maximum v/c Ratio 4:95 Intersection Signal Delay				lr	ntersect	ion LOS	· F
Intersection Capacity Ut		103.7%	6				
<ul> <li>Volume exceeds cap</li> </ul>							。 1915年,1915年,1914年,1914年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,1915年,19
A Queue shown is max	lnaldian <del>t</del> el	lei iwo	cycles.				
# 95th percentile volun	ne exce	eds cap	pacity, q	ueue m	ay be lo	onger.	
- Queue shown is max	imidim ai	ter⊧two	eycles.				
Splits and Phases: 24	: SRD 8	SB Er	nt. SR82	26			
ø2							Jrs. 04
** * 02		A STATE OF THE PARTY OF THE PAR		AMSSHERM			<u>/%</u> ø4
					20.00		
<b>4</b> ø6		20/	WINDOWS NO.	New York and the Art			
7 <u>0 s</u>				2.0			

	×	1	100	K	7	1	
Eame Group" : : "	SET	SER	NWE st	WWT:	Mar	WER -	
Lane Configurations	<b>^</b>		ሻ	<b>^</b>	ኝ	¥	
Total Lost Time (s) Season Satd. Flow (prot)	4,0 1722	4.0 0	4.0 1641	4.0 1727	4.0 1641	4.0 1468	
Ell Permittee			0.950		0.950		
Satd. Flow (perm)	1722	0	1641	1727	1641	1468 216	
Satd Flow (RTOR) Volume (vph)	936	20	340	686	13	207	
Lane Group Flow (vph):	1089	0	27/0	746	<b>4</b> [4]	225	
Turn Type		E NEWS TOTAL	Prot			Perm	
Protected Phases Permitted Phases	0		5	€	4	4	
Total Split (s)	93.0	0.0	8.0.	30.0	20.5	20.5	
Act Effct Green (s)	89.1		4.0 0.04	97.1 0.85	9.1 0.08	9.1 0.08	
Actuated g/C Ratio	0.78 0.77		6.38	0.51	0.11	0.71	
Uniform Delay, of	6.9		551	2.3	48.8	1.9	
Delay L©S	8.7 A		449.5	2.8 A	47.8 D	7.8 A	
Approach Delay	8.7			150.9	10.2	A	
Approach LOS	· · · A			F	В		
Queue Length 50th (ft) Queue Length 95th (ft)	117 434		~511 #753	82 237	10 30	6 83	
Internal Link Dist (ft)	1520			900	1460		
50th Up Block Trime (%)							
95th Up Block Time (%) Turn Bay Length (ft)			50			50	
50th Bay Block Time %			92%	8%			经存在企业的指抗性。1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年,1957年
95th Bay Block Time %. Queuing Penalty (veh)			95%	17%		85%	
			699	47		5	
Intersection Summary Cycle Length: 121.5							是我们就是是"我们的"的"我们"。 第一天,我们就是是一个人的"我们",我们就是是一个人的"我们",我们就是是一个人的"我们",我们就是一个人的"我们",我们就是一个人的"我们",我们就是一个人的
Actuated Cycle Lengths	114.2						
Control Type: Semi Act-					PARTON NAMED IN		
Maximum v/c Ratio 6.38 Intersection Signal Delay				In	tersect	ion LOS	: F
Intersection Capacity UI	liza(ilon:			: 10	JU Leve	of Ser	
<ul> <li>Volume exceeds car</li> </ul>							
<ul><li>Queue shown is max</li><li># 95th percentile volur</li></ul>						nger	
Queue shown is max					, , , , , , , , , , , , , , , , , , ,	iigoi.	
Calife and Dhason: 10	· CDD 0	NIM O	Ord Ctro	o.t			
k	: SRD 8	111/1/93	วเน อแย	el			
ø2							34 04
		是全种的系统	<b>克斯斯斯斯</b> 斯		<b>最后通常</b>		
<b>~</b> ø <b>3</b> ø 6		F 72.77 C 50					
				THE PROPERTY OF THE PARTY OF TH		<b>美国的公司的</b>	Control of Colonia -

xxxxxxx	×	)	1	×	ን	174
---------	---	---	---	---	---	-----

Lane Configurations	Movement .		QIEI2		WW.					nuriou-il		
Sign_Control   Grade   O%	The state of the s	The state of the s		型		AND ASSESSED OF THE PARTY OF TH	(/)-7-1					
Volume (ven/f)   E65   5   69   500   E   22     Peak Hour Factor   0.92   0.92   0.92   0.92   0.92   0.92     Pedestrians												
Peak Hour Factor   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.			ACE AT SERVICE WAS REPORTED TO	ROSENSKI STREET			ALTHOUGH CONTROL OF THE STATE O		marker et respectively.	CAT BOOK SON ENVIRONMENT AND ARREST	CONTRACTOR CONTRACTOR	OESTO CONTRACTO
Hourly   Iow rate (veh/h)   940   5   75   543   9   24     Pedestrians   Hourly   Hours   H		THE PROPERTY OF THE PARTY OF TH	5	はは、大きないというというという	<b>保护和证据的</b> 的复数	COLUMN TO THE PARTY OF THE PART	外面的自然的特色的自然的					
Pedestrians Lane Width (ft)s Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) WG. conflicting volume VC1, stage 1 conf vol VG2. stage 2 confivol tC, single (s) LG, singl						THE RESERVE OF THE PERSON OF THE PERSON OF	THE PERSON NAMED OF PERSONS AND PERSONS ASSESSED.					ane sana
Parcent Blockage   Figure	[2] [2] [2] [2] [2] [2] [2] [2] [2] [2]	940	5.	/b	543	9	24					
Walking Speed (ft/s)												
Percent Blockage:   Right turn flare (veh)     Median type											<b>有到海洋型型</b>	
Median storage veh)         VC. conflicting/volume       946       1636       943         vC1, stage 1 conf vol       VC2, stages 2 confixed       1636       943         VC2, stages 2 confixed       162 stages       1636       943         IC, single (s)       4.2       6.5       6.3         IE (s)       2.3       3.6       3.4         p0 queue free %       89       91       92         cM capacity (veh/h)       694       95       308         Direction, Lane #       SE\$1 NW1 NEI1.         Volume Total       946       618       33         Volume Right       5       0       24         SH       1700       694       192         Volume to Capacity       0.5       0.11       0.17         Queue Length (it)       0       9       15         Control Delay (s)       0.0       2.8       27.5         TaneLOS       A       D         Approach LOS       D       1.7         Intersection Summary       D       1.7         Intersection Capacity Utilization       95.9%       ICU Level of Service       E												
Median storage veh) vG. conflicting votume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol tC, single (s) tC, single (s) tF (s)			SEGUEZARIANIA WIZ	contract which are serviced to be		11850AVE2#1050	· Haro remarked tarbetheyies				Geografia de la portación de la constante de l	STADANGS.
vC1, stagle 1 conf vol       946       1636       949         vC1, stagle 1 conf vol       4.2       6.5       6.3         IC, single (s)       4.2       6.5       6.3         IEF (s)       2.3       3.6       3.4         p0 queue tree %       89       91       92         cM capacity (veh/h)       694       95       308         Direction, Lane #       SE41       NW 1       NE11         Volume Total       946       618       33         Volume Right       5       0       24         SSH       1700       694       192         Volume to Capacity       0.56       0.11       0.17         Queue Length; (ft)       0       9       15         Control Delay (s)       0.0       2.8       27.5         Lane 1 OS       A       D         Approach LOS       D       D         Intersection Capacity Utilization       95.9%       ICU Level of Service       E						None.						
VC1, stage 1 conf vol  WC2, stage 2 conf vol  tC, single (s)  G, 2 stage (S)  IF (s)  2.3  3.6  3.4  p0 queue free %  SE1 NW1 NE1  Volume Total  946  618  33  Volume Right  5  0  75  9  Volume Right  5  0  75  9  Volume to Capacity  Volume to Capacity  Uolume to Capacity  O.56  0.11  0.17  Queue Length (ft)  0  75  10  94  24  25  27.5  Lane LOS  Approach Delay (s)  Approach Delay (s)  Average Delay  Intersection Capacity Utilization  95.9%  ICU Level of Service  E				O/A		1696	ONO.					<b>建設</b>
VC2: stage 2 confive!  tC, single (s)						1000	U-TU					
tF (s) 2.3 3.6 3.4  p0 queue free % 89 91 92  cM capacity (veh/h) 694 95 308  Direction Lane # SEL NW 1 NE 1  Volume Total 946 618 33  Volume Left 0 75 9  Volume Right 5 0 24  eSH 1700 694 192  Volume to Capacity 0.56 0.11 0.17  Queue Length (ft) 0 9 15  Control Delay (s) 0.0 2.8 27.5  Lane LOS  Approach LOS  Intersection Summary 2 7  Average Delay, Intersection Capacity Utilization 95.9% ICU Level of Service E												
## SEAL NW I NE I    Volume Total		Ny soming to a 15 St. Sec. Sec.		4.2		6.5	6.3	Nat the Land Control of the Control		THE RESERVE	Da. 211-Sebestio Princetonia	991230093274
Section   Sect												
CM capacity (veh/h)         694         95         308           Direction, Lane #         SE/1 NW 1 NE/1           Volume Total         946         618         33           Volume Left         0         75         9           Volume Right         5         0         24           cSH         1700         694         192           Volume to Capacity         0.56         0.11         0.17           Queue Length (ft)         0         9         15           Control Delay (s)         0.0         2.8         27.5           Lane LOS         A         D           Approach Delay (s)         0.0         2.8         27.5           Approach LOS         D         D           Intersection Summary         177           Intersection Capacity Utilization         95.9%         ICU Level of Service         E					TER MENTE							
Direction, Lane #         SET NW 1         NE1           Volume Total         946         618         33           Volume Left         0         75         9           Volume Right         5         0         24           cSH         1700         694         192           Volume to Capacity         0.56         0.11         0.17           Queue Length (ft)         0         9         15           Control Delay (s)         0.0         2.8         27.5           Lane LOS         A         D           Approach Delay (s)         0.0         2.8         27.5           Approach LOS         D         D           Intersection Summary         1.7         E           Average Delay         1.7         Intersection Capacity Utilization         95.9%         ICU Level of Service         E				ESTATE STREET, ALLES			Control of the second s					
Volume Total         946         618         33           Volume Left         0         75         9           Volume Right         5         0         24           SH         1700         694         192           Volume to Capacity         0.56         0.11         0.17           Queue Length (ft)         0         9         15           Control Delay (s)         0.0         2.8         27.5           Lane LOS         A         D           Approach LOS         D         D           Intersection Summary         17           Intersection Capacity Utilization         95.9%         ICU Level of Service         E		3 YO TAP 53	rwii vara c									
Volume Right         5         0         24           cSH         1700         694         192           Volume to Capacity         0.56         0.11         0.17           Queue Length (ft)         0         9         15           Control Delay (s)         0.0         2.8         27.5           Lane LOS         A         D           Approach LOS         D           Intersection Summary         D           Average Delay         1.7           Intersection Capacity Utilization         95.9%         ICU Level of Service         E		No. of the Party o	The state of the s	THE REAL PROPERTY OF THE PERSON NAMED IN								
Volume Right         5         0         24           cSH         1700         694         192           Volume to Capacity         0.56         0.11         0.17           Queue Length (ft)         0         9         15           Control Delay (s)         0.0         2.8         27.5           Lane LOS         A         D           Approach LOS         D         D           Intersection Summary         2.8         27.5           Intersection Capacity Utilization         95.9%         ICU Level of Service         E												
Volume to Capacity 0.56 0.11 0.17  Queue Length (ft) 0 9 15  Control Delay (s) 0.0 2.8 27.5  Lane LOS Approach Delay (s) 0.0 2.8 27.5  Approach LOS  Approach LOS  Intersection Summary  Average Delay Intersection Capacity Utilization 95.9% ICU Level of Service  E		THE PARTY OF THE P	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW									
Queue Length (ft) 0 9 15 Control Delay (s) 0.0 2.8 27.5 Lane LOS Approach Delay (s) 0.0 2.8 27.5 Approach LOS D Intersection Summary 1.7 Intersection Capacity Utilization 95.9% ICU Level of Service E	¢\$β∥	AND THE PERSON OF	THE STATE OF THE S									
Control Delay (s) 0.0 2.8 27.5  Lane LOS Approach Delay (s) 0.0 2.8 27.5  Approach LOS D Intersection Summary  Average Delay Intersection Capacity Utilization 95.9% ICU Level of Service E								250-11-21-21-21		TANDAN BANGARAN		
A D Approach Delay (s) 0.0 2.8 27.5 Approach LOS D Intersection Summary 1.7 Intersection Capacity Utilization 95.9% ICU Level of Service E			The state of the s	Maria Caraca Car								
Approach Delay (s) 0.0 2.8 27.5  Approach LOS D  Intersection Summary 1.7  Intersection Capacity Utilization 95.9% ICU Level of Service E		0.0		and the second second second second								
Approach LOS  Intersection Summary  Average Delay  Intersection Capacity Utilization  95.9%  ICU Level of Service  E		0.0	A STATE OF THE PARTY OF THE PAR	The same of the sa	<b>建設的</b> 原料							
Average Delay: Intersection Capacity Utilization 95.9% ICU Level of Service E				D.								
Average Delay: Intersection Capacity Utilization 95.9% ICU Level of Service E	Miersedion Sommerv							5-7-24-5-7				
Intersection Capacity Utilization 95.9% ICU Level of Service E				17								
		tilization		95.9%	IC	U Leve	of Service	)	E	AND THE PROPERTY OF THE PARTY O		- AND SOUND
是这种种种,我们就是这种种的一种,我们就是这种的一种,我们就是这种的一种,我们就是这种的一种,我们就是这个一种,我们就是这个一种,我们就是这个一种,我们就是这个												

4	14	×	1	4	X
1	1 .	-	w	W *	•

1		•	•		*						
//io/veloreni	\$10 <b>161</b> 57	NBB:	SEL		NWEGO	WT					
Lane Configurations	7	7	7>			ની					
Sign Control	Stop		Free			Free					
Grade	0%		0%			0%				,	
Volume (veh/h).	101	49	809	ST. State State State	-283	285					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Houng flow rate (veh/h)	110	53	879	245	-308	310					
Pedestrians	NAW CIEVAN DANS DE LA LACIA FO	Contractive where sail bears seem contractive			Avanabra wa ini masarina a ma	THE THE PROPERTY OF THE PARTY O	Cast Performance of the Control of t		THE I THE INVESTIGATION OF THE	VIFEBURGOVANANCEM ŠVIDES	el Nacotronisco de la constanta
Laine Wigili (fi)											
Walking Speed (ft/s)	MARKET EN AVENTAVE	STREET STREET STREET	ACOT SECULIAR STORY	and to white the property of		NATIONAL POPULATION AND AND AND AND AND AND AND AND AND AN			MINNELE PROPERTY.		REPOSE HONOCHEROSEAN
Percent Blockage											
Right turn flare (veh)		2			NAME OF THE PARTY						
Median type	None :										
Median storage veh)	e de la composição de l	4000			2000						
vC, conflicting volume. vC1, stage 1 conf vol	92/	1002			11/24						
vC2 stage 2 cont vol											
tC, single (s)	6.5	6.3			4.2						
tC, 2 stage (s)	0.5	0.3			4.2					<b>表示是</b>	
tF (s)	3.6	3.4		<b>不是一种的</b>	2.3			和主义是统	<b>的</b> 是是然而透明。		
p0 queue free %	0.0	81			48						
cM capacity (veh/h)	34	284			593					LEGIT ST. IST Statific SS.	On the second second
Direction Lane#	**************************************	30 m 62	NIVVE								
Volume Total	ALEXANDER OF THE PARTY OF THE P	1124	617								
Volume Left	110	0	308								
Volume Right	53	245	0								ne verkija lika
cSH	61	1700	593								
Volume to Capacity	2 69	0.66	0.52			7000					
Queue Length (ft)	413	0	75						esser andros		<b>《新开》</b>
Control Delay (s)	910.0	0.0	14.2								
Lane LOS	F		В	erdsome die Universitätische Edition	PROPERTY AND ADDRESS OF		SLOCK CONTROL OF THE PARTY OF T	PART STATE OF THE	SECULIAR SE	in the second of the second	terrestantina a describitado de la constantina della constantina d
Approach Delay (s)	910.0	0.0	142								
Approach LOS	F	Activities 1812	THE PARTY OF THE P		and the second s				- In an artist to the second		
lidesection Summary		S 12/1 (F).									
Average Delay		法主义	82.5			I A STATE OF THE S					
Intersection Capacity U	filization					of Servic			(e. e. e.		

	<b>W</b>	×	7	*	×	*	7	×	74	Í,	×	*
Faula Guronio-	SELE	SEL	SER	NWE	NWT	NWR	ENEER	NEE	NEB.	SWE	SWI	SWE
Lane Configurations		43			4	7		स	71	ħ	ተ	7
ideal Flow (vphpl)	1900	1900	1900=	1900	1900.	1900	1900	1900	1900	1900	<b>提出任何是可以在</b>	=1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			. 0%			0%			0%	
Storage Length (ft)	0		0	0		0	0 0		0		BENEVI PER	0
Storage Lanes Total Lost Time (s)	- 0.0 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	4.0 50	50	4.0	50	50	50	4.0 50	50	50	50	50	4.0 50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9 9	15		9.	15.		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Biké Factor												
Frt		0.998	William Company	DESIGNATION DESIGNATION DE LA CONTRACTION DEL CONTRACTION DE LA CO		0.850	A THE OWNER HOW SAY	STATE OF THE STATE	0.850		WILLIAM STORY	0.850
FitProtected	ESTATION STATES	0.977			0.973	4400		0.994	4400	0.950		
Satd. Flow (prot)	0	1684	0	0	1681	1468	0	1717	1468	1641 0.650	1727	1468
Fit Permitted Satd. Flow (perm)	0	0.472 814	0	0	0.621 1073	1468	0	0.967 1670	1468	1123	1727	1468
Right Turn on Red		014	Yes		1073	Yes		1070	Yes	1120	1/2/	Yes
Satd. Flow (RTOR)		1				180			110	5点经验35度		4
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30		DANIES ESTATE	30	INDEXESSED CONTRACTOR		30	THE REAL PROPERTY OF THE PROPE	W. 400 G. 120 G.	30	
Link Distance (ft)		3539			1490			906			916	
Travel Time (s)		80.4			33.9	200		20.6			20.8	
Volume (vph) Confl. Peds. (#/hr)	64	69	2 Z	516	412	321	12	94	101	. 78	130	4
Contl. Bikes (#/hr)						\$ 17 P						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%		100%	100%	100%	100%		
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	. 0	0	) - O s	10	0.	0
Parking (#/hr)				No and an analysis		SECOND PROPERTY.					IOWWG-SPAYSSO	
Mid-Block Traffic (%)	70	0%		F04	0%	040	10	0%	110	0.5	0%	
Adj. Flow (vph)	70	75	2	561	448	349	13	102	110	85 85	141	4
Lane Group Flow (von): Turn Type	Split		2 2 2	Split	1003	349 Perm	Perm		Perm	Perm		Perm
Protected Phases	6	6		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2			4	Cilli	Cili	8	
Permitted Phases						2	4		4	8		8
Delegio Phases	- 6	6		2	2	2	4.	4	- 4	. 8	- <b>(8</b> )	8
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	21.0	21.0		22.0	22.0	22.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	31.0	31.0	0.0	50.0	50.0	50.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	25%	25%	0%	41%	41%	41%	34%	34%	34%	34%	34%	34%
Maximum Green (s) Yellow Time (s)	26.0 4.0	26.0 4.0		44.0	44.0	44.0	36.0	36.0	36.0	36.0	36.0	36.0
All-Red Time (s)	1.0	1.0		4.0 2.0	4.0 2.0	.4,0 2.0	4.0 1.0	4.0 1.0	4.0 1.0	4.0 1.0	4.0	40
Lead Lag	1.0	1.0		۷.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead-Lag Optimize?				<b>阿拉萨亚斯</b>								
Venicle Extension (s)	3.0	8.0		3.0	30	3.0	(	\$10	3.0	3.0	50	80
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Baseline Timing Plan: Default METRICMIAM-SA51 Synchro 5 Report Page 1

	4	×	1	1	×	ť	ጛ	×	a	Ĺ	K	K
Zajje (Croujo 14.52-14.6)	: (S)3(L -	SEC	SIER	NWL	NWIT	MWF-	MEL	NE	PIE	/SWE	-swij.	SWE
Time Before Reduce (s). Time To Reduce (s)	0.0	# 0.0 0.0		0.0	0.0	0.0	0.0 0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Min	. Min		Min	- Min	Min	Max	Max	Max		Max	Max
Walk Time (s)						1157	1018 T 2009 F 1					
Flash Dont Walk (s) Pedestrian Calls (#/hr)												
Act Effet Green (s)		15.8			46.1	46.1		- 37.1	A STATE OF THE STA	87.1	37,1	37,1
Actuated g/C Ratio		0.14			0.42 1.45	0.42		0.33	0.33	0.33	0.33	0.33
v/e Ralio (* Uniform Delay, d1		44.4			32.4	10.6		26.4	0.0	26.6	26.8	0.0
Delay		44.3			195.9	11.7		27.9	5.5	28.5	28.2	17.0
LOS Approach Delay		D 44.3			F 148.6	В		C 16.9	A	C	C 28.1	В
Approach LOS		D			F			В			С	
90th %ile Green (s)	21.2	21.2		44.0	THE STREET STREET	SANGE CONTINUES	36 0	36.0	AND SECTION OF THE COLUMN TWO IS NOT THE COL	36.0		36.0
90th %ile Term Code 70th %ile Green (s)	Gap 17.4	Gap 17.4		Max 44.0	Max 44.0	Max 44.0	MaxR 36.0	MaxR	MaxR 36.0	MaxR 36.0	MaxR 36.0	MaxR 36.0
70th %ile Term Code	Gap	Gap		Max	Max	Max	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s) 50th %ile Term Code	14.8 Gan	14.8 Gap		44.0 Max	44.0 Max	44.0 Max	36.0 MaxR	36.0 MaxR	36.0 MaxR	36.0 MaxR	36.0 MaxR	36.0 MaxR
30th %ile Green (s)	Gap 12.3	Gap 12.3		44.0	44.0	44.0	36.0		36.0		36.0	36.0
30th %ile Term Code	Gap	Gap		Max	Max	Max	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
10th %lle Green (s) 10th %lle Term Code	88 Gap	8.8 Gap		44.0 Max	44.0 Max	44 0 Max	36.0 MaxR	MaxR	36.0 MaxR	36.0 MaxR	MaxR	36.0 MaxR
Stops (vph)		172			2016	113	i je	74	14	56	92	8
Fuel Used(gal) CO Emmisjons (g/hr)		6 412			59 4119	5 358		2 123	1 2 63	1 92	2 153	0
NOx Emmisions (g/hr)		80	are 2 sate 2		801	70		24	12	18	30	1
VOC Emmisions (g/hr)		95			955	83		29	SAN STATE OF THE SAN ST	21	85	1
Dilemma Vehicles (#) Queue Length 50th (ft)		0 99			0 980-	0 77		0 58	0 ()	0 43	0 - 72	0 0
Queue Length 95th (ft)		166			#1320	172		112	41	91	133	8
Internal Link Dist (ft) 50th Up Block Time (%)		6459			1410			826			886	
95th Up Block Time (%)												
Turn Bay Length (ft)			A PROSERVE SE				er engelske fan	TOTAL CONTROL OF THE			POST SHIPP OF THE STATE OF THE	
50th Bay Block Time % 95th Bay Block Time %												
Quelling/Penalty/(veh) -												
Meisedion Summary									J. S.			-6-12
Airea Type	ulia:											
Cycle Length: 122 Actuated Cycle Length:	110.0											
Natural Cycle: 110								通過影響			8248.556.32	
Control Type, Semi-Act.												
Maximum v/c Ratio: 1.45				A TEAT	វាខាត់ខេត្ត	กราย คร						
Intersection Capacity Uti				THE RESIDENCE THE RESIDENCE AND	CU Leve	HORSELS TO SOME PROPERTY	CHARLES AND THE PROPERTY OF					

Baseline Timing Plan: Default METRICMIAM-SA51 Synchro 5 Report Page 2

90ih %ile Adjuated Cycle: 117/2	
70th %ile Actuated Cycle: 113.4	
50th Valle Actuated Cycle: 110.8	
30th %ile Actuated Cycle: 108.3	
10th %ile Actuated Cycle: 1048	
<ul> <li>Volume exceeds capacity, queue is theoretically infinite.</li> </ul>	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	MAN THE STATE OF T
Queue shown is maximum after two cycles.	

Splits and Phases: 9: SRD & NW 105th Way

Spine aria i ilaceri e e e il e	.,, ,,,,	
₩ _{ø2}	<b>¾</b> ^{∞6}	<b>X</b> 04
50 p. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	OF STREET OF STREET, ST	M.C. Salar
		M @8

Location: SRD + NV	√79 Av.	City: Medley			County: Dade		
Approach: West		Movement:	Thru		Date: 9/18/	2003	
Weather: Sunny		Study No.			Observer: (	Carlos/Diana	
TIME (Minute	TOTAL NUM	BER OF VE		The second second	APPROACH VOLUME		
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
7:25 AM	3	35	35,	35	35	0	
7:26 AM	35	35	35	35	3	0	
7:27 AM	35	35	35	35	11	0	
7:28 AM	35	35	35	35	9	0	
7:29 AM	5	35	35	35	2	0	
7:30 AM	35	35	35	35	35	0	
7:31 AM	35	0	0	0	3	. 0	
7:32 AM	3	17	17	18	2	0	
7:33 AM	35	35	35	35	35	0	
7:34 AM	35	0	0	0	3	0	
7:35 AM	5	35	35	35	2	0	
7:36 AM	35	35	35	35	3	0	
7:37 AM	35	0	0	0	0	0	
SUBTOTAL	331	332	332	333	143	0	
TOTAL		1328	3		143		

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL										
TOTAL DELAY = 13	DELAY = 1328 X 15									
AVERAGE DELAY per STOPPE	=	= Total Delay								
			Number of Stop	ped Vehicles						
	=_	19920 143	= 139.3	Sec						
AVERAGE DELAY per APPROA	ACH VEHICLE	=	Total Delay Approach Volume							
	=_	19920 143	= 139.3	Sec						
PERCENT OF VEHICLES STOR	PPED	=	Number of Stop							
w.			Approach	Volume						
,	=_	143 143	= 100.00	%						

Location: SRD + NV	79 Av.				County: Da	de	
Approach: South		Movement:	Thru		Date: 9/18/	2003	
Weather: Sunny		Study No.	3		Observer: (	Carlos/Diana	
TIME (Minute	TOTAL NUM		HICLES STACH AT TIM		APPROACH VOLUME		
starting at)	+ 0 SEC	+15 SEC		+45SEC	NUMBER STOPPED	No. NOT STOPPED	
7:45 AM	0	0	0	1	2	0	
7:46 AM	2	2	3	5	4	0	
7:47 AM	5	0	0	0	2	0	
7:48 AM	1	1	1	3	4	0	
7:49 AM	4	5	6	6	2	0	
7:50 AM	6	0	0	0	3	0	
7:51 AM	0	0	0	3	3	0	
7:52 AM	3	4	4	4	1	0	
7:53 AM	5	6	8	0	0	0	
7:54 AM	0	3	3	3	1	0	
7:55 AM	3	3	3	4			
SUBTOTAL	29	24	28	29	22	0	
TOTAL		110			<i>L.L.</i>	22	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL										
TOTAL DELAY =	110 X 15	1650	1650 Veh-Sec							
AVERAGE DELAY per STOP	=		Total Dumber of Stop							
	=,	1650 22	=	75.0	Sec					
AVERAGE DELAY per APPR	OACH VEHICLE	=	Marian Company of the Party of	Total Delay roach Volume						
	=.	1650 22	_ =	75.0	Sec					
PERCENT OF VEHICLES ST	OPPED	=	=1	Number of Stop	The state of the same of the s					
				Approach	Volume					
	=	22 22	_ =	100.00	%					

Location: SRD + NV					County: Da	ide	
Approach: North		Movement:	Thru		Date: 9/18/	2003	
Weather: Sunny		Study No.			Observer: (	Carlos/Diana	
TIME	TOTAL NUM				APPROACH VOLUME		
(Minute	IN IF	HE APPROACH AT TIME			AUMADED	N- NOT	
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
8:15 AM	3	4	4	4	5	0	
8:16 AM	4	4	4	0	5	0	
8:17 AM	2	8	8	8	4	0	
8:18 AM	8	8	8	0	6	0	
8:19 AM	1	4	4	7	3	0	
8:20 AM	8	8	8	8	4	0	
8:21 AM	2	2	2	2	4	0	
8:22 AM	2	2	2	2		0	
8:23 AM					2	0	
8:24 AM					2	0	
SUBTOTAL	30	40	40	31	38	0	
TOTAL		141			38 38		

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL										
TOTAL DELAY = 141	AL DELAY = 141 X 15			2115 Veh-Sec						
AVERAGE DELAY per STOPPED	=	N	Total I umber of Stop	Delay oped Vehicles	3					
	=_	2115 38	. =	55.7	Sec					
AVERAGE DELAY per APPROACH	1 VEHICLE	=		otal Delay oach Volume						
	=_	2115 38	. =	55.7	Sec					
PERCENT OF VEHICLES STOPPE	ED		N		pped Vehicles	3				
				Approach	Volume					
	=_	38 38	_ =	100.00	%					

Location: SRD + NV	/ 79 Av.	City: Medley			County: Dade		
Approach: West		Movement:	Thru		Date: 9/17/	2003	
Weather: Sunny		Study No.			Observer: (	Carlos/Jaques	
TIME (Minute	TOTAL NUM	BER OF VE IE APPROA			APPROACH VOLUME		
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
4:00 PM	35	35	35	35	35	0	
4:01 PM	35	35	35	35	3	0	
4:02 PM	35	35	35	35	2	0	
4:03 PM	35	35	35	35	3	0	
4:04 PM	35	35	35	35		0	
4:05 PM	35	35	35	35	3	0	
4:06 PM	9	9	9	9	2	2	
4:07 PM	15	35	35	35	5	0	
4:08 PM	35	35	35	35		0	
4:09 PM	35	35	35	35		0	
4:10 PM	. 35	32	35	35	5	0	
SUBTOTAL	339			359	66		
TOTAL		141;	3			68	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL							
TOTAL DELAY = 14	13 X 15	21195	Veh-S	ec			
AVERAGE DELAY per STOPPE	D VEHICLE	=	N	Total D lumber of Stop			
	=_	21195 66	=	321.1	Sec		
AVERAGE DELAY per APPROA	ACH VEHICLE	=	the same of the sa	otal Delay roach Volume			
	=_	21195 68	=	311.7	Sec		
PERCENT OF VEHICLES STOR	PPED	=	: <u>N</u>	lumber of Stop Approach			
	=_	66 68	_ =	97.069			

Location: SRD + NV	V 79 Av.	City: Medle	У		County: Dade		
Approach: East		Movement:	Thru		Date: 9/17/2003		
Weather: Cloudy		Study No.			Observer: (	Carlos/Jaques	
TIME (Minute	TOTAL NUM IN TH		HICLES STATE		APPROA	CH VOLUME	
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
Afternoon	5	5	7	9	10	5	
	11	13	14	15	5	0	
	3	6	6	7	4	0	
	10	10	11	11	6	0	
	6	6	8	10	2	12	
	10	12	12	10	4	0	
	3	11	12	14	4	4	
	14	16	18	18		0	
	3	3	6	8	2	13	
	10	12	16	18	11	0	
	5	7	7	11	8	6	
	14	14	17	20	7	0	
	8	8	9	9	6	8	
	11	13	16	19	8	0	
					7	2	
SUBTOTAL	113	136	159	179	99	50	
TOTAL		587				149	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL							
TOTAL DELAY = 587 X 15	$\Gamma$ AL DELAY = 587 X 15						
AVERAGE DELAY per STOPPED VEHICLE	Ξ	=	Marie Publisher	Total De Number of Stopp			
	=_	8805 99	- =	88.9	Sec		
AVERAGE DELAY per APPROACH VEHIC	LE	=	- Ap	Total Delay proach Volume	_		
	=_	8805 149	- =	59.1	Sec		
PERCENT OF VEHICLES STOPPED		=		Number of Stopp Approach V			
	=_	99 149	=	66.44%			

Location: SRD + NV	√79 Av.	City: Medley			County: Dade		
Approach: North		Movement:	Thru		Date: 9/17/2003		
Weather: Cloudy		Study No.			Observer: 0	Carlos/Jaques	
TIME (Minute	TOTAL NUM IN TH		HICLES ST CH AT TIM		APPROA	CH VOLUME	
starting at)	+ 0 SEC	+15. SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
5:00 PM	9	16	35	35	7	0	
5:01 PM	35	35	35	35	5	6	
5:02 PM	35	35	0	0	7	0	
5:03 PM	35	35	35	35	6	0	
5:04 PM	35	35	35	35	7	8	
5:05 PM	35	35	0	0	6	4	
5:06 PM	11	35	35	35	6	2	
5:07 PM	35	35	35	35	8	3	
5:08 PM	35	35	0	0	7	4	
5:09 PM	12	35	35	35	7	5	
5:10 PM	35	35	35	35	8	3	
5:11 PM	35	35	0	0	7	5	
5:12 PM	16	35	35	35		3	
5:13 PM	35	35	35	35		3	
5:14 PM	35	35	35	35	4	0	
SUBTOTAL	433	506	385	385	100	46	
TOTAL		1709				146	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL							
TOTAL DELAY = 170	9 X 15	25635	Veh-Se	ec			
AVERAGE DELAY per STOPPE	=	N	Total Do umber of Stopp				
	=_	25635 100	=	256.4	Sec		
AVERAGE DELAY per APPROA	CH VEHICLE	=	-	otal Delay oach Volume	_		
	=	25635 146	- =	175.6	Sec		
PERCENT OF VEHICLES STOP	PED	=	: <u>N</u>	umber of Stopp Approach			
	<b>=</b> _	100 146	_ =	68.49%	′о́		

Location: SRD + NV	79 Av.	City: Medle	У		County: Dade		
Approach: South		Movement:	Thru		Date: 9/17/	Date: 9/17/2003	
Weather: Cloudy		Study No.			Observer: 0	Carlos/Jaques	
TIME (Minute	TOTAL NUM IN TH		HICLES STACH AT TIM		APPROA	CH VOLUME	
starting at)	+ 0 SEC	+15 SEC		+45SEC	NUMBER STOPPED	No. NOT STOPPED	
5:17 PM	2	2	2	3	13	0	
5:18 PM	4	4	6	- 6	8	0	
5:19 PM	6	0	0	0	4	0	
5:20 PM	2	2	4	4	7	0	
5:21 PM	6	7	7	7	5	0	
5:22 PM	7	0	0	0	8	0	
5:23 PM	0	1	3	4	13	0	
5:24 PM	4	4	5	5	9	0	
5:25 PM	5	0	0	0	20	0	
5:26 PM	0	0	4	4	8	0	
5:27 PM	5	6	6	6		0	
5:28 PM	6	0	0	0		0	
5:29 PM	0	1	2	3		0	
5:30 PM	3	3	4	7	6	0	
5:31 PM	7	0	0	0	5	0	
SUBTOTAL	57	30	43	49	134	- 0	
TOTAL		179	)			134	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL							
TOTAL DELAY =	179 X 15	2685	Veh-S	Sec			
AVERAGE DELAY per STOPP	=		Total D Number of Stop				
	=_	2685 134	_ =	20.0	Sec		
AVERAGE DELAY per APPRO	ACH VEHICLE	=		Total Delay oroach Volume	_		
	=_	2685 134	- =	20.0	Sec		
PERCENT OF VEHICLES STO	PPED	=	=	Number of Stop Approach			
	=_	134 134	_ =	100.00	%		

Location: SRD + NV	/ 105 Way	City: Medle	У		County: Dade		
Approach: East					Date: 9/18/2003		
Weather: Sunny		Study No.			Observer: I	Maria Elena	
TIME (Minute	TOTAL NUM		HICLES STATE		APPROA	CH VOLUME	
starting at)	+ 0 SEC	+15 SEC		+45SEC	NUMBER STOPPED	No. NOT STOPPED	
7:10 AM	3	0	0	0	3	0	
7:11 AM	0	1	0	1	2	0	
7:12 AM	1	0	0	0	0	1	
7:13 AM	0	0	0	0	0	5	
7:14 AM	0	0	0	0	0	1	
7:15 AM	.0	0	0	1	1	0	
7:16 AM	0	0	0	0	0	0	
7:17 AM	0	1	0	0	1	0	
7:18 AM	0	0	0	0	1	0	
7:19 AM	0	0	0	0	0	2	
7:20 AM	0	0	0	0	0	1	
7:21 AM	0	0	0	0	0	2	
7:22 AM	0	0	0	0	0	3	
7:23 AM	0	0	0	0	0	2	
7:24 AM	0	0	0 0		-0	2	
			r				
SUBTOTAL	4	2	0	2	8	19	
TOTAL		8				27	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL							
TOTAL DELAY =	8 X 15	120	Veh-Se	С			
AVERAGE DELAY per STOPPED VEHICLE		=	Total Delay  Number of Stopped Vehicles  = 15.0 Sec  Total Delay				
	<u>==</u> _	120 8	_ =	15.0	Sec		
AVERAGE DELAY per APPRO	ACH VEHICLE	=		otal Delay bach Volume	<del></del>		
	=_	120 27	_ =	4.4	Sec		
PERCENT OF VEHICLES STO	PPED	=	: <u>N</u> t	ımber of Sto Approach	pped Vehicles Nolume		
	=_	8 27	_ =	29.63	3%		

Location: SRD + NV	V 105 Way	City: Medle	У		County: Dade		
Approach: West		Movement:	Thru		Date: 9/18/2003		
Weather: Sunny		Study No.			Observer: I	Maria Elena	
TIME (Minute	TOTAL NUM	BER OF VE E APPROA			APPROA	CH VOLUME	
starting at)	+ 0 SEC	+15 SEC		+45SEC	NUMBER STOPPED	No. NOT STOPPED	
7:30 AM	12	15	16	17	17	0	
7:31 AM	15	13	13	14	5	0	
7:32 AM	15	15	15	15	1	0	
7:33 AM	15	9	6	7	7	1	
7:34 AM	7	7	7	7	0	0	
7:35 AM	7	7	7	4	1	3	
7:36 AM	0	2	3	3	3	0	
7:37 AM	4	5	6	9	5	0	
7:38 AM	6	0	0	0	0	1	
7:39 AM	0	1	2	4	4	0	
7:40 AM	8	6	0	0	6	0	
7:41 AM	0	0	0	1	1	0	
7:42 AM	2	4	4	0	4	0	
7:43 AM	0	0	0	1	1	0	
7:44 AM	. 2	4 9 9		9	0		
SUBTOTAL	93	88	88	91	64	5	
TOTAL		360				69	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL							
TOTAL DELAY =	360 X 15	5400	5400 Veh-Sec				
AVERAGE DELAY per STOPI	=	Total Delay Number of Stopped Vehicles					
	=_	5400 64	_ =	84.4	Sec		
AVERAGE DELAY per APPRO	DACH VEHICLE	=		Total Delay proach Volume	<del></del>		
	=_	5400 69	- =	78.3	Sec		
PERCENT OF VEHICLES ST	OPPED	=	=1	Number of Sto		es	
				Approach	n volume		
	=-	64 69	_ =	92.75	5%		

Location: SRD + NV	V 105 Way	City: Medle	У		County: Dade		
Approach: South		Movement:	Thru		Date: 9/18/2003		
Weather: Sunny		Study No.			Observer: N	Maria Elena	
TIME	TOTAL NUM				ΔPPROΔ	CH VOLUME	
(Minute	IN TH	IE APPROA	CH AT TIM	IE			
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
7:49 AM	1	1	2	0	3	0	
7:50 AM	0	0	0	1	1	0	
7:51 AM	1	1	1	1	0	0	
7:52 AM	0	0	0	0	0	3	
7:53 AM	. 0	0	0	1	1	1	
7:54 AM	1	1	2	0	1	1	
7:55 AM	0	0	0	0	0	1	
7:56 AM	0	0	0	0	0	1	
7:57 AM	0	0	0	0	0	0	
7:58 AM	0	0	1	1	1	0	
7:59 AM	1	0	0	0	0	0	
8:00 AM	0	0	2	2	2	0	
8:01 AM	2	3	3		1	0	
8:02 AM		0	0			2	
8:03 AM	0	0	0	0	0	2	
SUBTOTAL	6	6	11	6	10		
TOTAL		29				21	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL									
TOTAL DELAY =	AY = 29 X 15			435 Veh-Sec					
AVERAGE DELAY per STOP	=	Total Delay  Number of Stopped Vehicles							
	, =_	435 10	_ =	43.5	Sec				
AVERAGE DELAY per APPR	= Total Delay Approach Volume								
	=_	435 21	_ =	20.7	Sec				
PERCENT OF VEHICLES ST	OPPED	=	= <u>N</u>	umber of Stop Approach	pped Vehicles Volume				
	=_	10 21	=	47.62	%				

Location: SRD + NV	V 105 Way	City: Medley			County: Da	de	
Approach: South		Movement:	Thru		Date: 9/17/2003		
Weather: Sunny		Study No.			Maria/Diana		
TIME	TOTAL NUM				APPROA	CH VOLUME	
(Minute	IN IH	IE APPROA	CH AT TIM	<u>E</u>			
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
5:10 PM	0	0	0	0	21	0	
5:11 PM	. 0	0	0	0	0	12	
5:12 PM	0	0	0	0	18	0	
5:13 PM	0	2	5	8	7	4	
5:14 PM	0	8	9	12	9	0	
5:15 PM	0	0	1	2	7	4	
5:16 PM	6	8	9	4	7	1	
5:17 PM	0	0	0	1	6	2	
5:18 PM	6	7	10	12	7	3	
5:19 PM	12	14	0	0	8	0	
5:20 PM	0	1	2	2	2	3	
5:21 PM	4	6	2	0	4	0	
5:22 PM	0	0	1	1	1	3	
5:23 PM	2	3	5	7	4	0	
5:24 PM	7	4	2	0	8	0	
SUBTOTAL	37	53		49	109		
TOTAL		185				141	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL								
TOTAL DELAY =	185 X 15 2775 Veh-Sec							
AVERAGE DELAY per STOPP	AVERAGE DELAY per STOPPED VEHICLE				Delay pped Vehicles			
	=_	2775 109	_ =	25,5	Sec			
AVERAGE DELAY per APPRO	= Total Delay Approach Volume							
	=_	2775 141	=	19.7	Sec			
PERCENT OF VEHICLES STO	PPED	=	=	Number of Stop Approach	pped Vehicles Volume			
	=_	109 141	=	77.30	)%			

Location: SRD + NV	ocation: SRD + NW 105 Way City: Medley				County: Dade			
Approach: West		Movement:	Thru		Date: 9/17/	2003		
Weather: Sunny		Study No.			Observer: Maria/Diana			
TIME	TOTAL NUM				APPROACH VOLUME			
(Minute	IN TH	E APPROA	CH AT TIM					
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER	No. NOT		
					STOPPED	STOPPED		
5:26 PM	5	0	1	3	12	1		
5:27 PM	5	5	5	6	4	0		
5:28 PM	6	0	0	0	0	6		
5:29 PM	2	3	3	3	3	0		
5:30 PM	4	4	6	6	3	0		
5:31 PM	0	0	0	0	1	1		
5:32 PM	1	1	1	1	0	0		
5:33 PM	0	2	2	3	3	0		
5:34 PM	4	6	6	6		0		
5:35 PM	7	7	0	5	4	0		
5:36 PM	5	6	7	9	7	0		
5:37 PM	9	10	10			0		
5:38 PM	4	0	0	0	0	9		
5:39 PM	0	0	0	1	1	0		
SUBTOTAL	52			48	44			
TOTAL		185	·		L	61		

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL								
TOTAL DELAY = 18	5 X 15							
AVERAGE DELAY per STOPPED	VEHICLE	=	Total Delay Number of Stopped Vehicles					
	==	2775 44	_ =	63.1	Sec			
AVERAGE DELAY per APPROAG	CH VEHICLE	=		otal Delay oach Volume				
	=_	2775 61	_ =	45.5	Sec			
PERCENT OF VEHICLES STOP	PED	=	= <u>N</u> ı	umber of Stop Approach	oped Vehicles Volume			
	=_	44 61	_ =	72.13	%			

Location: SRD + Pa	lmetto	City: Medley			County: Dade			
Approach: West		Movement:	Thru		Date: 9/18/	2003		
Weather: Sunny		Study No.			Observer: Carlos/Diana			
TIME (Minute	TOTAL NUM IN TH	BER OF VE IE APPROA		APPROA	CH VOLUME			
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED		
8:35 AM	0	0	2	2	2	0		
8:36 AM	2	0	0	0	1	0		
8:37 AM	0	1	3	3	2	0		
8:38 AM	3	0	0	0	5	0		
8:39 AM	3	4	5	5	0	0		
8:40 AM	0	1	1	1	2	0		
8:41 AM	2	0	0	0	0	0		
8:42 AM	0	0	1	2	.3	0		
8:43 AM	3	0	0	0	0	0		
8:44 AM	0	0	0	0	0	0.		
SUBTOTAL	13		12	13	15			
TOTAL		44				15		

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL								
TOTAL DELAY =	44 X 15	66	0 Veh-Se	ec ec				
AVERAGE DELAY per STOPF	=	N	Total Dumber of Stop	Delay oped Vehicles				
	=	660 15	_ =	44.0	Sec			
AVERAGE DELAY per APPRO	=	= Total Delay Approach Volume						
	=	660 15	_ =	44.0	Sec			
PERCENT OF VEHICLES STO	OPPED	3	= <u>N</u>	umber of Stop Approach	oped Vehicles Volume			
	=	15 15	_ =	100.00	%			

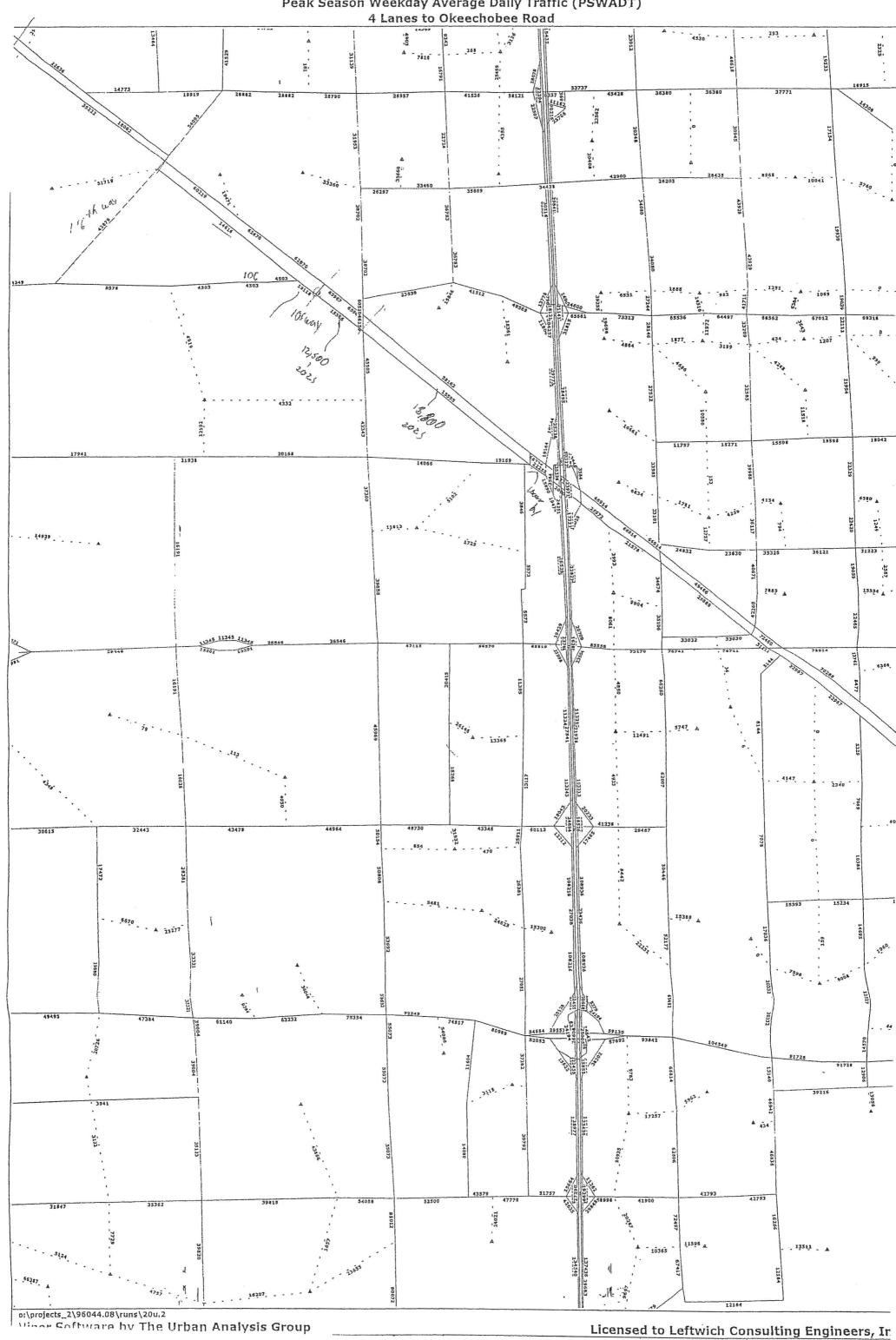
Location: SRD + Pal	metto	City: Medle	У		County: Da	ide	
Approach: South		Movement:	Thru		Date: 9/18/	2003	
Weather: Sunny		Study No.			Observer: Carlos/Diana		
TIME (Minute	TOTAL NUM IN TH		HICLES ST CH AT TIM	APPROACH VOLUME			
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED	
8:50 AM	0	1	1	2	2		
8:51 AM	2	2	0	0	1		
8:52 AM	0	1	1	1	3		
8:53 AM	3	3	0	0	5		
8:54 AM	0	0	1	1	0		
8:55 AM	1	1	0	0	2		
8:56 AM	0	0	1	2	0		
8:57 AM	2	3	0	0	.4	V	
8:58 AM	0	1	1	2	0		
8:59 AM	5	5	0	0	0		
9:00 AM	0	0	0	0			
9:01 AM	0	0	0	0			
SUBTOTAL	13	17	5	8	17	0	
TOTAL		43				17	

TOTAL DELAY = TOTAL NUMBER STOPPED X SAMPLING INTERVAL								
TOTAL DELAY =	43 X 15	64	15 Veh-Se	+C				
AVERAGE DELAY per STOPI	ERAGE DELAY per STOPPED VEHICLE			= Total Delay  Number of Stopped Vehicle				
	=_	645 17	_ =	37.9	Sec			
AVERAGE DELAY per APPR	= Total Delay Approach Volume							
	≃.	645 17	=	37.9	Sec			
PERCENT OF VEHICLES ST	OPPED		= <u>N</u> ı	umber of Sto Approach	pped Vehicles Volume			
¥	=.	17 17	_ =	100.00	0%			

Location: SRD + Pa	lmetto	City: Medley			County: Dade			
Approach: East		Movement:	Thru		Date: 9/18/	2003		
Weather: Sunny		Study No.			Observer: Carlos/Diana			
TIME (Minute	TOTAL NUM IN TH	BER OF VE IE APPROA		APPROACH VOLUME				
starting at)	+ 0 SEC	+15 SEC	+30 SEC	+45SEC	NUMBER STOPPED	No. NOT STOPPED		
9:06 AM	1	1	2	2	2			
9:07 AM	0	0	2	3	0			
9:08 AM	0	1	2	5	3			
9:09 AM	0	0	1	1	5			
9:10 AM	2	3	6	6	0			
9:11 AM	8	8	12	12	. 3			
9:12 AM	0	2	3	3	2			
9:13 AM					3			
9:14 AM				<u> </u>	10			
9:15 AM					5	1		
SUBTOTAL	11	15	28	32	33	0		
TOTAL		86				33		

TOTAL DELAY = TOTAL NUM	BER STOPPED	XSAMP	LING IN	TERVAL		
TOTAL DELAY =	86 X 15 1290 Veh-Sec					
AVERAGE DELAY per STOPF	ED VEHICLE	= Total Delay Number of Stopped Veh				
	=	1290 33	_ =	39.1	Sec	
AVERAGE DELAY per APPRO	ACH VEHICLE	=		otal Delay roach Volume	)	
	, <del>=</del>	1290 33	=	39.1	Sec	
PERCENT OF VEHICLES STO	OPPED		= <u>N</u>		pped Vehicles	
				Approach	Volume	
	=	33 33	_ =	100.00	0%	

Year 2020 MUATS Model Peak Season Weekday Average Daily Traffic (PSWADT)



#### Table 3 NW 87th Avenue Design Traffic Report Mini-Validation Summary

	1	T		T	Project					T	
	1		FDOT	1998	Counts	1999	1999		1999	2	1 /
			Station	AADT	Station	AADT	PSWADT	1999	AADT	1	1
Roadway	From	То	Number	(1)	Number	(2)	MUATS	MOCF	MUATS (3)	V/C (4)	V-C (5)
S.R. 826 (Palmetto Expressway)	NW 36th Street	NW 58th Street	0571	205,000	-	209,100	206,475	0.99	204,410		(4,690)
	NW 58th Street	S.R. 934/NW 74th Street	0572	176,500	-	180,030	218,506	0.99	216,321	1.20	36,291
	S.R. 934/NW74th Street	S.R. 25/Okeechobee Road	0573	190,000	-	193,800	194,882	0.99	192,933	1.00	(867)
4.	S.R. 25/Okeechobee Road	95th Street	0553	176,000	-	179,520	188,327	0.99	186,444	1.04	6,924
S.R. 969 (NW 72nd Avenue)	34th Street	NW 36th Street	1204	36,000	-	36,720	44,689	0.99	44,242	1.20	7,522
	NW 36th Street	NW 58th Street	1205	32,000	-	32,640	26,168	0.99	25,906	0.79	(6,734)
	NW 58th Street	NW 71st Street	0039	29,500	-	30,090	36,730	0.99	36,363	1.21	6,273
S.R 25/U.S. 27 (Okeechobee Road)	105th Way (George Albel Way)	NW 103rd Street	0109	34,000	36/37	28,150	35,682	0.99	35,325	1.25	7,175
,	NW 103rd Street	S.R. 826/Palmetto Expressway	2537	47,000	1001	54,169	46,389	0.99	45,925	0.85	(8,244)
	S.R. 826/Palmetto Expressway	S.R. 969/NW 72nd Avenue	0528	40,000	-	40,800	41,537	0.99	41,122	1.01	322
	S.R. 969/NW 72nd Avenue	West 14th Avenue	5252	38,500	-	39,270	49,982	0.99	49,482	1.26	10,212
S.R. 932 (NW 103rd Street)	S.R. 25/Okeechobee Road	West 26th Avenue	1217	15,800	-	16,116	14,010	0.99	13,870	0.86	(2,246)
S.R. 934 (NW 74th Street)	81st Place	S.R. 826/Palmetto Expressway	-	-	1004	26,720	21,544	0.99	21,329	0.80	(5,391)
3.14 23 1 (1.11 1 14) 34 34 34	S.R. 826/Palmetto Expressway	S.R. 969/NW 72nd Avenue	2540	35,000	-	35,700	43,004	0.99	42,574	1.19	6,874
	S.R. 969/NW 72nd Avenue	West 14th Avenue	0534	38,010	-	38,770	47,436	0.99	46,962	1.21	8,191
NW 58th Street	NW 102nd Avenue	97th Avenue	-	-	16	14,780	14,555	0.99	14,409	0.97	(371)
	97th Avenue	92nd Avenue	-	-	15	19,480	18,599	0.99	18,413	0.95	(1,067)
	92nd Avenue	NW 87th Avenue	-	-	18	22,260	19,777	0.99	19,579	0.88	(2,681)
	NW 87th Avenue	81st Place	-	-	21	24,500	22,358	0.99	22,134	0.90	(2,366)
	81st Place	S.R. 825/Palmetto Expressway	-	-	38	24,780	31,527	0.99	31,212	1.26_	6,432
NW South River Drive	109th Street	106th Street	-	-	29	5,120	3,129	0.99	3,098	0.61	(2,022)
	106th Street	NW 87th Avenue	-	-	27	11,200	8,345	0.99	8,262	0.74	(2,938)
	NW 87th Avenue	81st Place	-	-	34/35	10,970		0.99	11,987	1.09	1,017
<del>)</del>	81st Place	90th Street	ter .	-	1003	19,650		0.99	15,895	0.81	(3,755)
	90th Street	S.R. 826/Palmetto Expressway	•	•	26	17,330	. 14,844	0.99	14,696		(2,634)
97th Avenue	NW 52nd Street	NW 62nd Street	-	-	17	6,420	7,496	0.99	7,421	1.16	1,001
NW 77th Court	NW 58th Street	NW 66th Street	-	-	25	8,250	8,241	0.99	8,159	0.99	(91)
1111 7727 002.0	NW 66th Street	S.R. 934/NW 74th Street	-	-	24	7,260	8,831	0.99	8,743	1.20	1,483
NW 87th Avenue	54th Street	NW 58th Street	-	-	19	14,440	21,640	0.99	21,424	1.48	6,984
, , , , , , , , , , , , , , , , , , ,	NW 58th Street	S.R. 934/NW 74th Street	-	-	20	1,960	4,144	0.99	4,103	2.09	2,143
	S.R. 934/NW 74th Street	S.R. 25/Okeechobee Road	w	-	33	3,460	2,731	0.99	2,704	0.78	(756)
79th Avenue	80th Street	NW South River Drive	-	-	31	5,550	5,891	0.99	5,832	1.05	282
84th Avenue	NW 58th Street	NW 66th Street	-	-	22	10,970	15,800	0.99	15,642	1.43	4,672
	NW 66th Street	S.R. 934/NW 74th Street		-	23	9,190	15,294	0.99	15,141	1.65	5,951
79th Place	S.R. 934/NW 74th Street	80th Street	-	-	1002	7,720	5,899	0.99	5,840	0.76	(1,880)
106th Street		NW South River Drive	-	-	30	5,550	6,233	0.99	6,171	1.11	621
105th Way (George Albel Way)	106th Street	NW South River Drive	-		28	4,120	N/A	0.99	N/A		N/A
NW 36th Street		S.R. 969/NW 72nd Avenue	1173	75,500		77,010	69,573	0.99	68,877	0.89	(8,133)
	S.R. 969/NW 72nd Avenue	64th Avenue	1172	66,500	-	67,830	77,614	0.99	76,838	1.13	9,008

HIVFelecte 36044 Lette JAADT.WK4

(%RMSE)

20.545

⁽¹⁾ FDOT District 6 Traffic Counts.

⁽²⁾ Project counts for the 87th Ayeaue project. If the count was not available, then the 1998 AADT count was used with a 2% growth factor.

^{(3) 1999} PSWADT * 1999 MOCF

⁽⁴⁾ V/C = 1999 AADT MUATS / 1999 AADT Counts (5) V-C = 1999 AADT MUATS - 1999 AADT Counts

NO Build (AM, 2008)

rependix D

HCS2000: Signalized Intersections Release 4.1

nalyst: Robert L

Agency: Metric Engineering Inc.

Tate: 05/20/2003

eriod: AM Peak Hour

Project ID: F'W St: SRD

Inter.: SRD &

Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 121 Way

	_SI	GNALI	ZED	INTER	SECTI	ON
--	-----	-------	-----	-------	-------	----

SUMMARY														
	Eastbound		Westbound				Northbound			Southbound			1	
if	L	$\mathbf{T}$	R	L	${ m T}$	R		L	${f T}$	R	L	$\mathbf{T}$	R	
. Lanes	0	1	0	0	1	0	- -	0	2	0	<u>-</u>	1	1	
Config			LTR				LTR			L	$^{-}$	R		
Volume	51	4	2	66	11	75	1	5	156	49	73	422	49	
ne Width	İ	12.0			12.0	1			12.0		12.0	12.0	12.0	
OR Vol			0	1		0				0			0	

1 )	- ration	0.25	Area	Type: A		cher	areas				
$\bigcirc$	erations_										
(6)	ase Combi	ination 1	2	3	4			5	6	7	8
£ئے،	Left	A			į	NB	Left	P			
	Thru	A					Thru	P			
digental and	Right	A					Right	P			
	Peds	X					Peds	X			
WF	R Left	A				SB	Left	P			
7 -	Thru	A:					Thru	P			
. 1	Right	A					Right	P			
	Peds	X					Peds	X			
5.	Right					EB	Right				
	Right					WB	Right				
šÍ	een	8.8			,		_	36.5			
5.	low	4.0						4.0			
	Red	10						1.0			
1								Cycle	Length	1: 55.	3
10											

S

		Intersec	tion Pe	erforman	ce				
immar	У								*
ppr/ Lane	Lane Group	Adj Sat Flow Rate	Rat:	ios	Lane (	Group	Appro	oach	
p	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	
	J			<del>,, , , , , , , , , , , , , , , , , , ,</del>					
- istbo	una								
LTR	211	1193	0.29	0.18	20.5	С	20.5	С	
stbo	und								
·mR	256	1445	0.65	0.18	26.8	С	26.8	С	
wrthb	ound								
R	2148	3167	0.11	0.68	3.2	A	3.2	A	
Southb	ound								
JOUCILL	7.62	1124	0.10	0.68	3.4	A			
~	1263			0.68		A	4.3	A	
`	1073	1583	0.05	0.68	3.1	A			
	Intersec	ction Delay	= 8.5	(sec/v	eh) Ir	nterse	ection 1	LOS = A	
1.5									

Fax:

aseline

none:

E-Mail: OPERATIONAL ALYSIS 1yst: Robert L ncy/Co.: Metric Engineering Inc. rate Performed: 05/20/2003 / lysis Time Period: AM Peak Hour ersection: SRD & .rea Type: All other areas prisdiction: lysis Year: 2008 Loject ID:

East/West Street

North/South Street NW 121 Way

alyst: Robert L

Agency: Metric Engineering Inc.

note: 05/20/2003

riod: AM Peak Hour

roject ID: F/W St: SRD

Inter.: SRD & NW 116th Way Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 116th Way

## ____SIGNALIZED INTERSECTION

							and the same of the same of					
SUMMARY												
	Eas	stbour	nd	We	stbou	nd	No:	rthbou	und	Sou	ithbo	und
1. J.:	L	${f T}$	R	L	$\mathbf{T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R
, Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Config	L	TR		L	TR		L	${f T}$	R	L	TR	
Volume	160	223	53	71	53	146	68	658	60	262	930	277
ne Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
)R Vol			0			0			0			0
1 1												

1 3	ation	0.25	Area	Type:	All ot	cher	areas				
22	rations_										
		nation 1	2	3	4			5	6	7 8	8
نةد	Left	A				NB	Left	P			
	Thru	A					Thru	P			
	Right	A					Right	P			
	Peds	X				İ	Peds	X			
٧B	Left	A				SB	Left	P			
	Thru	A				1	Thru	P			
	Right	A					Right	P			
,	Peds	X					Peds	X			
	Right					EB	Right				
	Right					WB	Right				
ïŕ	een	17.2	)					45.2			
·~	low	4.0						4.0			
	Red	1.0						1.0			
3								Cycle	Length	72.4	

Interes	action	Performance	
TILCETOC	CCTOIL	T CT T OT WOTTOG	

ımmary.								
ppr/   Lane		Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach
p		(s)	v/c	g/C	Delay	LOS	Delay	LOS
	- J							
stbou	na 219	873	0.79	0.25	43.4	D		
TR	422			0.25			35.1	D
stbou		20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20 CO 20	100 May 100000					
E -	156 386	622 1537		0.25 0.25			25.5	С
worthbo	und							
Τ	170 2094	266 3282		0.64 0.64		B A	7.1	A
Southbo	937 und	1468	0.07	0.64	5.1	A		
, , ' \	392 2022	615 3169	0.73 0.65	0.64		C A	11.6	В
	Intersec	tion Delay	= 15.1	(sec/ve	eh) In	iterse	ction I	OS = B

aseline

Lalone: E-Mail: Fax:

OPERATIONAL

__ALYSIS_

alyst:

Robert L

pency/Co.: Metric Engineering Inc.

Date Performed: 05/20/2003
Allysis Time Period: AM Peak Hour

tersection:

SRD & NW 116th Way All other areas

Area Type:
To risdiction:

alysis Year:

2008

roject ID:

East/West Street

North/South Street

SRD

NW 116th Way

nalyst: Robert L

Agency: Metric Engineering Inc.

Date: 05/20/2003

eriod: AM Peak Hour

Project ID: F/W St: SRD Inter.: SRD & NW 105th Way Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 105th Way

## _____SIGNALIZED INTERSECTION

SUMMARY													
Eastbound			Westbound			N	orthbo	ınd	Sou	ıthboı	ınd		
ı j	L	${f T}$	R	L	$\mathbf{T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	
													_
. Lanes	0	1	0	0	1	1		0 1	1	1	1	1	
Config	-	LTR			LT	R		$\operatorname{LT}$	R	L	${f T}$	R	
Volume	64	69	2	516	412	321	12	94	101	78	130	4	
ne Width		12.0			12.0	12.0		12.0	12.0	12.0	12.0	12.0	
OR Vol			0			0			0			0	
â. I				•						•			•

1 1	ration	0.25	Area		All ot	her	areas				
	erations_										
	ase Combi	nation 1	2	3	4			5	6	7	8
ظك	Left	P				NB	Left	A			
	Thru	P					Thru	A			
2	Right	P					Right	A			
	Peds	X					Peds	X			
NB	Left	P				SB	Left		A		
	Thru	P					Thru		A		
. 5	Right	P X					Right		A		
	Peds	X					Peds		X		
	Right					EB	Right				
100	Right					WB	Right				
	een	46.9						10.9	12.1		
	11ow	4.0						4.0	4.0		
	l Red	2.0						1.0	1.0		
1.								Cycl	e Lengtl	n: 85	5.9

ROCS

Tntora	action	Performance	
Inters	ection	Performance	

	<del>La</del> ne Group	Adj Sat	Ratio	os	Lane G	roup	Approa	ach
		(s)	v/c	g/C	Delay 1	LOS	Delay I	LOS
'nstbour	nd							
-ĽTR	447	802	0.33	0.56	12.3	В	12.3	В
stbour	nd							
$T_{i}$	742 836	1304 1468		0.57 0.57			143.6	F
Jrthbou	ınd							
o A	238 203			0.14 0.14		D D	36.5	D
Southbou		1641	0.34	0.15	33.3	С		
Ŕ	263	1727 1468	0.54	0.15	35.8	D	34.8	C
		ion Delay					ction Lo	OS = F

aseline

.one: E-Mail:

OPERATIONAL

ALYSIS

alyst:

ency/Co.:

Jate Performed: Palysis Time Period:

cersection: rea Type:

Turisdiction: alysis Year:

..oject ID:

Robert L

Metric Engineering Inc.

05/20/2003 AM Peak Hour

SRD & NW 105th Way All other areas

2008

East/West Street

North/South Street

SRD

NW 105th Way

Fax:

nalyst: Robert L

Agency: Metric Engineering Inc.

ate:

05/20/2003

riod: AM Peak Hour

*rroject ID:
 -/W St: SRD

Inter.: NW 79th Avenue & SRD Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 79th Avenue

## SIGNALIZED INTERSECTION

CUMMARY													
	Eas	stbour	nd	Wes	stbou	nd	N	lor	thbou	ınd	Sou	ıthboı	ınd
ध. कं	L	$\mathbf{T}$	R	L	$\mathbf{T}$	R	L		$\mathbf{T}$	R	L	${f T}$	R
. Lanes	1	1	0	1	1	0		1	1	1	1	2	0
Config	L	TR		L	TR			L	${f T}$	R	L	TR	
Volume ne Width	48	363 12.0	55	157 12.0	545 12.0	27	69 12.	. 0	47 12.0	48 12.0	627	306 12.0	75
OR Vol			0			0				0			0

	ration	0.25	Area	Type:	All gnal	ot	her	areas					
0	erations_												
	ase Combi	nation 1	2	3	4	1			5	6	7	8	
שני	Left	P					NB	Left	A				
	Thru	P				İ		Thru	A				
	Right	P				j		Right	A				
	Peds	X				l		Peds	X				
,v1.B	Left	P					SB	Left	A				
	Thru	P				İ		Thru	.A				
4 4	Right	P						Right	A				
	Peds	X						Peds	X				
•	Right						EB	Right					
	Right						WB	Right					
Gr	een	61.0							38.0				
ţ	llow	4.0							4.0				
	l Red	1.0							1.0				
									Cycle	Length	n: 1	09.0	
; J	CS									-			

Intersection	n Performance

ımmary								
ppr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	OS	Lane G	roup	Appro	ach
£p	Capacity	(s)	V/C	g/C	Delay	LOS	Delay :	LOS
astbou	nd							
AB 020 03		493	0.19	0.57	12.8	В		
TR	963	1693	0.47	0.57	15.5	В	15.2	В
estbour	nd							
		699						
J.I.S.	976	1715	0.64	0.57	19.0	В	18.6	В
worthbo	und							
r,	269	751						
	618	1727		0.36			24.2	C
4 4	525	1468	0.10	0.36	23.4	C		
Southbo	und							
	447	1250						
1.1	1140	3185	0.36	0.36	26.0	C	185.6	F
	Intersec	tion Delay	= 89.5	(sec/ve	h) In	terse	ction L	OS = F

aseline

E-Mail:
OPERATIONAL
ALYSIS

alyst: Robert L ency/Co.: Metric Engineering Inc.

Date Performed: 05/20/2003

alysis Time Period: AM Peak Hour

tersection: NW 79th Avenue & SRD

Area Type: All other areas Trisdiction:

alysis Year: 2008 roject ID:

East/West Street North/South Street SRD NW 79th Avenue

3

alyst: Robert L

Agency: Metric Engineering Inc.

Date: 05/20/2003

SUMMARY____

riod: AM Peak Hour

Project ID: F/W St: SRD

Inter.: SRD & SB Ent. SR826 Area Type: All other areas

Jurisd:

Year : 2008

N/S St: SB Ent. SR826

STGNA	LIZED	TNTER	SECTION
_ D T OT 41 7			D = 0 = = 0 = 1

	Eastbound	We	stbour	nd	Nor	thbou	and	Sou	thbou	ınd	
· 1	L T	R L	${f T}$	R	L	${ m T}$	R	L	${f T}$	R	
. Lanes Config Volume ne Width OR Vol	0 1 T 552 12.0	0 1 746 12.0	1 T 533 12.0	0	1 L 285 12.0	0	1 R 397 12.0	0	0	0	
ration	0.25 A	rea Type:	All c	other a	areas						

- ا الله	ration	0.25	Area	Type:		ot	her	areas				
	erations_				gnal							
						<u> </u>			_	_		0
	ase Combi	nation I	2	3	4	4			5	6	7	8
מנו	Left						NB	Left	P			
	Thru	P				1		Thru				
	Right							Right	P			
i i	Peds	X						Peds				
NΒ	Left	A				-	SB	Left				
	Thru	A						Thru				
	Right					ı		Right				
, š	Peds	X				İ		Peds				
1	Right						EB	Right				
	Right					ĺ	WB	Right				
'sTe	een	65.0				•			23.0			
+ -	llow	4.0							4.0			
	l Red	1.0							1.0			
1 1									Cycle	Length	ı: 98	. 0

PACS

1		
Intercor	TON	Performance
THEFT		TOTTOTINGICO

ımmary_								
ppr/ Lane		Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach
tb	Capacity		v/c	g/C	Delay	LOS	Delay	LOS
ž k				***************************************				
rstbour	nd							
i.h	1163	1727	0.52	0.67	9.6	A	9.6	A
estbour		105		0 67				
<u>س</u> پ	73 1163	105 1727	0.50	0.67 0.67	8.2	A		
worthbou	ınd							
Τ,	402	1641	0.77	0.24	47.8	D	107.7	T.
Southbou	360 und	1468	1.20	0.24	150.7	F	107.7	r
1'1								
d	Intersec	tion Delay	=	(sec/ve	h) In	terse	ction L	OS =

Jaseline

...one: E-Mail: Fax:

OPERATIONAL

ALYSIS_

alyst:

ency/Co.:

Jate Performed: * malysis Time Period:

tersection: rea Type:

Turisdiction: alysis Year:

roject ID:

Robert L

Metric Engineering Inc.

05/20/2003 AM Peak Hour

SRD & SB Ent. SR826 All other areas

East/West Street

2008

North/South Street

SRD

SB Ent. SR826

# NO Buill (2008 & PM)

# HCS2000: Signalized Intersections Release 4.1

alyst: Robert L

Agency: Metric Engineering Inc.

ate:

: \CS

05/20/2003

riod: PM Peak Hour

rroject ID:

Inter.: SRD &

Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 121 Way

### _SIGNALIZED INTERSECTION

CUMMARY																	
	E	East	bou	nd	V	Ves	tbou:	nd	1	Nor	thbo	und	S	ou	thbou	ınd	
7 a,	L		$\mathbf{T}$	R	L		${f T}$	R	I	J	$\mathbf{T}$	R	L		${f T}$	R	-
	ļ											**************************************					
. Lanes		0	1	0		0	1	0		0	2	0		1	1	1	
Config			LTR				LTR				LTR		) )	Ĺ	${f T}$	R	
Volume	30	1	.1	4	28		15	105	2		447	66	90		73	9	
ne Width		1	.2.0				12.0				12.0		12.0	C	12.0	12.0	
OR Vol				0				0				0				0	
Ì																	

rat	ion 0.25		Area 1	ype: /		her	areas				
rera	tions										
	Combinatio	n 1	2	3	4			5	6	7	8
EB I	eft		A			NB	Left	P			
	hru		A				Thru	P			
R	Right		A				Right	P.			
	Peds		X				Peds	X			
iv1B I	eft	A			İ	SB	Left	P			
$\Gamma$ :	'hru	A					Thru	P			
R	Right	A					Right	P			
F	eds	X					Peds	X			
' R	Right					EB	Right				
R	Right					WB	Right				
Green	1	7.8	1.5					37.3			
11c	W	4.0	4.0					4.0			
1 R	Red	1.0	1.0					1.0			
								Cycle	Length	1: 61.	6

T 1.		D	
Interse	ecrion	Performance	

ımmary_								
ppr/ Lane	Lane Group	Adj Sat	Ratio	S	Lane Gi	coup	Appro	ach
	Capacity		v/c	g/C	Delay I	LOS	Delay	LOS
rstbour	ıd		5077			*************		
'LTR	72	1782	0.68	0.04	52.2	D	52.2	D
stbour	nd							
TTR	238	1668	0.67	0.14	32.3	C	32.3	С
Lurthbou	ınd							
'R	2060	3314	0.27	0.62	5.6	A	5.6	A
Southbou	ınd							
Ŕ	504 1158	1863	0.07	0.62	4.7		5.3	А
R	984 Intersect	1583 ion Delay :		0.62 (sec/vel		A terse	ction L	OS = B

aseline

; __one: E-Mail: OPERATIONAL ALYSIS_ alyst: Robert L ency/Co.: Metric Engineering Inc. Jate Performed: 05/20/2003 ralysis Time Period: PM Peak Hour tersection: SRD & rea Type: All other areas risdiction:

alysis Year: roject ID:

East/West Street

2008

North/South Street

SRD

NW 121 Way

Fax:

alyst: Robert L

Agency: Metric Engineering Inc.

rogs

. 1

rate: 05/20/2003

riod: PM Peak Hour

Project ID: F/W St: SRD Inter.: SRD & NW 116th Way Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 116th Way

### ___SIGNALIZED INTERSECTION

				O- ++ +		1	~					
STJMMARY												
	Eas	stbour	nd	Wes	stbour	nd	No	rthbou	ınd	Sou	ıthboı	and
# j	L	$\mathbf{T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R
. Lanes	1	1	0	1	1	0	1	2	1	1	2	0
Config	L	TR		L	TR		L	${f T}$	R	L	TR	
Volume	554	483	0	135	107	383	63	1109	23	291	848	161
ie Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	ŀ
DR Vol			0			0			0			0
1 1												

	ation	0.25	Area	Type: A		her	areas				
ر ن	erations_										
	ase Combi	nation 1	2	3	4			5	6	7	8
- D	Left	A				NB	Left	P			
.7	Thru	A			]		Thru	P			
	Right						Right	P			
1 .3	Peds	X					Peds	X			
٧B	Left	A				SB	Left	P			
	Thru	A					Thru	P			
و	Right	A					Right	P			
	Peds	X					Peds	X			
	Right					EB	Right				
	Right					WB	Right				
ir	een	21.0						45.0			
F	7.1 ow	4.0						4.0			
	. Red	1.0						1.0			
•								Cycle	Length	: 76.0	)

Intercor	tion	Performance
THELSEC	1.1()[]	PELLULIIIANCE

ımmary_								
3 4 4		Adj Sat Flow Rate	Ratio	os 	Lane G	roup	Appro	ach
Υp	Capacity	(s)	V/C	g/C	Delay	LOS	Delay :	LOS
3 )				.,			1	
'astbour	nd							
*			6.34			F		
¹ TR	500	1727	1.05	0.29	81.0	F		F
estbour	nd							
		314	1.55	0.29	318.6	F		
mR.	441	1525	1.21	0.29	139.5	F	178.3	F
Lorthbou	ınd							
T.,	212	350	0.32	0.61	11.3	В		
	1986			0.61			10.7	В
1 1	889	1468	0.03	0.61	6.1	A		
Southbou		205	1 77	0 61	201 2	יבד		
1.) 2	179 1939	295 3203	0.57	0.61	381.2 10.2	F B	93.2	F
	Intersec	tion Delay	= 395.1	(sec/ve	h) In	terse	ction L	OS = F

Jaseline

,..one:

E-Mail: OPERATIONAL

, ALYSIS_

alyst:

ency/Co.:

date Performed: " alysis Time Period:

tersection:

Hrea Type: Turisdiction:

alysis Year: roject ID:

Robert L

Metric Engineering Inc.

Fax:

05/20/2003 PM Peak Hour

SRD & NW 116th Way All other areas

2008

East/West Street

North/South Street NW 116th Way

nalyst: Robert L

'Agency: Metric Engineering Inc.

Pate:

i,

05/20/2003

eriod: PM Peak Hour

Project ID: T/W St: SRD Inter.: SRD & NW 105th Way
Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 105th Way

## SIGNALIZED INTERSECTION

SUMMARY															
4 2 35 64 67 57 5		Eas	tbou	nd	We	stbou	nd	]	Noi	rthbou	und	Son	ıthboı	und	1
. <u> </u>	L		${f T}$	R	L	$\mathbf{T}$	R	L		$\mathbf{T}$	R	L	${f T}$	R	
). Lanes		0	1	0	0	1	1	-	0	1	1	1	1	1	-
Config			LTR			LT	R			LT	R	L	${f T}$	R	
Volume	4		445	2	173	58	96	4		113	437	232	130	7	
ne Width			12.0			12.0	12.0			12.0	12.0	12.0	12.0	12.0	
'OR Vol				0			0				0			0	

r	ation	0.25	Area	Type:		ot	her	areas				
	rations				gnal							
		nation 1	2	3	4	4			5	6	7	8
4B	Left	P					NB	Left	A			
	Thru	P						Thru	A			
	Right	P						Right	A			
i # ·	Peds	X						Peds	X			
NB	Left	P				-	SB	Left	A			
	Thru	P						Thru	A			
. 4	Right	P						Right	A			
	Peds	X				1		Peds	X			
	Right						EB	Right				
i.	Right						WB	Right				
ire	en	44.5							21.4			
1.	low	4.0							4.0			
	Red	2.0							1.0			
. F									Cycle	Length	n: 76.	9
~ ^ C!	S									_		

		Intersec	tion Pe	rformand	ce				
immary , ppr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appr	roach	
р	Capacity	(s)	v/c	g/C	Delay :	LOS	Delay	LOS	
stbou	nd			a a					
'LTR	1019	1723	0.48	0.59	10.6	В	10.6	В	
stbou	nd								
	540 888	893 1468	0.46	0.60	11.2 6.7	B A	9.9	A	
*worthbo	und								
Southbo	500 428	1716 1468	0.25 1.11	0.29	21.1 104.0	C F	86.5	F	
R	289 503 428	993 1727 1468	0.87 0.28 0.02		49.9 21.3 19.4	D C B	39.2	D	
	Intersec	tion Delay	=41.4	(Sec/Ve	311) 711	CELSE	CLTOIL	$\Pi \cap \mathcal{D} = \Pi$	

Fax:

**Jaseline** 

_none:

alyst: Robert L metric Engineering Inc.

Date Performed: 05/20/2003 alysis Time Period: PM Peak Hour

tersection:

SRD & NW 105th Way

Area Type:

All other areas

risdiction:

alysis Year: 2008 roject ID:

East/West Street

North/South Street NW 105th Way

nalyst: Robert L

'Agency: Metric Engineering Inc.

ate.

05/20/2003

eriod: PM Peak Hour

'Project ID: '/W St: SRD Inter.: NW 79th Avenue & SRD
Area Type: All other areas

Jurisd:

Year : 2008

N/S St: NW 79th Avenue

## _SIGNALIZED INTERSECTION

UMMARY														
	Eas	stbour	nd	Wes	stbour	nd	1	loi	thboi	ınd	Sou	ıthbou	ınd	
1 P	L	${f T}$	R	L	${f T}$	R	L		${f T}$	R	L	$\mathbf{T}$	R	
														_
. Lanes	1	1	0	1	1	0		1	1	1	1	2	0	
Config	L	TR		L	TR			L	${f T}$	R	L	TR		
Volume	178	522	52	69	203	170	55		435	201	269	124	27	
ne Width	12.0	12.0		12.0	12.0		12.	. 0	12.0	12.0	12.0	12.0		
, 'OR Vol			0			0				0			0	

.r	ation	0.25	Area	Type:Si	All gnal	other	areas				
⊸e	rations_										
.a	se Combi	nation 1	2	3	4			5	6	7.	8
ÉB	Left	P				NB	Left	A			
	Thru	P					Thru	A			
	Right	P					Right	A			
. ,	Peds	X					Peds	X			
:MB	Left	P				SB	Left	A			
	Thru	P					Thru	A			
	Right	P					Right	A			
	Peds	X					Peds	X			
	Right					EB	Right				
, ù	Right					WB	Right				
Gre	een	61.0						38.0			
: 1	low	4.0						4.0			
	. Red	1.0					4	1.0			
ŧ								Cycle	Length:	109.	0
10077 1000											

~CS

Tntore	eaction.	Performance
THICETS	SECTION	L GT T OT MUTTO G

ımmary_								
1 1 100		Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach
<b>'</b> -p		(s)	v/c	g/C	Delay	LOS	Delay	LOS
i i								
rstbour								
		763						
TR	969	1704	0.64	0.57	19.3	В	18.7	В
*stbour	nd							
131	279	490	0.27	0.57	14.3	В		
estbour ಓ ್ಟ್	915	1609		0.57			15.0	В
worthbou	ınd							
Γ	401	1120		0.36		C		
	618	1727		0.36			32.8	C
Southbou	525 ind	1468	0.42	0.36	26.9	С		
170 4 6112 61	141	394	2.07	0.36	540.5	F		
; }	1143	3195	0.14	0.36		C	354.6	F
	Intersec	tion Delay	= 83.4	(sec/ve	eh) In	terse	ction L	OS = F

"aseline

Fax: .one: E-Mail: OPERATIONAL ALYSIS alyst:

ency/Co.: Jate Performed:

* alysis Time Period:

tersection: rea Type:

Trisdiction: alysis Year:

roject ID:

Robert L

Metric Engineering Inc.

05/20/2003 PM Peak Hour

NW 79th Avenue & SRD

All other areas

East/West Street

2008

North/South Street NW 79th Avenue

_Intersection	Performance
---------------	-------------

mmary								
pr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach
р	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
. 5								
stbou	nd							
l. Jr	1163	1727	0.58	0.67	10.7	В	10.7	В
stbou	nd							
1	73	105	5.77	0.67		F		
1.	1163	1727	0.40	0.67	7.3	A		F
Morthbo	und							
τ '	402	1641	0.46	0.24	35.3	D	303.8	F
outhbo	360 und	1468	1.74	0.24	383.3	F	303.8	r

Intersection Delay = 498.4 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1

Jaseline

. 1

paione: E-Mail: Fax:

OPERATIONAL

ALYSIS_

ilyst:

Robert L

, ∍ncy/Co.:

Metric Engineering Inc.

Jate Performed:

alysis Time Period:

05/20/2003 PM Peak Hour

tersection:

SRD & SB Ent. SR826

drea Type:

All other areas

risdiction: alysis Year:

2008

roject ID:

East/West Street

North/South Street

SRD

SB Ent. SR826

nalyst: Robert L

Agency: Metric Engineering Inc.

ate: 05/20/2003

eriod: AM Peak Hour

Project ID: 7'W St: SRD

Inter.: SRD &

Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 121 Way

#### SIGNALIZED INTERSECTION

ZIJMMARY_												
	Ea	stbour	ıd	We	stbour	nd	N	orthbo	und	Son	uthbou	and
	L	$\mathbf{T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	L	${f T}$	R
. Lanes	0	1	0	0	1	0	-	0 2	0	1	1.	1
J-JConfig		LTR			LTR			LTR		L	${f T}$	R
Volume	108	8	4	140	24	160	32	332	104	156	901	104
ne Width		12.0			12.0			12.0		12.0	12.0	12.0
. OR Vol	•		0			0			0			0

11	ration	0.25	Area	Type:	All c	other	areas			
	erations									
	ase Comb	ination 1	2	3	4			5	6 7	8
· &B	Left		A			NB	Left	P		
	Thru		A				Thru	P		
	Right		A				Right	P		
1.5	Peds		X				Peds	X		
'ATP	Left	A				SB	Left	P		
	Thru	A					Thru	P		
1 5	Right	A					Right	P		
	Peds	X					Peds	X		
	Right					EB	Right			
i j	Right					WB	Right			
Ġr	een	8.9	3.0			•		21.0		
	11ow	4.0	4.0					4.0		
13	1 Red	1.0	1.0					1.0		
( )								Cycle	Length:	47.9
	CS									

		Intersec	tion Pe	erformand	ce			
mmary pr/ Lane p	Lane	Adj Sat Flow Rate (s)	Rati	.os g/C	Lane G Delay		Appro Delay	
stbou	nd							
ĽTR	148	1775	0.88	0.08	62.5	E	62.5	E
stbour - mR	nd 352	1702	1.00	0.21	67.0	E	67.0	E
worthbo	und							
R	1120	2438	0.45	0.46	10.2	В	10.2	В
Southbor R	und 388 856 727	845 1863 1583	0.44 1.14 0.16	0.46 0.46 0.46	12.3 91.4 8.0	B F A	73.3	E

Fax:

Intersection Delay = 57.4 (sec/veh) Intersection LOS = E

Jaseline

i one:

E-Mail: OPERATIONAL .ALYSIS_ alyst: Robert L ency/Co.: Metric Engineering Inc. Sate Performed: 05/20/2003 ! alysis Time Period: AM Peak Hour cersection: SRD & rea Type: All other areas Trisdiction: alysis Year: 2028 roject ID:

East/West Street

North/South Street NW 121 Way

SRD

į

, alyst: Robert L

Agency: Metric Engineering Inc.

3+0.

05/20/2003

riod: AM Peak Hour

Project ID: /W St: SRD Inter.: SRD & NW 116th Way
Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 116th Way

### _SIGNALIZED INTERSECTION

JMMARY													
	Eas	stbour	nd	Wes	stbour	nd	No	rthbou	ınd	Sou	ithbou	ınd	-
<u>.</u> 'j	L	${f T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	L	${f T}$	R	
. Lanes	1	1	0	1	1	0	1	2	1	1	2	0	
Config	L	TR		L	TR		L	${f T}$	R	L	TR		
Volume	340	477	112	152	112	312	89	658	100	390	1382	412	
ne Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
OR Vol			0			0	İ		0			0	
• -													

r	ation	0.25	Area	Type:	All o	ther	areas				
~e	erations_										
а	se Combi	ination 1	2	3	4			5	6	7	8
ъB	Left	A				NB	Left	P			
	Thru	A					Thru	P			
W	Right	A					Right	P			
i	Peds	X					Peds	X			
INTB	Left	A				SB	Left	A			
9	Thru	A					Thru	A			
:	Right	A					Right	A			
	Peds	X					Peds	X			
Market Company	Right					EB	Right				
:	Right					WB	Right				
Gre		21.0				•		45.0			
1 1	.low	4.0						4.0			
1	Red	1.0						1.0			
								Cycle	Length	: 76.0	)
1 20	1.01										

		Intersec	tion Pe	erforman	ce			
ımmary	7							
pr/ Lane	Lane	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	ach
ď.	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
4							<del></del>	
stbou	ınd							
	95	314	3.89	0.29		F		
'I'R	486	1678	1.32	0.29	183.6	F	612.6	F
stboı	ınd							
- 보	95	314	1.74	0.29	398.4	F		
F.	445	1537	1.04	0.29	79.3	E	163.4	F
worthbo	ound							
T	95	150	1.02	0.61	113.2	F		
	1986	3282	0.36	0.61	8.1	A	19.0	В
a st	889	1468	0.12	0.61	6.7	A		
Southbo	ound							
	363	600	1.17	0.61	116.3	F		
	1918	3169	1.02	0.61	39.8	D	53.5	D

Intersection Delay = 175.5 (sec/veh) Intersection LOS = F

Laseline

Fax:
F-Mail:
OPERATIONAL

ALYSIS____

alyst: Robert L

ency/Co.: Metric Engineering Inc.

Date Performed: 05/20/2003
1 alysis Time Period: AM Peak Hour

tersection: SRD & NW 116th Way Area Type: All other areas

risdiction: alysis Year: 2028

arysis rear: 2028 roject ID:

East/West Street North/South Street SRD NW 116th Way

alyst: Robert L Agency: Metric Engineering Inc.

i i

05/20/2003

riod: AM Peak Hour

Project ID: 'W St: SRD

Inter.: SRD & NW 105th Way Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 105th Way

## SIGNALIZED INTERSECTION

						925 S 7 S 7 S 8 S 8 S 8 S 8 S 8 S 8 S 8 S 8							
CTMMARY													
Andrew State Control of Management States	Ea	stbou	nd	We	stbour	nd	N	orthbou	ınd	Soi	ıthboı	und	
, read	L	${f T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	L	${f T}$	R	
. Lanes	0	1 LTR	0	0	1 LT	1 R		0 1 LT	1 R	1 L	1 T	1 R	
Volume ne Width _{lj} .OR Vol	102	110	20	822	657 12.0	511 12.0 0	20	149 12.0	161 12.0 0	124	207	12.0	

1)	ration	0.25	Area	Type:	All o	ther	areas				
,	erations_										
	ase Combi	nation 1	2	3	4			5	6	7	8
占生	Left	P				NB	Left	A			
	Thru	P					Thru	A			
	Right	P					Right	A			
i	Peds	X					Peds	X			
N7T	Left	P				SB	Left		A		
	Thru	P					Thru		A		
. 3	Right	P				1	Right		A		
	Peds	X					Peds		X		
	Right					EB	Right				
3 6	Right					WB	Right				
Fr	een	44.6						14.9	17.0		
	.low	4.0						4.0	4.0		
	_ Red	2.0						1.0	1.0		
,								Cycl	e Lengt	h: !	92.5
74											

S

Intersection	Performance
TITCATBACCTAGI	TOTTUME

mmary								_
		Adj Sat	Ratio	OS	Lane Gi	coup	Appro	ach
р	Capacity	Flow Rate (s)	v/c	g/C	Delay I	LOS	Delay	LOS
stbou	nd							
ЪTR		243	2.11	0.49	549.3	F	549.3	F
stbou	nd							
_ ui	602 740				778.9 25.2		585.5	F
worthbo	und							
د ک	295 252	1717 1468	0.62		39.6 44.0		41.8	D
Southbo	und 319	1641	0 42	0 19	33 6	С		
Ŕ	336 286	1727	0.67	0.19		D	37.2	D
		ction Delay					ction I	OS = F

Laseline

Fax:
E-Mail:
OPERATIONAL
ALYSIS

ilyst: Robert L

ency/Co.: Metric Engineering Inc.

Date Performed: 05/20/2003
Palysis Time Period: AM Peak Hour

tersection: SRD & NW 105th Way area Type: All other areas

Trisdiction:
Alysis Year: 2028

roject ID:

East/West Street North/South Street

SRD NW 105th Way

alyst: Robert L

Agency: Metric Engineering Inc.

te: 05/20/2003

riod: AM Peak Hour

Project ID: 'W St: SRD Inter.: NW 79th Avenue & SRD Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 79th Avenue

## SIGNALIZED INTERSECTION

IMMARY													
	Eas	stbour	nd	Wes	stbour	nd	No	rthbou	ınd	Son	ıthbou	ınd	
4 I	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	
. Lanes	1	1	0	1	1	0	1	1	1	1	2	0	
Config	L	TR		L	TR		L	${f T}$	R	L	TR		
Tolume	69	525	79	227	788	39	100	87	89	907	443	109	
ne Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
OR Vol			0			0			0			0	-

ı ji	- ration	0.25	Area	Type: A		her	areas				
	erations_										
	ase Combi	nation 1	2	3	4			5	6	7	8
ĽΒ	Left	P				NB	Left	A			
	Thru	P			ĺ		Thru	A			
	Right	P					Right	A			
	Peds	X					Peds	X.			
-113	Left	P				SB	Left	A			
	Thru	P			Ì		Thru	A			
1 2	Right	P					Right	A			
	Peds	X					Peds	X			
	Right					EB	Right				
	Right					WB	Right				
Gr	een	61.0						38.0			
	llow	4.0						4.0			
	l Red	1.0						1.0			
i.								Cycle	Length	: 109.	. 0

IS

		Intersec	tion Per	formance	Э			
ımmary_		73- 00+	Doti		Tama G		7	1-
opr/ Lane	Lane Group	Adj Sat Flow Rate	Ratio	)S	Lane G	roup	Appro	acn
р	Capacity	(s)	v/c	g/C	Delay :	LOS	Delay :	LOS
,		4			2	<del></del>		
ıstbour	nd							
	100	176		0.57		E		
'1'R	963	1693	0.68	0.57	20.5	С	24.3	С
stbour	nd							
ப்	257	451		0.57		E		
~K	976	1715	0.92	0.57	36.4	D	43.5	D
Northbou	und							
т	189	529		0.36		C		
	618 525	1727 1468		0.36		C C	27.2	С
Southbou		1400	0.10	0.30	24.2	C		
	430	1201	2.29	0.36		F		
a star ²	1140	3185	0.53	0.36	28.1	С	398.7	F
	Intersect	tion Delay	= 188.1	(sec/ve	h) In	terse	ction L	OS = F

Fax:

aseline

..one:

E-Mail: OPERATIONAL ALYSIS alyst: Robert L ency/Co.: Metric Engineering Inc. Date Performed: 05/20/2003 Talysis Time Period: AM Peak Hour cersection: NW 79th Avenue & SRD rea Type: All other areas Tirisdiction: alysis Year: 2028 :roject ID:

East/West Street

North/South Street NW 79th Avenue

alyst: Robert L

Agency: Metric Engineering Inc.

S

te: 05/20/2003

riod: AM Peak Hour

Project ID: - 'W St: SRD

Inter.: SRD & SB Ent. SR826 Area Type: All other areas

Jurisd:

Year : 2028

N/S St: SB Ent. SR826

#### SIGNALIZED INTERSECTION

"IMMARY													
	Eas	stbou	nd	Wes	stbou	nd	No:	rthbo	und	Sou	thbo	und	
4 }	L	${f T}$	R	L	${f T}$	R	L	$\mathbf{T}$	R	L	$\mathbf{T}$	R	- 1
							_						
. Lanes	0	1	0	1	1	0	1	0	1	0	0	0	
Config	]	${f T}$		L	${ m T}$		L		R				
Volume		799		1078	771		413		574				
ne Width	Ì	12.0		12.0	12.0		12.0		12.0				
JR Vol									0				
7 /													

i i	ration	0.25	Area	Type: Sig		her	areas				
	erations_							_	_		
	ase Combi	nation 1	2	3	4			5	6	7	8
Ł'B	Left					NB	Left	P			
	Thru	P					Thru				
	Right						Right	P			
i 3	Peds	X					Peds				
MP	Left	A				SB	Left				
	Thru	A					Thru				
1 2	Right						Right				
	Peds	X					Peds				
	Right					EB					
2 12	Right					WB	Right				
Fr	een	65.0					3	23.0			
	.low	4.0						4.0			
	. Red	1.0						1.0			
,		1.0							Length	1: 98.	0

		Intersec	tion Pe	erforman	ce		
ımmary , pr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	ios	Lane Group	Approach	
,b	Capacity	(s)	v/c	g/C	Delay LOS	Delay LOS	
stbou	nd						
Ţ	1163	1727	0.75	0,67	14.9 в	14.9 в	
stbou	nd 73 1163	105 1727	0.72	0.67 0.67	12.4 в		
Worthbo	und 402	1641	1.12	0.24	117.6 F	269.3 F	
: Southbo	360 und	1468	1.73	0.24	378.4 F	209.5 F	
in the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se							
i <b>)</b>	Intersec	tion Delay	=	(sec/v	eh) Inters	ection LOS =	

Fax:

Jaseline

nione:

E-Mail: ____OPERATIONAL .ALYSIS_ ilyst: Robert L ency/Co.: Metric Engineering Inc. Jate Performed: 05/20/2003 · lysis Time Period: AM Peak Hour ersection: SRD & SB Ent. SR826 rea Type: All other areas --isdiction: lysis Year: 2028

roject ID:

East/West Street

North/South Street SB Ent. SR826

SRD

7

# 2028 PM NO Build

# HCS2000: Signalized Intersections Release 4.1

alyst: Robert L

'Agency: Metric Engineering Inc.

te: 05/20/2003

riod: PM Peak Hour

Project ID:

'W St: SRD

Inter.: SRD &

Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 121 Way

## SIGNALIZED INTERSECTION

East	boun	d	Wes	stbour	nd	No	orthbo	ınd	Sot	ıthbo	und	
_	$\mathbf{T}$	R	L	${f T}$	R	L	${ m T}$	R	L	${f T}$	R	
0	1	0	0	1	0		) 2	0	1	1	1	-
	LTR			LTR			LTR		L	${f T}$	R	
		8	60	32 12.0	224	4	953 12.0	140	192 12.0	156 12.0	20 12.0	
	0 4 2	U T 0 1 LTR	0 1 0 LTR 4 24 8	L T R L  0 1 0 0  LTR 4 24 8 60	L T R L T  0 1 0 0 1  LTR LTR 4 24 8 60 32	L T R L T R  0 1 0 0 1 0  LTR 4 24 8 60 32 224	L T R L T R L  0 1 0 0 1 0  LTR 4 24 8 60 32 224 4	L T R L T R L T  0 1 0 0 1 0 0 2  LTR 4 24 8 60 32 224 4 953	L T R L T R L T R  0 1 0 0 1 0 0 2 0  LTR  4 24 8 60 32 224 4 953 140	L T R L T R L T R L  0 1 0 0 1 0 0 2 0 1  LTR LTR LTR LTR L  4 24 8 60 32 224 4 953 140 192	L T R L T R L T R L T  0 1 0 0 1 0 0 2 0 1 1  LTR LTR LTR LTR 4 24 8 60 32 224 4 953 140 192 156	L T R L T R L T R L T R  0 1 0 0 1 0 0 2 0 1 1 1 1  LTR LTR LTR LTR L T R  4 24 8 60 32 224 4 953 140 192 156 20

ŗ	ation	0.25		Area		: All Signal		cher	areas				
е	rations_												
a	se Combi	nation	1	2	3		4			5	6	7	8
ďВ	Left			A				NB	Left	P			
	Thru			A					Thru	P			
	Right			A					Right	P			
L 3	Peds			X					Peds	X			
13	Left		A					SB	Left	P			
ž	Thru		A						Thru	P			
5	Right		A						Right	P			
28	Peds		X						Peds	X			
:	Right							EB	Right				
-	Right							WB	Right				
Gre			8.8	2.4						22.5			
	low		4.0	4.0						4.0			
. 1	Red		1.0	1.0						1.0			
*										Cycle	Lengt!	h: 48.	.7
C	S												

; j.		Intersec	tion Pe	rformanc	e			
mmary pr/ Lane	Lane Group	Adj Sat Flow Rate			Lane G			
р	Capacity	(s)	V/C	g/C	Delay	LOS	Delay	LOS
stbou	ınd		41.5 (0.46)					
LTR	124	1782	0.85	0.07	61.4	E	61.4	E
stbou	ınd							
~R	336	1669	1.02	0.20	74.0	E	74.0	E
orthbo	ound							
R	1599	3313	0.75	0.48	13.4	В	13.4	В
Couthbo	ound							
	153	317	1.37	0.48	2133	F		
R R	899 764	1863 1583	0.19	0.48	7.6 6.7	A A	114.8	F
		tion Delay					ction L	OS = D

Fax:

NW 121 Way

North/South Street

Jaseline

```
none:
R-Mail:
                            ___OPERATIONAL
VALYSIS
  lyst:
                          Robert L
 ,ency/Co.:
                          Metric Engineering Inc.
                          05/20/2003
Jate Performed:
  alysis Time Period:
                          PM Peak Hour
  tersection:
                           SRD &
rea Type:
                          All other areas
risdiction:
  llysis Year:
                           2028
roject ID:
                      East/West Street
```

nalyst: Robert L

Inter.: SRD & NW 116th Way

Agency: Metric Engineering Inc.

Area Type: All other areas

ate: 05/20/2003

Jurisd:

riod: PM Peak Hour

Year : 2028

Project ID:

N/S St: NW 116th Way

_SIGNALIZED INTERSECTION

CUMMARY													
	Eas	stbour	nd	Wes	stbour	nd	Non	thbou	ınd	Sou	ithbou	ind	
d ':3	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	
. Lanes	1	1	0	1	1	0	1	2	1	1	2	0	
Config	L	TR		L	TR		L	${f T}$	R	L	TR		
Volume	1181	1029	0	288	228	817	94	1648	33	432	1260	239	
ne Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
OR Vol			0			0			0			0	
£ 3				•									

و د	cation	0.25	Area		All ot	her	areas				
. go.	erations_										
	ase Combi	nation 1	2	3	4			5	6 7	5	8
Lab	Left	A				NB	Left	P			
	Thru	A					Thru	P			
	Right						Right	P			
ر ا	Peds	X					Peds	X			
MB	Left	A				SB	Left	P			
	Thru	A				e e	Thru	P			
·	Right	A					Right	P			
	Peds	X					Peds	X			
	Right					EB	Right				
	Right					WB	Right				
Fr	een	21.0			,			45.0			
	llow	4.0						4.0			
	l Red	1.0						1.0			
1								Cycle	Length:	76.0	)
	7.0							:==2	-		

್ ∍CB

ul v		Intersec	tion Pe	erformar	ıce			
ımmarı		7.1. 0.4	D-L		T am a . (1)		7	lo
opr/ -dane	Lane Group	Adj Sat Flow Rate	Rat:	los	Lane G	roup	Appro	acn
( tb	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
				<del></del>				
Fastbou		167 6 10						
	95	314		0.29	v			
9212	500	1727	2.24	0.29	589.6	F		
≥stboı	ınd							
- d	95	314	3.29	0.29		$\mathbf{F}$		
TR	441	1525	2.58	0.29	742.8	F	817.0	F
rthbo	ound							
Ľ	95	150	1.07	0.61	128.7	F		
	1986	3282	0.90	0.61	20.2	С	25.7	С
	889	1468	0.04	0.61	6.2	A		
Southbo								
	95	150	4.95	0.61		F		
	1939	3203	0.84	0.61	16.7	В	419.1	F

(sec/veh)

seline

one: -Mail:

1 -

Fax:

OPERATIONAL ALYSIS

Intersection Delay =

Malyst:

Robert L

ency/Co.: Metric Engineering Inc.

ate Performed: 05/20/2003

Malysis Time Period:

PM Peak Hour

tersection:

SRD & NW 116th Way All other areas

ea Type: Jurisdiction:

alysis Year:

2028

oject ID:

East/West Street

North/South Street

Intersection LOS =

SRD

NW 116th Way

alyst: Robert L

Inter.: SRD & NW 105th Way Augency: Metric Engineering Inc.

Date: 05/20/2003

riod: PM Peak Hour

: Loject ID: F/W St: SRD Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 105th Way

## _____SIGNALIZED INTERSECTION

		Eas	tbour	nd	Wes	stbour	nd	1	voi	thbou	ınd	Sou	ithbou	ınd
₹ £	L		Т	R	L	T	R	L		$\mathbf{T}$	R	L	$\mathbf{T}$	R
. Lanes		0	1	0	0	1	1		0	1	1	1	1	1
Config			LŢR			LT	R			LT	R	L	${ m T}$	R
Volume	6	3	710	4	275	92	153	6		181	696	370	207	12
ne Width			12.0			12.0	12.0			12.0	12.0	12.0	12.0	12.0
OR Vol				0			0				0			0
1 3					•									

r	ation	0.25		Area	Type:		ot	her	areas					
1 3					Si	gnal								
∩ne	rations_													
a	se Combi	nation	1	2	3		4			5	6	7	8	8
صدي ۽	Left		P					NB	Left	A				
	Thru		P				1		Thru	A				
	Right		P				ĺ		Right	A				
1	Peds		X						Peds	X				
МB	Left		P					SB	Left		A			
1 7	Thru		P				1		Thru		A			
	Right		P				ľ		Right		A			
į £	Peds		X						Peds		X			
, E	Right						l	EB	Right					
	Right							WB	Right					
bre	en	4	44.0							36.0	33.7			
LX 2]	low	4	4.0							4.0	4.0			
190	Red	2	2.0							1.0	1.0			
										Cycl	e Lengt	h: :	129.7	7
										-	-			

29CS

1 1		Intersec	tion Pe	rformanc	e				
immary pr/ Lane	Lane	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach	
р		(s)	v/c	g/C	Delay	LOS	Delay	LOS	-
stbou	ınd								
UTR	596	1719	1.31	0.35	195.2	F	195.2	F	
stbou	ınd								
יוו, ווי	90 521	254 1468	4.43	0.35 0.35	32.1	F C		F	
orthbo	ound								
entition of the second	492 419	1724 1468	0.41 1.81	0.29 0.29	38.1 418.7	D F	337.9	F	
Southbo	439 462	1641 1727		0.27 0.27			58.9	E	
	393		0.03	0.27	35.1	D			F

aseline

رمان: -Mail: Fax: OPERATIONAL LYSIS ilyst: Robert L :ncy/Co.: Metric Engineering Inc. Late Performed: 05/20/2003 1 lysis Time Period: PM Peak Hour SRD & NW 105th Way

ersection: rea Type:

Finisdiction: lysis Year:

roject ID:

All other areas

North/South Street NW 105th Way

East/West Street

2028

alyst: Robert L

Algency: Metric Engineering Inc.

ił

te: 05/20/2003

riod: PM Peak Hour

Project ID: F W St: SRD

Inter.: NW 79th Avenue & SRD Area Type: All other areas

Jurisd:

Year : 2028

N/S St: NW 79th Avenue

### ____SIGNALIZED INTERSECTION

STMMARY													
	Eas	stbour	nd	Wes	stbour	nd	No:	rthbou	und	Soi	ıthboı	und	
terner,	L	${f T}$	R	L	${ m T}$	R	L	$\mathbf{T}$	R	L	${f T}$	R	
. Lanes	1	1	0	1	1	0	1	1	1	1	2	0	-
Config	L	TR		L	TR		L	${f T}$	R	L	TR		
Volume	257	755	76	100	293	245	79	629	291	388	179	39	ĺ
ne Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
OR Vol			0			0			0			0	İ
i l													•

	5											
٠,	ration	0.25	Area	Type:		ot	her	areas				
11				Si	gnal							
~.·	erations_											
1	ase Combi	nation 1	2	3	4	1			5	6 7		8
	Left	P				ĺ	NB	Left	A			
	Thru	P				1		Thru	A			
	Right	P						Right	A			
- 1	Peds	X				ĺ		Peds	X			
NP	Left	P					SB	Left	A			
	Thru	P				1		Thru	A			
Ÿ	Right	P						Right	A			
§.	Peds	X						Peds	X			
	Right						EB	Right				
(590)	Right						WB	Right				
7 L	een	61.0							38.0			
r	.low	4.0							4.0			
	_ Red	1.0							1.0			
j									Cycle	Length:	109.	. 0

· !s

ımmary		784 62+	Rati	0.5	Iano C	20112	7nnrc	an ah
ppr/ lane	Lane Group	Adj Sat Flow Rate	Rati	OS	Lane Group		Appro	acii
.b	Capacity		V/C	g/C	Delay	LOS	Delay	LOS
					-			
stbou		F20	0 01	0 57	E 4 0	Т.		
3170	306	538			54.2	D D	42.0	T)
ľR	969	1703	0.93	0.57	38.2	D	42.0	D
stbou	nd							
la la la la la la la la la la la la la l	97	171	1.12	0.57	152.1	F		
Γ	915	1609	0.64	0.57	19.3	В	40.2	D
porthbo	ound							
Į	362	1011	0.24	0.36	24.9	C		
	618	1727	1.11	0.36	104.1	F	76.4	E
ĸ	525	1468	0.60	0.36	30.6	C		
outhbo	ound							
	66	177	6.39			F		
	1143	3195	0.21	0.36	24.4	С		F
	Intersec	tion Delay	= 336.6	s (sec/v	eh) In	terse	ction I	LOS = F

Fax:

aseline

none: E-Mail: OPERATIONAL VALYSIS alyst: Robert L Metric Engineering Inc. ency/Co.: Jate Performed: 05/20/2003 r alysis Time Period: PM Peak Hour tersection: NW 79th Avenue & SRD rea Type: All other areas ™ cisdiction: alysis Year: 2028 roject ID:

East/West Street

North/South Street NW 79th Avenue

## HCS2000: Signalized Intersections Release 4.1

nalyst: Robert L

Agency: Metric Engineering Inc.

: 1

05/20/2003

riod: PM Peak Hour

Project ID:

W St: SRD

Inter.: SRD & SB Ent. SR826

Area Type: All other areas

Jurisd:

Year : 2028

N/S St: SB Ent. SR826

## SIGNALIZED INTERSECTION

MMARY													
	Eas	stbou	nd	Wes	stbou	nd	Nor	thbo	und	Sou	ithbo	und	
- Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of the Personal Property Control of th	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${ m T}$	R	
							_						
. Lanes	0	1	0	1	1	0	1	0	1	0	0	0	
GConfig		${ m T}$		L	${f T}$		L		R				
Volume		888		560	611		248		836				ĺ
ne Width		12.0		12.0	12.0		12.0		12.0				
COR Vol									0				
i 5				•						1.21			

عد. د ا	ation	0.25		Area	Tyr		All gnal		cher	areas					
- 3	rations_														
_a	se Combi	nation	1	2		3		4	Ì		5	6	7		8
LB	Left								NB	Left	P				1.51
0.	Thru		P							Thru					
	Right									Right	P				
. 3	Peds		X							Peds					
JT	Left		A						SB	Left					
	Thru		A							Thru					
	Right								ĺ	Right					
	Peds		X							Peds					
	Right								EB	Right					
. 1	Right								WB	Right					
ire	en		65.0								23.0				
	low		4.0								4.0				
1	Red		1.0								1.0				
j											Cycle	Length	1: 9	98.0	)
	a														

S

North/South Street

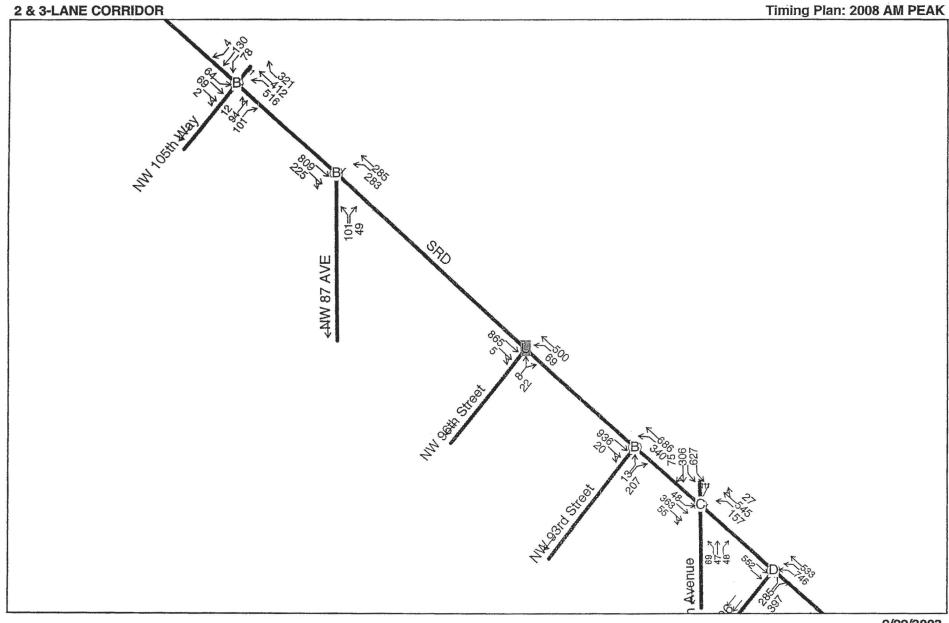
SB Ent. SR826

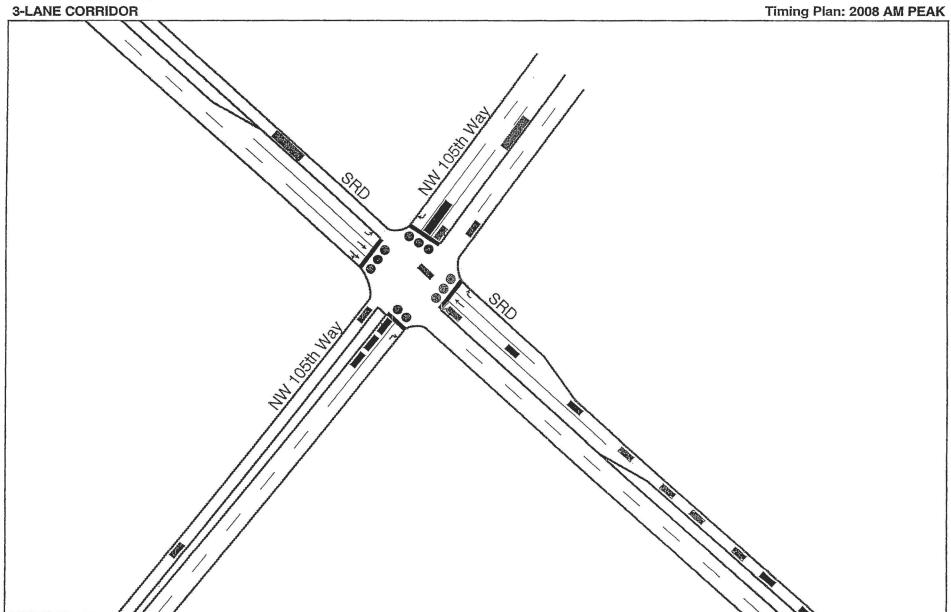
i )		Intersec	tion Pe	erformanc	ce			
nmmary ppr/ Lane	Lane	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	ach
rp	Capacity	(a)	v/c	g/C	Delay	LOS	Delay	LOS
astbou	nd			, , ,		-		
. The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	1163	1727	0.83	0.67	18.8	В	18.8	В
∋stbou ↓ ♪ ™	nd 73 1163	105 1727	8.34 0.57	0.67 0.67	9.2	F A		F
worthbo	und 402	1641	0.67	0.24	42.1	D	573.6	ים
Southbo	360 und	1468	2.53	0.24	731.4	F	373.0	F
į	Intersec	tion Delay	= 801.7	7 (sec/ve	eh) Ir	ıterse	ection L	OS = F
i, j	НС	S2000: Sign	ıalized	Interse	ctions F	Releas	se 4.1	

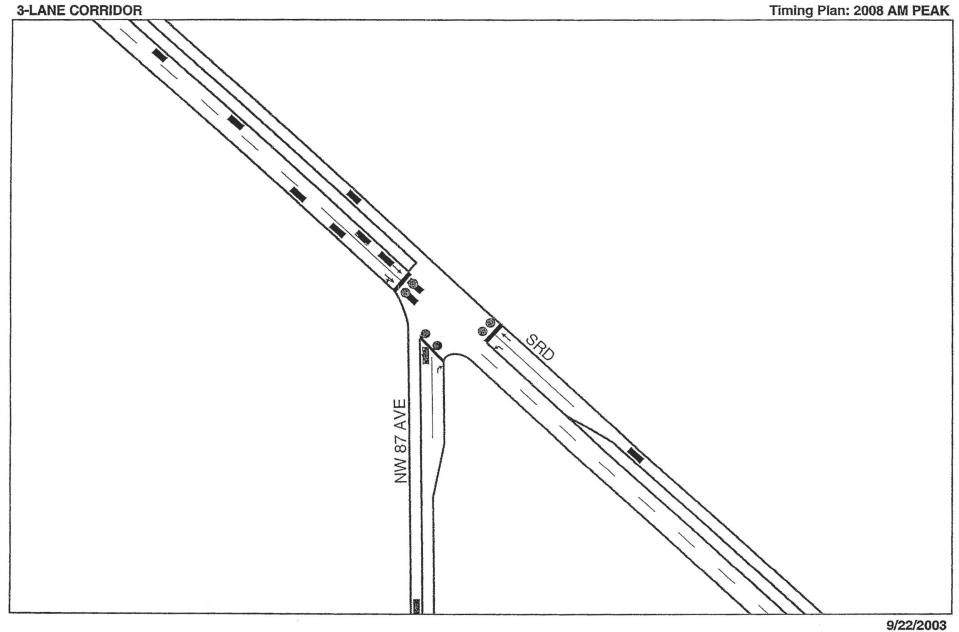
paseline

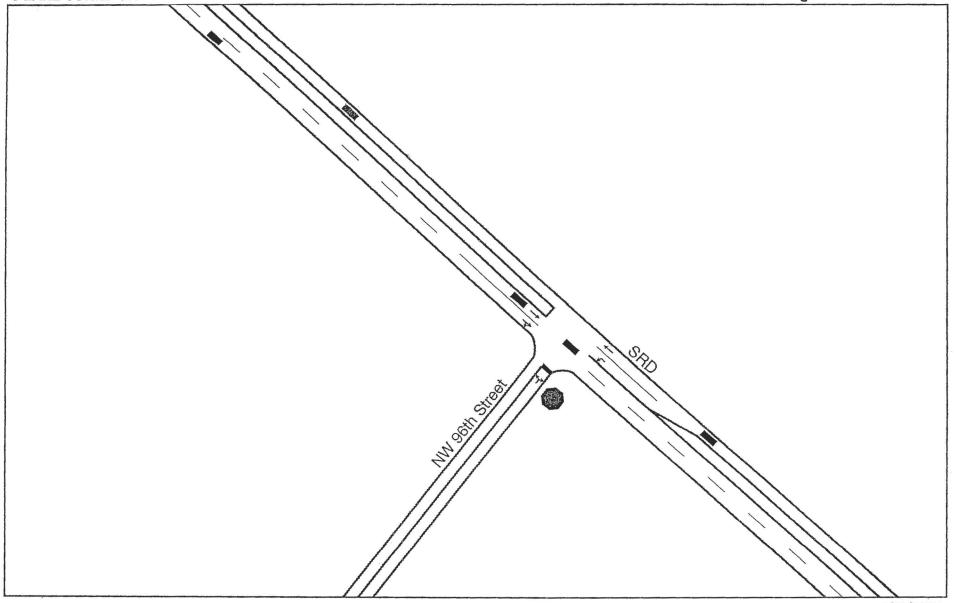
```
Fax:
mone:
É-Mail:
                               OPERATIONAL
 ALYSIS
" alyst:
                          Robert L
 ency/Co.:
                          Metric Engineering Inc.
Jate Performed:
                          05/20/2003
r alysis Time Period:
                          PM Peak Hour
  tersection:
                          SRD & SB Ent. SR826
rea Type:
                          All other areas
Trisdiction:
  alysis Year:
                          2028
;roject ID:
                      East/West Street
```

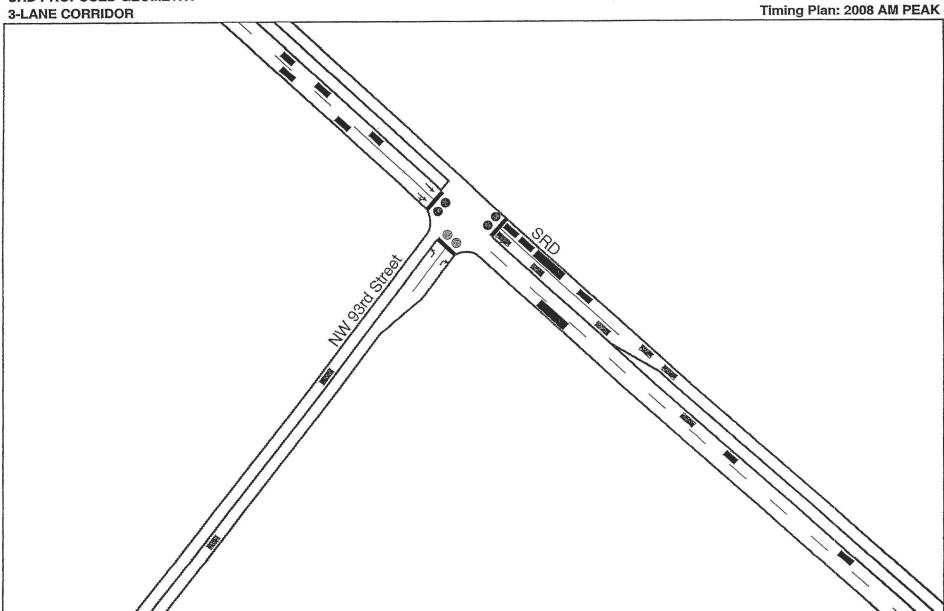
SRD

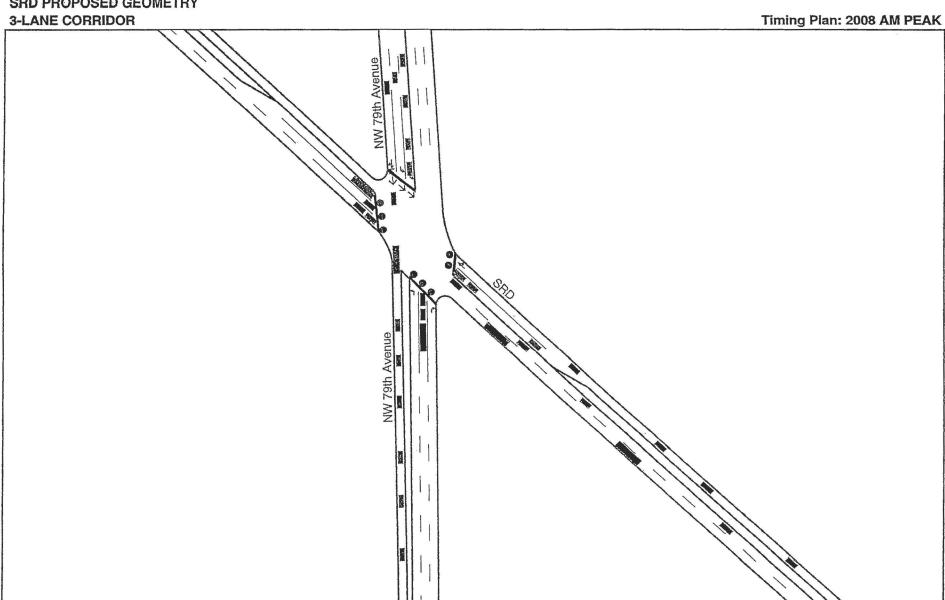


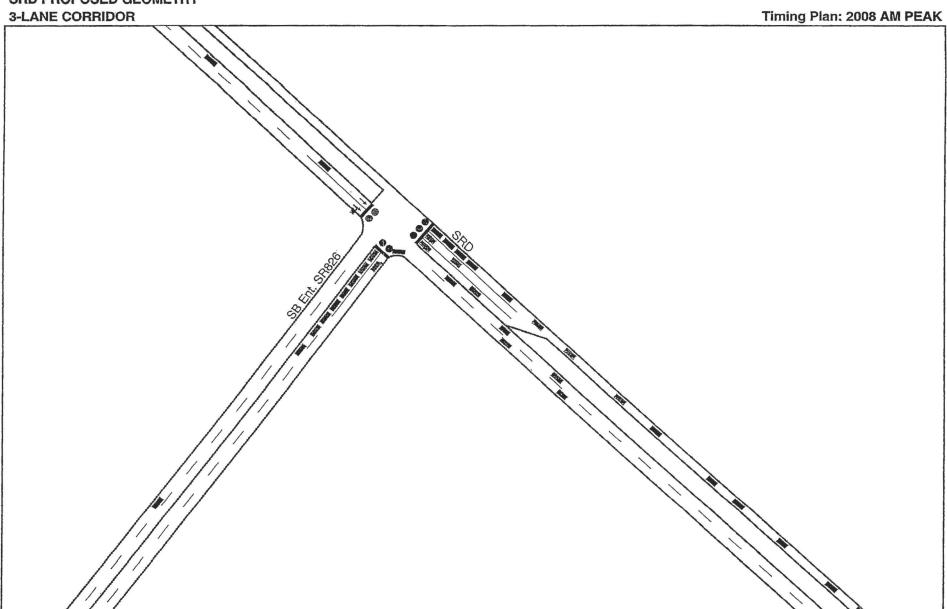












	4	×	7	1	K	*	7	×	~	Ĺ	K	*
Deine Greige dan e	(SEL)	(SEI	SIER	NWE	NWI	NWR :	NEL:		WES.	SWL	SWII	48W/F
Lane Configurations		4		1	4			474		Y	<b>†</b>	7
Ideal Flow (yphol)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			-0%			0%			- 0%	
Storage Length (ft)	0 0		0	0		0	0		0	0		0
Storage Lanes	3.13.13.15.13.16.16.16.16.16.16.16.16.16.16.16.16.16.	4.0	0	1.0	4.0	0 4.0	1.0	10	1.0	1 0	4.0	10
Total Lost Time (s) Leading Detector (ft)	4.0 50	4.0 50	4.0	4.0 50	4.0 50	4.0	4.0 50	4.0 	4.0	4.0 50	4.0 50	4.0 50
Trailing Detector (ft)	0	0	NEW PERSONS	0	0		0	0		0	0	0
Turning Speed (mon)	15		9.	15		9	15		O O	15	20.5	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.996		2.9150.910.82.01.04.92	0.933	CA CITAL ST SECRETARIAN	e a de la constant de la constant de la constant de la constant de la constant de la constant de la constant de	0.967	Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro	Maring engage	Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro	0.850
Flt Protected		0.957			0.979			0.997		0.950		
Satd. Flow (prot)	0	1508	0	0	1445	0	0	2898	0	1503	1582	1345
FluReimitted		0.725			0.864			0.918		0.603	4500	
Satd. Flow (perm)	0	1142	0 Yes	0	1275	0 Yes	0	2668	0 Yes	954	1582	1345
Right Turn on Red Satd. Flow (RTOR)		2	res		82	Les	<b>发展型制度</b>	53	nes			Yes 53
Headway Factor	NO E	1.04	1.04	1.04	1.04	104	1 04	1.04	1.04	1 04	1 04	104
Link Speed (mph)	A STATE OF THE STATE OF	30			30			30			30	555
Link Distance (ft)		768			2844			1486			1322	
Travel Time (s)	CONTRACTOR OF THE	17.5			64.6	Lette Calledonia United	A PROMINENT OF STREET	33.8	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s		30.0	
Volume (vph)	51	4	2	66	-11	75	15	156	49	73	422	49
Confl. Peds. (#/hr)	and design the same				SEVEROVENE SERVE	14738) (N. 1111)	CHANGE OF STREET					meen was di
Confl Bikes (#/hr)	0.00	0.00			0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak Hour Factor Growth Factor	0.92 100%	0.92 100%	0.92 100%	0.92	0.92 100%	0.92 100%	0.92 100%	0.92	0.92	0.92 100%	0.92 100%	0.92 100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	n n	0.0	0	0	0	0	0	1078	10 /8	0
Parking (#/hr)												
MidaBlock Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	55	4	2	72	12	82	16	170	53	79	459	53
Earne Group Flow (Vipin):	0.	61	0	0	166	- 0	0	×239	0	79	459	58
Turn Type	Perm		CTV/EBCCA197/0	Perm			Perm			Perm		Perm
Prolected Phases		6			. 2			4	A LANGE		8	
Permitted Phases	6			2		Windship of the Con-	4			8		8
Detector Phases Minimum Initial (s)	6 4.0	4.0		40	40		4	4.0		8	8	8
Minimum Selia(s)	20.0	20.0		4.0 20.0	4.0 -20.0		4.0 20.0	4.0 20.0		4.0 20:0	4.0 20:0	4.0 20.0
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	20.0
Total Solit (%)	50%	50%	0.0	50%	50%	0.0	50%	50%	0.0	50%	50%	50%
Maximum Green (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	15.0
Yellow Finte (s)	4.0	4.0		40	40		4.0	4.0		4.0	4.(0)	4.0
All-Red Time (s)	1.0	1.0	NAMES OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	1.0	1.0	eccession and the	1.0	1.0	and the same	1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?		The same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa			- Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual	The second second second				- A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	- Name of Particular Villa	Phototoppi gal
Vehicle Date is long (s)	3.0	3,0		8 0	6.0		60	3 (0)		(6)(0)	<b>: (0)</b>	58/10
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

	4	×	1	1	×	*	7	×	74	4	×	*
- Sing ighter and the second	- Na_	SEI	SER	- IMME	NWTF-1	AMALES :	/ 18\EL	MEN	MEN	19WE	8\W.T	SWE
Time Belore Reduce (s	THE RESERVE OF THE PROPERTY OF	0.0		0.0	0.0		0.0	0.0		0.0	(0.0)	0.0
Time To Reduce (s)	0.0	0.0	formacil mello	0.0	0.0	or the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th	0.0	0.0		0.0	0.0	0.0
Recall Mode	Max	Max		Max	Max		None -	None		None	None	None
Walk Time (s) Elash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effet Green (s)		16.0			16.0		1000	14.7		12.7	14.7	147
Actuated g/C Ratio		0.41	end en en en en en en en en en en en en en		0.41	WAS INCOME.	WALL OF THE PROPERTY OF THE PARTY.	0.38	AND AND AND AND AND AND AND AND AND AND	0.38	0.38	0.38
v/o Ratio		0,18			0.29%			0.23		0,22	0.76	010
Uniform Delay, d1		6.8			3.6			6.2		8.1	10.5	0.0
Delay LOS		7.8			5.0 A			6.3 A		8.4 A	14.6 B	3.2 A
Approach Delay		A 	17.167		5.0			6.3			12.8	
Approach LOS		A	<b>经规模型</b> 能		A			A			В	
90th %ile Green (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	150	15.0
90th %ile Term Code	MaxR		nc Try trading a second	MaxR	MaxR	No State of the last	Hold	Hold	127412000000000	Max	Max	Max
70th %ile Green (s)	150	Sales Decision		Carlo Barrella de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de la carlo de	15.0		15.0	15.0		15.0	15.0	15.0
70th %ile Term Code 50th %ile Green (s)	MaxR	MaxR 15.0		MaxR 15.0	MaxR		Hold 15.0	Hold 15.0		Max 15.0	Max 15.0	Max 15.0
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Max	Max	Max
30th %ile Green (s)		15.0		15.0	15.0		14.0	14.0		14.0	14.0	<b>= 14.0</b>
30th %ile Term Code	MaxR	MaxR	ALL PROPERTY AND A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	MaxR	MaxR	CONTRACTOR CONTRACTOR	Hold	Hold		Gap	Gap	Gap
10th %ile Green (s)		15.0		A SCHOOL SCHOOL SCHOOL	15.0		10.0	10.0		=10.0	10.0	100
10th %ile Term Code Stops (vph)	MaxR	MaxR 40		MaxR	MaxR 56		Hold	Hold 102		Gap 49	Gap	Gap 13
Fuel Used(gal)		1						3		1	7	1
CO Emmisions (g/hr)		45			270			237		80	524	43
NOx Emmisions (g/hr)	THE DESCRIPTION	9	6.1 W. 15 Y. 16 R. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W. 15 W.	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	52	DEFENDED SCHOOL	SECURE ASSESSMENT NEXT	46	After the street of the forest	16	102	8
VOCEmmisions (g/hir)		10			63			55		19	121	10
Dilemma Vehicles (#)		0			0 0			0 13		0	0 - 81	0
Queue Length 50th (ft) Queue Length 95th (ft)		21			33			28		31	#199	0 13
Internal Link Distr(ff)		688			2764			1406			1242	
50th Up Block Time (%		SER PROPERTY OF STREET										
Sala Up Block afine (%	) -											
Turn Bay Length (ft)			State of the state								<b>在新型业制度和</b>	
50th Bay Block Time % 95th Bay Block Time %										led Response		
Outrol (Penalty (veh))							1114 277				0-0-0	
inesedioresummer.	A HERDEROR PARKETON PARK							seessaanse Kineniisses				to plant in the
Aliefa Jyjoe	Participation of the Control										(4-1 <b>5</b> 2)	
Cycle Length: 40												
Adjusted Gyole renglis	38.81											
Natural Cycle: 45						HANNE PARKET					MESTICAL SECTION	
Bonikai Tiylee (Steraiva)		(il										
Maximum v/c Ratio: 0.				36 <b>5</b> 20 3 24 6 6 7 9 9 9 9							Same and the second	WELLEY SECTIONS
Intersection Signal Del	gy 4 8 Itilization	50 F9/			ntersecti							
intersection Capacity (	mzanor	109.5%		1	CU Leve	01 26	I VICE A					

90th %ile Actuated Cycle: 40
70th %ile Actuated Cycle: 40
50th %ile Actuated Cycle: 40
30th %ile Actuated Cycle: 39
10th %ile Actuated Cycle: 35
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles

Splits and Phases: 1: SRD & NW 121 WAY

≥ ₀₂	₹ ø4
	21
ø6	A 08
	ZIK P

	4	×	7	10	×	7	7	×	a	4	K	K
Enne Group - Paris	(SE)	(SEE	SEE	NVVI.	1 NW1	NW S	WE.	ANET .	MEE	18W/L1	iswa _{li} s	SWE.
Lane Configurations	ሻሻ	<b>∱</b> }		ካ	*	7	*	<b>ት</b>	7	7	<b>↑</b> ↑	(Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contr
Ideal Flow (vphpl)	1800	1800	1800	1800-	1800	1800	1800	1800	1800	1800-		1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0	THE THE STREET	0	0	IN NORTH MEDICAL SERVICES	0	0	Saute (Share)	0	0	MIANCH COLLEGE STATES	0
Storage Lanes	$\frac{1}{2}$		(III 0	1		1	1.1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (fi)	50	50		50	50	50	- 50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15	0.05	9	15	0.05	9
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.971	7.0			0.850			0.850		0,966	
Fit Protected	0.950	0.971		0.950		0.000	0.950		0.000	0.950	0,900	
Satd. Flow (prot)	2915	2918	0	1503	1582	1345	1503	3005	1345	1503	2903	0
Fit Permitted	0.950	2010		0.569	1002	1040	0.210		1040	0.950	2000	
Satd. Flow (perm)	2915	2918	0	900	1582	1345	332	3005	1345	1503	2903	0
Right Tum on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	STATES TO THE	39	i i i i i i i i i i i i i i i i i i i	AND THE RESERVED		159	SIGNERALIZATION	Salabas Walder	65		79	icrobability of the free
Headway Factor	1.04	1.04	1.04	1.04	1:04:	1.04	1.04	1.04	. 1.04	1 04	TO A THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	1.04
Link Speed (mph)		30	anna saraharaharan		30		NEW THEORY OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	30	enist language on product	mano sinamana	30	NICE ALERS IN
Link Distance (ft)		2844			6120			2022			1932	
Travel Time (s)	700	64.6		- Deriv	139.1			46.0	90 m	000	43.9	
Volume (vph) Confl. Peds. (#/hr)	160.	223	53	4	53	146	60	443	. 60	202	930	277
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%=	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0.	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		- PAUROLD, MATERIAL D	- INCLOSE FIRE CONT	WALLEST TO THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	MARKET SPECIAL PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE	33003		OS MAISTIN COMMENT				ELFO-DEPENDENCE
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	174	242	58	77	58	159	74	482	65	285	1011	301
Lane Group Flow (voh)	174	300	0		58	_1159°	7.4	482		DESCRIPTION OF PROPERTY OF A	43112	0
Turn Type Protected Phases	Prot			Perm		Perm	Perm		Perm	Prot		
Permitted Phases		6		2		2	1	4	Λ	3	8	
Pelegior Phases		/ 6		2	6	2	4		4	1 8		
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Spille(s)	9.0	2010		20.0	20.0	20.0	20.0	20.0	20.0	9.0		
Total Split (s)	10.0	31.0	0.0	21.0	21.0	21.0	28.0	28.0	28.0	21.0	49.0	0.0
Total Salt: (%)	13%	39%	0%	26%	26%		35%	85%	- 85%	26%	61%	
Maximum Green (s)	5.0	26.0		16.0	16.0	16.0	23.0	23.0	23.0	16.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	40	Z/ (i)	4:0	4.0	40	4.0	
All-Red Time (s)	1.0	1.0	esten ozoceni syrokeci i	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	especial comments.
Lead/Lag	Lead			1460	diag	1_66	. I⊵a[e].	: 1260°	Juigo,	Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	
Veh de Brensmire	8.0	5.0		4.0.0%	(6.00	(6.19)	- (6)(0)	(5)(0)	6.0	5.0	\$48	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
										- A		

	¥	×	7	1	×	*	7	×	~	4	K	*
Esinte (Crolyp de Carre	. SE	SET	SER	14/14/15	NWT:	NWE -	NE:	Wei.	Mest	\$W/	15WT	SWE
Time Beloic Reduce (S)	0.0	(0,0)		0,0	0.0	0.0	(0,0)	// (0)(0)	0.0	0(0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	Min		Min	Min	Min	None	None	None	None	None	
Walk Time (s)	den virginare e		Harania Karania				VIII TENNENSISSA	TRANSPERIOR VOCA VOCA		OCCUPATION NAMED IN	7631153376145596	KE AYES CORE
Flash Dont Walk (s)							100					
Pedestrian Calls (#/hr) Act Effct Green (s)	6.1	2220		11.0	11 9	11.9	19.8	19.8	19.8	16.8	402	
Actuated g/C Ratio	0.09	0.31		0.17	0.17	0.17	0.28	0.28	0.28	0.23	0.57	
v/c Ratio	0.69	0.32		0.17	0.17	0.17	0.20	0.57	0.20	0.82	0.37	
Uniform Delay, d1	31.2	15.8		26.4	25.1	0.0	23.2	21.5	0.0	25.7	10.8	TO SEE SEE SEE
Delay	45.0	16.9		28.8	26.7	5.4	50.2	22.3	6.1	42.8	117	
LOS	D	В	201-1010109935	С	С	Α	D	С	Α	D	В	CRIMATARAMINA
Approach Delay		27.2			15.7			23.9			17.2	
Approach LOS		C			В	ami przychasy		C			В	
90th %ile Green (s)	5.0	26.0 Hold		16.0	16.0	16.0	23.0	23.0	23.0	16.0	44.0	
90th %ile Term Code 70th %ile Green (s)	Max 5.0			Max 14.5	Max 14.5	Max 14.5	Max 23.0	Max 23.0	Max 23.0	Max 16.0	Max 44.0	<b>美術教育</b>
70th %ile Term Code	Max	Hold		Gap	Gap	Gap	Max	Max	Max	Max	Max	
50th %ile Green (s).	5.0	21.7		11.7	117	11.7	23.0	23.0	23.0	16.0	44.0	
50th %ile Term Code	Max	Hold		Gap	Gap	Gap	Max	Max	Max	Max	Hold	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA
30th %ile Green (s)	5.0	18,5		8.5	8.5	8.5	17.6	17.6	17/6	16.0	.88.6	
30th %ile Term Code	Max	Hold	THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	Gap	Gap	Gap	Gap	Gap	Gap	Max	Hold	S S S S S S S S S S S S S S S S S S S
10th %ile Green (s)	5.0	15.5		5.5	5 5	5.5	9.6	9.6	9.6	116	26.2	
10th %ile Term Code Stops (vph)	Max 151	Hold 161		Gap 61	Gap 45	Gap 41	Gap 69	Gap - 350	Gap 13	Gap 249	Hold 823	
Fuel Used(gal)	6	8	地位學術學	4	3	7	2	11	1	8	26	
CO Emmisions (g/hr)	409	556		290	214	514	150	764	76	532	1789	
NOx Emmisions (g/hr)	80	108	AL STREET	56	42	100	29	149	15	103	348	
VOC Emmisions (g/hj)	95	129		67	50	119	35	177	18	1/28	4415	
Dilemma Vehicles (#)	0	0	ORDER STATE	0	0	0	0	0	0	0	0	
Queue Length 50th (ft)	42	46		33	24	0	80	95	0	129	200	
Queue Length 95th (ft)	#97	76 2764		75	55 6040	42	#108	152 1942	27	#279	326 1852	
50th Up Block Time (%)		CIUH			0.940			H.J.H.C			1000	
95th Up Block Time (%												
Turn Bay Length (ft)	en en en en en en en en en en en en en e					e-inical desired in the second						
50th Bay Block Time %												
95th Bay Block Time %		TOPECHASI PERSONE										
Quedino Renaliy (web)												
ingsenior Summer.	1.4											
ATCENTYPE (	Mer											
Cycle Length: 80			CONTRACTOR STATEMENT		ACTION HANDAL PROPERTY	NEW TOTAL OF THE PARTY.	WAREST BEST TARRON NO. 71200	>#SYSCHATALIST ASSE	NOTICE SELECTE			KC46013161055
Adjuated Oyele Length:	70.6											
Natural Cycle: 80		and the property of a the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party of the party		arvorente sectoren		E COURS TO COMMUNICATION	MORE TO THE PERSON OF THE	Manager 1944 of 1822 Color	Personal Property of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party of the Party	entral contract of the tree		NATIONAL PARTIES
Control Type: Semi Act		<b>i</b> ,										
Maximum v/c Ratio: 0.8		vi za zaveni				200				(1) 医手管丛上的 (1)		外更快速
Intersection Capacity U					itersect CU Leve							
microodion Capacity O		70.076		10	JO LEVE	01 361	VIO <del>C</del> O					

90th Mile Actualed Cyclet 80
70th %ile Actuated Cycle: 78.5
50th Valle Actuated Cycle: 7/5.7
30th %ile Actuated Cycle: 67.1
10th %lle Actuated Cycle: 51-7
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SRD & NW 116th Way

<b>4</b> ø1	≥ ø2	<b>€</b> ø3	7 04
1000			
¥ ø6		<b>⊭</b> ø8	
到。			

	· W	×	1	10	×	*	7	Ж	a	4	K	100
came Grayo	SEL	SHIT	SER	NWL	INVAVĪĒ:	ialwari :		NEE	ZANIARU.	15)YML	SWAL	SWA
Lane Configurations	ሻ	<b>↑</b> ↑		ħ	<b>†</b>	7	Name of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last o	4	7	ኻ	<b>†</b>	7
Ideal(Flow (vehol)	1800	关上日本人。 第二日本人	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11 - 0%	11	11	11 0%	11	11	11	11	11	11 0%	11
Grade (%) Storage Length (ft)	150	# U /6 *	0	200	U/o	100	0	U/o	0	0	U /o	0
Storage Lanes	130		ō	200			0		1			
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Beading Delection (ii)	50	50		50	50	!50	50	50	50	50	150	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Specia (mah)	15		9	15		9-	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped BikerFactor Frt		0.996				0.850			0.850			0.850
Ell Protected	0.950	0.000		0.950		0.000		0.994	0.000	0.950		0.000
Satd. Flow (prot)	1503	2993	0	1503	1582	1345	0	1572	1345	1503	1582	1345
FILPermitted	0.504			0.570				0.960		0,616		
Satd. Flow (perm)	797	2993	0	902	1582	1345	0	1519	1345	974	1582	1345
Fight Furn on Red		0	Yes			Yes 305			Yes 110			Yes 4
Satd. Flow (RTOR) Headway Factor	1.04	2 =1.04	1 0/1	1 04	1 04	104	1 0/4	1 02	1.04	Z I OZL	1 04	1.04
Link Speed (mph)		30			30			30			30	
Link Distance (ft).		3539			1490			906			234	
Travel Time (s)		80.4			33.9	and the second	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	20.6			5.3	**************************************
Volume (voh)	64	69	2	516	412	-321	12	94	101	//8	130	4
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/br)2	0.	.0	0	. 0	0	0	0	0	0;	. 0	0	0
Parking (#/hr) Mid-Block Fraffic (%)		0%		752 <b>3</b> 42766	0%		vice state in	- No/-			0%	
Adj. Flow (vph)	70	75	2	561	448	349	13	102	110	85	141	4
Lane Group Flow (vp)									110			4
Turn Type	pm+pt	CELLICIO MEDERIA SEE	THE PARTY OF THE PERSON NAMED IN	pm+pt		Perm	Perm	SYMA MENTAL MARKET	Perm	Perm		Perm
ProfesionPhases	1	6		,	2	<b>企业中国</b>		4			8	
Permitted Phases	6			2		2	4 4		4	8		8
Detector Phases Minimum Initial (s)	8.0	8.0		5 8.0	8.0	8.0	16.0	16.0	16.0	8 16.0	16.0	16.0
Minimum Solid(s)	21.0	21.0		22.0	22.0	22.0	210	21.0	21.0	21.0	21.0	21.0
Total Split (s)	21.0	21.0	0.0	58.0	58.0	58.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Salt (%)	21%	21%	0%	58%	58%	- 58%	21%	21%	21%	21%	21%	21%
Maximum Green (s)	16.0	16.0	THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	53.0	53.0	53.0	16.0	16.0	16.0	16.0	16.0	16.0
Yellov/Trine(s)	- 40	4.0		Z4 (0)	4.0	40	4.0.	4.0	4.0	440	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	1.0
Lead/Lag Lead-Lag Optimize?	Lead Voo	Lag		Lead	Lag	Lag						
Vehicle Extension (s)	Yes 3.0	Yes 3.0		Yes	Yes 30	Yes	3.0	- (S) (G)	3.0	P To	3.0	318
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
7.77	0.0	5.0		0.0	0.0	0.0		0.0	0,0		5.0	

	<b>'</b>	×	1	m	×	7	7	×	74	Ĺ	K	1/2
sanie (Group	- SIBL:	8E1-		' NWL	, in Wall	JANWA:		: Mean		-45VML1.	SWIE:	JSWE
Trime Belore Reduce (s)	THE PERSON NAMED IN THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode Walk Time (s)	Max-	= Max		Max 5.0	Max 5.0	5.0	Max	XPINIEX	Max	Max	Max	Max
Flash Dont Walk (s)				110	0.0	11.0						
Pedestrian Calls (#/hr)			DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	0	0	0	<b>正公司</b> (1)	TO BE WELL THE SECOND SECOND			na e e e e e e e e e e e e e e e e e e e	
AddEfiel Green (s)	34.0	17.0		750	54 0	5440		17.0	17, 0	17.0	17.0	17.0
Actuated g/C Ratio	0.34	0.17	ENG PERM	0.75 0.56	0.54	0.54		0.17	0.17	0.17 0.51	0.17 0.52	0.17
V/c Ratio Uniform Delay, d1	12.5	0 15 34.4		5.0	0.52 14.7	1.4		37.2	0.0	37.7	37.8	0.02
Delay	12.9	34.7		5.2		2.4		38.0	7.5	39.0	38.6	22.0
LOS	В	С	88 61 8 FA 1 50 50	A	В	A		D	A	D	D	C
Approach Delay  Approach LOS		24 3 C			7.8 A			28.1 C			38/5 D	
90th %ile Green (s)	16.0	16.0		58-0		53.0	16.0		160	16.0	16.0	16.0
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
70th %ile Green (s)		16.0		58.0	<b>第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十</b>	53.0	16.0	160	16.0	16.0	160	160
70th %ile Term Code 50th %ile Green (s)	MaxR 16.0	MaxR 16.0		MaxR	MaxR 53.0	MaxR	MaxR 16.0	MaxR 16.0	MaxR 16.0	MaxR 16.0	MaxR	MaxR 16.0
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
30th.%le/Green(s)		16.0		53.0	530		(6.0		16.0	THE WORLD HOLD THE STATE OF	16 0	16.0
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s) 10th %ile Term Code	16.0 MaxR	16.0 MaxR		53.0 MaxR	53.0 MaxR	59.0 MaxR	16.0 MaxR		16.0 MaxR	16.0 MaxR	16.0 MaxR	16.0
Stops (Voh.)	Maxn 41	Waxh 71		190	257	Maxn 49	Maxn	IVIAXIN 93		Waxh	Waxn	MaxR
Fuel Used(gal)	2	3		8	7	4	a de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la consta	2	1	1	2	0
CO Emmisions (g/hr)	7 1151	199		1531	523	290		146	BOOLENIA GEORGE	<b>经验的证据</b>	189	
NOx Emmisions (g/hr)	29	39		103	102	56		28	13	16	26	1
VOC Emmisions (g/hr) Dilemma Vehicles (#)	35 0	46 0		123 0	12i 0	67 0		34 0	16 0	19 0	31 0	0
	18	21		1518	174			66	0		88	0
Queue Length 95th (ft)	37	42		181	262	56		123	47	101	145	10
Internal (Link Dist (fi)		6459			514710			826			154	
50th Up Block Time (%)	Chief En										S. S. P. P. OV.	
Turn Bay Length (ft)	150			200		100					1/9	
50th Bay Block Time %				200		100						
95th Bay Block Time %				4%	16%	- NAC 100 A-1 100 DE 20 A-1	KARI DISCOLARIS SER	ALEXANDER CONTRACTOR				
Purpular Remally (web)				1/5	49	$\mathcal{L}_{\mathcal{U}} = \mathcal{L}_{\mathcal{U}} +$						
nesseionsumnay												
Area Type 14 50 4 5 C	)lijer:											
Cycle Length: 100		recommendation and the							MATERIAL TO THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	OLIMENTAL STATES IN	DARKET STANOON AND AND AND	Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chronic and Chroni
Actuated Gycle Length: Natural Cycle: 65	900			<b>企</b> 业。3.3								
Control Type: Semi Act-	Uncom	<b>(</b>		i e e								
Maximum v/c Ratio: 0.5	6											
injersection Statal Dela				CALL PRODUCTION OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON	SCHOOL STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE	ilon LO	<b>计算程序的等价的等价的</b> 通信标准。					
Intersection Capacity Ut	ilizatior	62.8%		1	CU Lev	el of Se	rvice B					

90th-24tle Actuated Cycle, 100-25-24-24-4-2-4-4-4-4-4-4-4-4-4-4-4-4-4-
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle 100
30th %ile Actuated Cycle: 100
i Oth %ile Actuated Cycle: 100 e

Splits and Phases: 9: SRD & NW 105th Way

<b>3</b> ø1	ø2		<b>2</b> 04
	65 G. C. C. C. C. C. C. C. C. C. C. C. C. C.		
<b>▶</b> ø5		₩ ø6	M4 @8

	ሻ	P	×	1	•	×	
Earne (Choulo,	ENEL!	MEIRL	45)E1[2]	SER.	NAME.	MANTE	
Lane Configurations	ħ	7	<b>ት</b> ጌ		ነ	<b>^</b>	
ideal/Flow (volatel)	FI800	/1800		41(2010)	1800	. i(8)0(0).	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	75		0	100		
Storage Lanes Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	4.0 50	50	4.0 50	4.0	4.0	4.0 50	
Trailing Detector (ft)	0	0	0		0	0	
Turining Speed (mish)	15	9		9	15		
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	HICKER AND AND AND AND AND AND AND AND AND AND
Ped Bike Factor							
Frt	o o o o	0.850	0.967				
Fit Protected Satd. Flow (prot)	0.950. 1503	1345	2906	0	0.950 1503	1582	
FILE emitted	0.950	1343	2900	U	0.250	1302	
Satd. Flow (perm)	1503	1345	2906	0	395	1582	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		53	196				
Headway Factor	1,04	_1_04	5 1 04	1.04	1.04	1.04	
Link Speed (mph) Link Distance (ft)	30 1801		30 1490	7.7% and 7.7%		30 2680	
Travel Time (s)	40.9		33.9			60.9	
Volume (voh)	101	49	809	225	283	285	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hri)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor Heavy Vehicles (%)	10%	100% 10%	10%	100% 10%	100% 10%	100% 10%	
Bus Blockages (#/hii)	0	0	10 /8	0	10 /8	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			- 0%	
Adj. Flow (vph)	110	53	879	245	308	310	
Lane Group Flow (yph)	1¥10.	53	11/24	+ $(0)$	308	-010n	
Turn Type Protected Phases		Perm	6		Perm		
Permitted Phases		3	e e		6	91	
Detector Phases	9	6	2.		6	6	
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	
Vitatinaum Spaliti(s)	9.0	.910	20,0		20.0	20 (0	
Total Split (s)	9.0	9.0	20.0	0.0	20.0	20.0	
Total Split (%)	31%	31%	69%	10%	. 169%	69%	
Maximum Green (s) Yellow Time (s):	4.0 4.0	4.0 4.0	15.0		15.0	15.0	
All-Red Time (s)	1.0	1.0	4.0 1.0		4.0 1.0	4.0 1.0	
Lead/Lag.	1.0	1.0	1.0		1.0	1.0	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3 (0)	3.0		(1) (S) (B)	8)(0)	
Minimum Gap (s)	3.0	3.0	3.0	A PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICI	3.0	3.0	**************************************

	7	PA	×	7	•	K	
Light Choleng	NBL.		Pari:			SINIWAR.	
itime/Belore Reduce (S)	Manual Park Transfer In	0.0	(0)(0)		(0, 0)	0.0	
Time To Reduce (s)	0.0	0.0	0.0	AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	0.0	0.0	ALL ACTION CONTRACTOR CONTRACTOR CONTRACTOR IN CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACT
Recall Mode	None	None	Max		Max	Max	
Walk Time (s)	ATTERIOR AND AND AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	THE SECURE LANG.		Widewiakska);		CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR	
Flash Dont Walk (s)							
Pedestrian Calls (#/hr) Act Effct Green (s)	7.10	70	85.7		- 6E 7	2057	
Actuated g/C Ratio	0.13	0.13	0.73		0.73	0.73	
V/c Ratio	0.55	0.24	0.52		1.07	0.27	
Uniform Delay, d1	20.2	0.0	2.3	CONTROL COMMON NAME OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PART	6.5	2.2	PROFESSIONE PROCESSES EN PROFESSION AND AND AND AND AND AND AND AND AND AN
Delay	11.2	4.3	3.0		95.3	3.0	
LOS	В	A	A		F	A	
Approach Delay	8.9		3,0 A			49,0 D	
Approach LOS 90th %ile Green (s)	A 4.0	710	15 0	(+25°21).	15.0	215 O	
90th %ile Term Code	Max	Max	MaxR			MaxR	
70th %Te Green (s)	40	WITH THE WATER	15.0			15.0	
70th %ile Term Code	Max	Max	MaxR	SHE CARREST ACCOUNTS		MaxR	TO A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE
50th %ile Green (s)	4.0		15.0		The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	15.0	
50th %ile Term Code	Max		MaxR				
30th %ile Green (s) 30th %ile Term Code	0.0 Skip	00 Skip	32.0 Dwell		ال عاد Dwell	32.0 Dwell	
10th %ile Green (s)	0.0		115.0			115.0	
10th %ile Term Code	Skip	Skip	Dwell		Dwell	Dwell	
Stops (vph)	89-	18	280		741	106	
Fuel Used(gal)	2	1	14		15	7	
CO Emmisions (g/hir)	150	58	991		1083	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	
NOx Emmisions (g/hr)	29 35	11 13	193 280		211 251	91 109	
Dilemma Vehicles (#)	0	0	0		0	0	CONTRACTOR AND ADDRESS OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE
Oueve Length 50th (ii)	15	0	22		~69	19	
Queue Length 95th (ft)	37	13	38	TO STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	#144	39	
Internal Link Dist (ii)	1725		1410			2600	
50th Up Block Time (%)							
95th Up Block Time (%) Turn Bay Length (ft)		75		文型文	100		
50th Bay Block Time %		73			100		
95th Bay Block Time %					47%		
Olicuino Penalty (veh)					7/3		
ાતિકાર્યકાર્યા કે કાળા કરાયા		71/5 (£)					
Arrea Expe	)lioza						
Cycle Length: 29							
Actuated Cycle Length:	48.8						
Natural Cycle: 90	E-MINISTER CHES ELECTRIC		Inscholettolen etten	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		HAJBARZ ERM JAKLARIY	
Demirol Type: SemiAge		0 7 7					
Maximum v/c Ratio: 1.0				a of the state of the	TO STREET PORT OF THE STREET	REIS BARRING	
Intersection Signal Dela		00.00			Intersec		
Intersection Capacity Ut	ilization	68.3%			ICU Lev	el of Se	ervice R

90th %ilerActuated Cycles 29 section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section
70th %ile Actuated Cycle: 29
50th %He Acutated Cycle; 29
30th %ile Actuated Cycle: 37
iloth %ile Actuated Gycle: 1/20
<ul> <li>Volume exceeds capacity, queue is theoretically infinite.</li> </ul>
Queue shown is maximum after two cycles
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum affer two cycles:

Splits and Phases: 14: NW 87 AVE & SRD

₩ ø2	¶¥ ø3
ø6	

	×	1	1	×	7	174	
Samerenduje.	·SET		INWA E	arwar.		INDE	
Lane Configurations	<b>^</b>		4	<b>^</b>	MA.		
ideal fflow (volici)	1/8(00)	1800	1800	1800	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	TENNENDALIZARON BANGARRAN GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA GEOGRAFIA
Grade (%)	0%			= 0%	0%		
Storage Length (ft)		0	75	APART CARRELING	0	0	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$
Storage Lancs		0.				(0)	
Turning Speed (mph)		9	15		15	9	
Lane Will Facior	(0) 9)5	0.95	1.00	i 000	100	1,00	
Ped Bike Factor							
50	(0.1999).				0.902		
Flt Protected	Engan		0.950		0.987		
Said Flow (prot)	#8UUZ			1582	1408	0.	
Fit Permitted Sate Flow (perm)	3002		0.800 1265	1582	0.987	0	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Link Speed (mph)	30	1.04	1.04	30	30	1.04	
Link Distance (ft)	2680			1600	1320		
Travel Time (s):	60.9			36.4	30.0		
Volume (vph)	865	5	69	500	8	22	
Conf. Peas #/hit							
Confl. Bikes (#/hr)				BENEDIC MELLENCE			
Peak Hourd Factor	0.92	0.92	± 0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Fleavy Vehicles (%)	10%	10%	£10%:	10%	10%	10%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		N. Carlotte	0%	0%		
Adj Flow (vph)	940	5	75	543	9	24	
Lane Group Flow (vph)	945	0	75	543	33	0	
Sigio Control	Free			Free	Stop	200.25	
Meserion Summary .							
Avier Indone							
Control Type: Unsignalize	zed		27-402 W.25-6-381	der nemerkent	THE PERSON NAMED IN COLUMN		HAVE AND THE REPORT OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PRO
Intersection Capacity U	llization	45.3%			CUllev	el of Ser	vice A

	×	1	100	×	7	a	
Lene Charle:	351	SER	NWIE!	NVVii	-inele		
Lane Configurations	<b>ሳ</b> ጉ		*	<b>A</b>	ሻ	7	THE OFFICE AND A SECURE CONTROL CONTROL OF THE SECURE AND A SECURE AND A SECURE AS A SECURE AND A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURE AS A SECURITY AS A SECURE AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURE AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS A SECURITY AS
4年。((foirloty)),Woll和issjøl	AH8000	1800	1800	11800	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%):	0%			0%	0%		
Storage Length (ft)		0	150	<b>製品の名称を表現である。</b>	0	50	
Storage Lanes	10	0	10	4.0	10	4.0	
Total Lost Time (s) Leading Detector (it)	4.0 50	4.0	4.0 50	4.0 50	4.0 50	4.0 50	
Trailing Detector (ft)	0		0	0	0	0	
Intrine Speed (mph)		9	15		15	9	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Fr	0.997					0.850	
Ric Proteoled			0.950		0.950		
Satd. Flow (prot)	2996	0	1503	1582	1503	1345	
FIT Permitted Satd. Flow (perm)	2996	0	0.218 345	1582	0.950 1503	1345	
Right Turn on Red	2330	Yes	343	1302	1303	Yes	
Satd. Flow (RTOR)	4					225	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Link Speed (mph)	30		Indeposit San America	30	30		
unkadisianee ((i)	1600			980	1454(0)		
Travel Time (s)	36.4 936	20	SVIO:	22.3 686	35.0 13	207	
Volume (vph) Confl. Peds. (#/hr)	+ (0)0 =	EU EU	5 9419	(0.00)	(9)	E ZUI	
Cont. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growin-Factor	100%		ALCOHOLD THE SALE	出行の数をあるので	100%	100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr)	0	0.	0	0	. 0	0	
Parking (#/hr) Mid-Block Fraffic (%)	0%			0%	Ne/		
Adj. Flow (vph)	1017	22	370	746	14	225	
Leane Group Flow (vish)				7/4/6			
Turn Type			pm+pt			Perm	
Protected Phases	6		15	2	4		
Permitted Phases	WATER CONTRACTOR		2			4	
Detector Phases	6		5	2	. 4	4	
Minimum Initial (s)	4.0		3.0	4.0	4.0	4.0	
Minimum Split (s) Total Split (s)	21.6 51.0	0.0	8.0 12.0	21.6 89.0	20.5 21.0	21.0	
Total Spin (%)	46%		11%	81%	19%		
Maximum Green (s)	46.0		7.0	84.0	16.0	16.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	New York Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of t	1.0	1.0	1.0	1.0	是一个人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们也不会有一个人的人,我们就是一个人的人的人,也不是一个人的人,也不是一个人的人,也不是 第一章
Lead/Lagr	Late		Legol				
Lead-Lag Optimize?	Yes	W PORTER TO A	Yes	- Action of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contr			THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY O
Vehioled Extension (&) F	0.6		3.0	(3)0	#3-67(0)	C(0)	
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	

	×	7	1	X	7	a	
Legate (Carolulo)	a Sizir	NE STE	- DANANI (E	1XIVAT 6		WEST.	
	(0)(0)		(0)(0)	0.0	0.0	0)(0)	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	。 1985年中间1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,1985年,
Recall Mode	Coord			Coord	Min	Min	
Walk Time (s)	or and the second second	al de la company	Strait Cut This Est				据是自己,并且完全的企业的。
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)	AND STORY OF STREET	Mary Seed wind		TOTAL CONTRACTOR	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,		HELDEN MEDICAL HENDEL TELL HELDEN SER HELDEN SCHOOLSTAN AND AND AND AN AND AN AND AN AND AN AND AN AND AN AND AN AND AND
AckEffet Green (s)	- 80,4		92.4	92.4	9.6	9.6	
Actuated g/C Ratio	0.73		0.84	0.84	0.09	0.09	
V/c Ratio	0.47		0.99	0,56	0.11	0.70	
Uniform Delay, d1	6.1		5.3	2.7	46.2	0.0	
Delay	6.7		42.5	6.5	43.6	6.1	
LOS	A		D	A	D	A	
Approach Delay	6.7			18.4	8.3		
Approach LOS	A 72.0			B 84.0	A 16.0		
90th %ile Green (s) 90th %ile Term Code	<i>i ⊵.</i> ⊍ Coord		7.0 MaxR		Max	16.0 Max	
70th %ile Green (s)	78.4			90.4	9.6	9.6	
70th %ile Term Code	Coord		MaxR	15 17 12 12 12 12 12 13 15 15 15 15 15 15 15 15 15 15 15 15 15	Gap	Gap	
50th %ile Green (s)	81.6			98.6		6.4	
50th %ile Term Code	Coord			Coord	Gap	Gap	
60th Wile Green (s)	82.3		7.0	9/4.3	57	5.7	
30th %ile Term Code	Coord		MaxR	Coord	Gap	Gap	
ilOth %te Green (s)	82.5		ACCURATION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	94.5	5.5	5.5	
10th %ile Term Code	Coord			Coord	Gap	Gap	
Stops (vph)	869		and the state of	279	14	92	
Fuel Used(gal)  GO Emmisions (g/lar)	15 1065		7 476	8 538	0 24	3 204	
NOx Emmisions (g/hr)	207		93	105	5	40	
VOC/Emmisions (g/m)	247		110	125	6	47	
Dilemma Vehicles (#)	0		0	0	0	0	
Queue Length 50th (ft)	124	5	136		10	0	
Queue Length 95th (ft)	210		m#204	m296	27	71	
memal link Disirkin	1(5)2(0)			900	1460		
50th Up Block Time (%							
95th Up Block Time (%							
Turn Bay Length (ft)			150			50	re uniden den kommente som det en har kregelser en die begreven begreven der bestelse sindsfer de
50th Bay Block Time %			100	11%			
95th Bay Block Time %			18%	21%	a changa panah	23%	
Queding Penalty (veii)			0.0	- 58		517	
higaenon summery		P=1;					
Area Type:	Other						
Cycle Length: 110							
Adduated Cycle Length							
Offset: 0 (0%), Referen	ced to ph	ase 2	:NWTL a	and 6:SE	T, Start	of Green	
National Cycles 80				N = 1			
Control Type: Actuated		ated					
Maximum ViciFallo (0.5	というできることと とうかいしょう					100	
Intersection Signal Dela	ay: 12.3			11	ntersect	ion LOS:	В

Intersection Capacity Utilization 65.4% LOU Level of Service B
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles:

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

Splits and Phases: 18: SRD & NW 93rd Street

≥ ø2	) × ø4
ø5 × ø6	

,	ሻ	1	PA	Į,	ļ	W	4	×	7	•	×	*
LainexCiroup		Mene	nist.	SEL		SHR	SEL	LOEF!	SER	INVALE) :	NWT	ANVALE!
Lane Configurations	7	<b>↑</b>	7 18(0(0)	<b>\\\\\\</b>	<b>↑</b> 1800	- 1000	<b>ሻ</b> 51800	<b>^</b> }	ଓଡ଼ିଶ	1487010	<b>↑</b> 1800	1000
[deal Flow (vohpl) Lane Width (ft)	1800 11	11	11	1800 11	11	11	11	1800 11	1800 11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0	SERVITED CONTRACTOR		0	ar csarios nas na	0	150		0	150	ALTERNATIVE PERSONAL PROPERTY AND ALTERNATIVE PROPERTY AND ALTERNATIVE PROPERTY AND ALTERNATIVE PROPERTY AND A	0
Storage Lanes Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	0 4.0	4.0	4.0	4.0	4.0	4.0	4.0
peading Delector (ii)	350	50	50	50	50	7.0	50	4.0 4.50	7.0	50	50	7.0
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Turning Speed (mich) Lane Util. Factor	1.00	1.00	9 1.00	15 0.97	1.00	9.7 1.00	1.00	0.95	9 0.95	15 1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00
Frt			0.850		0.970		GENERAL SE	0.980			0.993	
Elit Protected	0.950	1500	1045	0.950	1504	0	0.950 1503	2045	^	0.950 1503	1571	
Satd. Flow (prot)	1503 0.519	1582	1345	2915 0.950	1534	0	0.167	2945	0	0.839	1571	0
Satd. Flow (perm)	821	1582	1345	2915	1534	0	264	2945	0	536	1571	0
Right Lumon Red			Yes			Yes		4.0	Yes		•	Yes
Satd. Flow (RTOR) Headway Factor	1 04	1 048	52 1.04	4 1000	14 1.04	1 04	1 04	16 1 04	1 04	1 04	3 -1.04	-1.04
Link Speed (mph)		30			30			30			30	
Link Distance (ft):		1122			252			980			980	
Travel Time (s) Volume (voh)	69	25.5 47	- 48	627	5.7 306	75	48	22.3 . 363	5.5	57	22.3 545	27
Confl. Peds. (#/hr)										12 12 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1		
Conil-Bikes (#/hr)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak Hour Factor Growth Factor	0.92 100%	0.92	0.92	0.92	0.92	0.92 100%	0.92	0.92	0.92 100%	0.92 100%	0.92 100%	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hi) =	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr) Mid-Block Frattic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	75	51	52	682	333	82	52	395	60	171	592	29
Lane Group Flow (Viola		51		STATE OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF T	4:15	0	2-MUSICAL PROPERTY	455	SCHOOL STATES CONTRACTOR OF THE	CARL MANAGEMENT AND	621	0
Turn Type Protected Phases	pm+pt	<i>j</i>	Perm	Prot	A		Perm	4		pm+pt	8	
Permitted Phases	2		2				4			8		
Detector Phases	5.	2	2		6		4	4		8	( 8	
Minimum Initial (s) Minimum Split (s)	4.0 9.0	18.0 23.0	18.0 23.0	4.0 9.0	4.0 21.0		10.0	10.0 21.0		5.0 10.0	10.0	200 ST 200
Total Split (s)	10.0	23.0	23.0	32.0	52.0	0.0	38.0	38.0	0.0	10.0	48.0	0.0
Total Spin (%)	9%	21%	21%	29%	47%	0%	85%	85%	0%	9%	44%	0%
Maximum Green (s) Yellow Time (s)	5.0	18.0	18.0	27.0	47.0		33.0	33.0		5.0	43.0	
All-Red Time (s)	4.0 1.0	4.0 1.0	4.0 1.0	4.0 1.0	4.0 1.0		4.0 1.0	4.0 1.0		4.0 1.0	4.0 1.0	
learo/Lao	Lead	Lag	Lag		Lag		Lag	Lag		Lead	1.0	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes		Charles and Event
Vehicle Extension (s) Minimum Gap (s)	8.0	3.0	8 0	30	3.0		0.6	3.0		3.0	3.0	
willinium Gap (S)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

	×	1	1	×	7	74	
peine Choup	i isterio	SER	nnval:	NW.	c Mar	NEEL .	
Lane Configurations	<b>^</b>	4666	<b>ጎ</b> ኻ	<b>†</b>	<b>*</b>	į. Pavara	
Ideal Flow (Nphp)) Lane Width (ft)	/ 1800 11	1800 i 11	1800 11	1800 11	1800 11	1800 11	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	150		0	0	79.16元号的新建筑40元号号号等24元号847号25元号55元号55元号55元号55元号554元号574元号55元号5元号55元号55元45745745745
Storage Lanes Total Lost Time (s)	4.0	-0 4.0	4.0	4.0	4.0	4.0	· · · · · · · · · · · · · · · · · · ·
Leading Detector (ft):	50	7.0	50	50	50	50	
Trailing Detector (ft)	0	NOTE DANNING SET	0	0	0	0	
Turning Speed (mph) Lane Util. Factor	0.95	9 1.00	15 0.97	1.00	1.00	9. 1.00	
Ped Bike Factor	0.93	1.00	0.97	1.00	1.00	1.00	
Fr						0.850	\$2.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4.00% \$4
Elt Protected	2005		0.950	1500	0.950	1045	
Satd. Flow (prot)  FIX Permitted	3005	0	2915 0.950	1582	1503 0.950	1345	
Satd. Flow (perm)	3005	0	2915	1582	1503	1345	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR) Headway Factor	SI TOMES	1 04	1 04	1 04	1.04	41 1 04	
Link Speed (mph)	30			30	30		
Link Distance (ff)	980			822	645		
Travel Time (s) Volume (vph)	22.3 552	O.	746	18.7 533	14.7 285	- 807	
Confl. Peds. (#/hr)							
Cont. Bikes (#/hr)	0.00	0.00		0.00	0.00	0.00	
Peak Hour Factor Growth Factor	0.92 -100%	0.92	0.92	0.92 100%	0.92	0.92	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockades (#/hr)	0.	0.	0	0	0	0	
Parking (#/hr) Mid-Block Fraftic (%)	0%			0%	00/		
Adj. Flow (vph)	600	0	811	579	310	432	
Enter Choling Holy (Moh))	600	0	811	579	310	432	
Turn Type Protected Phases	18		Split	2 20		pt+ov	
Permitted Phases							
Dejector Phases	6		2	2	4	42.	
Minimum Initial (s) Minimum Split (s)	4.0 31.0		4.0 31.0	4.0 31.0	8.0 21.0		
Total Split (s)	31.0	0.0	55.0	55.0	24.0	79.0	
Total Split (%)	28%	0%	50%	50%	-22%	72%	
Maximum Green (s)	26.0		50.0	50.0	19.0		
Yellow Time (s) All-Red Time (s)	4.0 1.0		4.0 1.0	4.0 1.0	4.0 1.0		
Lead/Lag	1.0		1.0	1.0	1.0		
Lead-Lag Optimize?			LAPS NOT BOOK		NASCONAL PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		
Vehicle Extension (s). Minimum Gap (s)	3.0		30	8.0	3.0		
Millimum Gap (5)	3.0		3.0	3.0	3.0		

	×	٦	*	K	7	a	
zajaje (Citojujo)	: SET		MAME	INVARIT	Mal.		
Hmje-Belore (Seducer (S	NEW TRANSMITTER STREET,		(0)(0)	0.0	0.0		
Time To Reduce (s)	0.0	SURISH VACOURADO.	0.0	0.0	0.0		N: 4557/45572797070568876515456976455555555577656797855787557744418756774444187567735478787878787878787878787
Recall Mode	Max		Max	-Max	Max		
Walk Time (s)							
Pedestrian Calls (#/hr)							
Act Effot Green (s)	27.0		510	51.0	20 0	75.0	
Actuated g/C Ratio	0.25		0.46	0.46	0.18	0.68	55、他们是在完全的。我们们就是全是经验的人名法索尔里特别是他们的人们是不是一个人们的人们的人们的人们的人们的人们的人们的人们的人们的人们的人们们的人们们们们的
v/c Ratio	168(0)		- 0 60	(0) 7/9		0.46	
Uniform Delay, d1	39.1		21.9	24.9	45.0	7.2	
Delay	42.8		22.3		1197	7,5	
LOS Approach Delay	D 42.8		C	C 24.2	F 54.4	A	
Approach LOS	D			C	D		
90th Valle Green (s)	26 0		<b>50.</b> 0°	50.0			
90th %ile Term Code	MaxR			Coord			
70th %ile Green (s)	26.0		STATE OF THE STATE OF	50.0	Committee of the Committee of		
70th %ile Term Code	MaxR			Coord		Wales Sineyer Sin	
50th %ile Green (s) 50th %ile Term Code	26.0 MaxR		12597 1779 33 (1)26 22 25	50.0 Coord			
30th %ile Green (s)	26.0			50.0			
30th %ile Term Code	MaxR	在其的社会	Deales	Coord			等相談: [4]
10th %ile Green (s)	26.0		The second second	50.0	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P		
10th %ile Term Code	MaxR			Coord			
Stops (vph) Fuel Used(gal)	495 11		535 11	443 9	424 11	159 3	
CO Emmisions (g/hn)	799		777	615		243	
NOx Emmisions (g/hr)	155	30000000000000000000000000000000000000	151	120	146	47	
VOC Empisions (g/hi)			180	142		56	
Dilemma Vehicles (#)	0		0	0	0	0	
Quete Length 50th (ft)			213	336	255	-114	
Queue Length 95th (ft)	m222 900		276	493	#429 565	179	
50th Up Block Time (%)				197			
95th Uo Block Time (%							
Turn Bay Length (ft)	Carrier of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro	ACHSUM GERM	150			HE WAS THE THE PERSON NAMED	
50in BayABlock Time 1%			19%	是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个			
95th Bay Block Time %		The State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the S	27%	39%			
Queumo Penaliz (ven)				288			
lilesexion Simineliza			7.00				
Area Type	Oliver						
Cycle Length: 110	vesencesors		NEW DISTANCE				
Actuated Cycle Length: Offset: 104 (95%), Refe		o phas	0.01/1/	TI Cto	t of Gro	on.	
Natural Oveler 85	JI GII GEU L	o pilas	2.1117	r L, Old	t of Gie	OII	
Control Type: Pretimed	<b>经担保财务</b>		<b>动脉区层黑</b> 污染				
Madalea Winny Assaula (15)							
Intersection Signal Dela	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon			A THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	ntersect	ion LOS: D	ernen maannen saatta en en en en en en en en en en en en en

	ሻ	†	P	Į,	<b>↓</b>	*J	4	×	+	F	×	*
religie (eligili)	101312	· NBIF	ANER		857	SBE	SIEL)	SEI	SER	ANIWIE:	ANWAE'.	INTM/8
Time Britage Reducine (S)/	(0)(0	ė. ( <b>0</b> ,0).	(0),(0)	0.0	0.0		(0),(0)	0.0		0.0	(0, 0)	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	nuv akan pinakawaran	0.0	0.0	Water of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state	0.0	0.0	The transport of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t
Recall Mode	Min	Coord	Coold	Max	Coord		Max	Max		Max	: Maxe	
Walk Time (s)				<b>一个</b>					<b>超度是 服务</b> 经		(2) - 1 (1) (1) (1) (1) (1) (1)	
Flash Dont Walk (s) Pedestrian Calls (#/hr)												
Act Effet Green (s)	32.0	260	26.0	DQ 1	48.0		34.0	34.0		ZZZI (0)	44.6	
Actuated g/C Ratio	0.29	0.24	0.24	0.26	0.44	MS IN THE	0.31	0.31		0.40	0.40	
Vo Fallo	0.27	0.14	0.2	0.20	0.61		0.63	0.49		0.64	0.10	
Uniform Delay, d1	16.3	33.1	0.0	39.9	22.9	E LE CAMBO	32.7	29.8		22.9	32.5	News Maria
Delay 18 19 19 19 19 19 19 19 19 19 19 19 19 19	16.7	33.7	9.5	50.8	23.7		45.3	25.1		16.8	41.0	
LOS	В	С	Α	D	С		D	С		В	D	
Approach Delay		19.5			40.2			27.1			35.8	
Approach LOS		В			D			С			D	
90th %ile Green (s)	5,0	25.0		日 10000 出版	47.0		33.0	33.0 May D		MaxR	49.0 May D	
90th %ile Term Code 70th %ile Green (s)			25.0°	MaxR 27.0	47.0		MaxR 33.0	MaxR 33.0			MaxR 43.0	
70th %ile Term Code		515 65 FEB 100 S	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	MaxR	70000000000000000000000000000000000000		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)		-	25 0		47.0			33.0			48.0	
50th %ile Term Code		5470 P	Coord	MaxR	Coord		MaxR	MaxR		MaxR	MaxR	
30th %16 Green (6)	50	25.0	25,0	27/0	= 47.0		33.0	33.0		5.0	43.0	
30th %ile Term Code			Coord	MaxR	Market Comment of Comment		MaxR	MaxR		MaxR	MaxR	Name States of the States of the States
10th %ile Green (s)	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	BUL ON THE STATE OF	25.0		47.0			33.0		5.0	43.0	
10th %ile Term Code	er cooking the	Coord	ACCOMENSATION OF	MaxR			MaxR 45	MaxR 723		MaxR	MaxR 474	
Stops (vph) Fuel Used(gal)	48	1	11	11	280 4		40 1	9		2	12	
G@#Emiralsions (g/an)	77	66	40	772	289		7.4	653		162	821	
NOx Emmisions (g/hr)	15	13	8	150	56		14	127		31	160	
VOCEmmsions (g/hid)	18	15	9	179	67		117	151		- 37	190	
Dilemma Vehicles (#)	0	0	0	0	0		0	0		0	0	
Oureue Length 50th (ff)	25	20	0	242	213		31	132		78	298	
Queue Length 95th (ft)	49	62	31	#352	320		m#95	186		m81	m#430	
Internal Link Dist (fi) 50th Up Block Time (%)		1042		24%	15%			900			900	
95th Up Block Time (%)				24/0	200%							
Turn Bay Length (ft)		36000000000000000000000000000000000000		是访问是是			150			150		
50th Bay Block Fine %											14%	
95th Bay Block Time %	is not lesson	STATISTICS TO STATISTICS	SCHOOL SERVICE OF US					10%			19%	
Overing Penalty (veh)								9			28	
nasedor Sometry								222				
Altea IMper	Sancta Complete and											
Cycle Length: 110												
Actuateo Cycle Length	110											
Offset: 0 (0%), Reference		hase 2:	NBTL a	nd 6:SE	3T, Start	of Gre	en	SEPHENDERS CHILD				and the same of the same
Natural Ovella 2017					a part separ							
Control Type: Actuated-		nated	TOTAL STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	and the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o	, we were miles		The same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa					
Maximum ve Ballo (02)												
Intersection Signal Delay	y: 34.8				Intersect	ion LC	)S: C					

Intersection/Capacity/Utilization/92-0%: ICU Level of Service E:
# 95th percentile volume exceeds capacity, queue may be longer.

Ouever showmas maximum after two cycles with the volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: NW 79th Avenue & SRD

L 01			₩ ø2	<b>₹</b> ø3	A.	ø4	
924							
<b>7</b> ø5	1	ø6		× ø8			
	100%			ellis in a			

Intersection Capacity Unitization 70.0% (Curtieve) of Service C Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles

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

Queue shown is maximum after two cycles

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

Splits and Phases: 24: SRD & SB Ent. SR826

₩ ø2	¥ ø6	<b>5.</b> Ø4
	and the second second	

	<b>4</b>	×	)	100	K	ť	7	×	a	4	K	10
Engle Cholo	SEL	(S) <u>=</u>	SER	INIMAE:	ANWIE:	NWE	NEE	OMET :	AVES:	ASVAVIL .	SWIF	SME
Lane Configurations	*	<b>1</b>		*	<b>*</b>	7		4	*	*	<b>†</b>	*
Ideal/Flow (yphol) Lane Width (ft)	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 = 11	1800 11	1800 11
Grade (%)		0%			0%	11		0%	11		0%	
Storage Length (ft)	150		0	200		100	0		0	0		0
Storage Lanes			0				0		1			
Total Lost Time (s)	4.0 50	4.0	4.0	4.0	4.0	4.0 50	4.0 50	4.0 50	4.0 50	4.0 50	4.0 50	4.0 50
Leading Detector (it) Trailing Detector (ft)	0	50 ii 0		0	0	0	0	0	00	0	0	0
Turning Speed (mah)	15		9	15		9	115		9	16		9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Blke Factor						0.050	2000 USB		0.000			
Frt Fit Protected	0.950	0.999		0.950		0.850		0.998	0.850	0.950		0.850
Satd. Flow (prot)	1503	3002	0	1503	1582	1345	0	1579	1345	1503	1582	1345
File Edmilied :	0.746			0.453				0.994		10/167/6		
Satd. Flow (perm)	1133	3002	0	717	1582	1345	0	1572	1345	1069	1582	1345
Right Furn on Red Satd. Flow (RTOR)		1	Yes			Yes 104			Yes 283			Yes 8
Headway Factor	1 04	1 04	1.04	1 04	1.04	1.04	104	1 04	THE RESERVE AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	1 04	1 04	1.04
Link Speed (mph)		30			30			30			30	
BijikiDistance (fi)		1874			1490			906			421	
Travel Time (s) Volume (voh)	7 A	31.2	9	179	33.9 58	os	4	20.6	127	290	9.6 130	7
Confl. Peds. (#/hr)												
Confl. Blkes (#/iii)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92 100%	0.92	0.92
Growth Factor Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	100%	10%	10%	10%	100% 10%	100% 10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0/	0	0	0	0	0
Parking (#/hr)								745034000000000000				
Mid-Block Traffic (%)	A	0%	0	100	- 0%	104	4	100	475	252	0%	MEXESSES W
Adj. Flow (vph) Lane Group Flow (vph)	4	484 486	2	188	63 63	104	4 0	123 127	475 475	252 252	141	8 8
Turn Type	Perm			Perm		TO THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	Perm		Perm		2011年20日	Perm
Projected Phases		- 6			. 2			- 4			: 18	SCHOOL STATES OF THE
Permitted Phases	6			2		2	4		4	8	i fo	8
Detector Phases Minimum Initial (s)	6 4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Spin (s)	2110	210		21.0	21.0	21.0	21.0	21.0	2/1/0/	21.0		210
Total Split (s)	32.0	32.0	0.0	32.0	32.0	32.0	28.0	28.0	28.0	28.0	28.0	28.0
Total Split (%)	53%	58%	0%	-53%	58%	1.56%	47%	47%	77%	47%	47%	47%
Maximum Green (s)	27.0 4.0	27.0 4.0		27.0 4.0	27.0 4.0	27.0 4.0	23.0	23.0	23.0 4.0	23.0 4.0	23.0	23.0
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 1.0
Perio/Laio - Perio									1.0	1.0	1.0	1.0
Lead-Lag Optimize?	THE PERSON NAMED IN COLUMN TO PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P				acodyman a least relative	PASA SAGAT SAGATE DE SAGATE		AND THE PERSON	WANTED TO THE COM	Name of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Con	uncertainte (CATALE)	
Vehicle Extension (s)	8.0	8.0		3.0	記念は伝統の対応で	<b>是社会社员</b>	9.0	8.0	SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD LESS TO THE SOLD L	6.0	80	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

	4	×	1	100	K	*	7	×	74	4	K	100
Relate Citable	- /왕림(-	SEE		ANWL:	ANWEI :	inwa:		NET:		-swil	SW/IF	SWF
ijime Beloredakobide (s		(0)(0)		0.0	(0) (0)	(0,0)	0,0	(0,0)	+ (0),0	0.0	0.0	(0):(0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode Walk Time (s)		Coord		- Goold		Coord	None -	None:	Ivone	None	None	None
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												STEEL STEEL
Aciviation Green ((s))	(3)(3)	88.8		6,6,6	- XIS (S)	39,3		18.7	18.7	18.7	118.7	18.7
Actuated g/C Ratio	0.56	0.56		0.56	0.56	0.56		0.31	0.31	0.31	0.31	0.31
v/c Ratio Uniform Delay, d1	0.01 6.0	0.29 7.1		0.47 8.0	0.07 6.2	0.13 0.0		0.26 15.5	0.77 7.0	0.76 18.6	0.29 15.6	0.02
Delay	8.2	8.3		11.5		3.9		13.9	7.0	17.9	14.1	7.0
LOS	A	A	STREET, ST.	В	A	A		В	A	В	В	A
Approach Delay		. 83			8.8			8.4			116:4	
Approach LOS		A			A			A		0000	В	25000
90th %ile Green (s) 90th %ile Term Code	Coord	27.0 Coord		2/ U Coord	Coord	27.0 Coord	23.0 Max	23.0° Max	29.0 Max	23.0 Max	23.0 Max	23.0 Max
70th %ile Green (s)		27.9		27.9	27.9		22.1	22.1	22.1	22.1	22.1	22.1
70th %ile Term Code	Coord	Coord	THE RESERVEN	Coord	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th Wile Green (s)	CHO PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA PROPERTY OF THE PARA	31.5		81 5	31.5	81.5		18.5	18.5	18.5	16.5	18,5
50th %ile Term Code 30th %ile Green (s)	Coord	Coord		Coord	Coord	Coord	Hold	Hold 14.8	Hold	Gap	Gap 14.8	Gap 14.8
30th %ile Term Code	Coord	Coord		Coord			Hold	Hold	Hold	Gap	Gap	Gap
10th %le Green (s)		40.1		40.1	40.1	40.1	9.9	.9.9	9.9	9.9	9.9	9.9
10th %ile Term Code		Coord	DATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	Coord			Hold	Hold	Hold	Gap	Gap	Gap
Stors (vol.)	3	3   8 7		. 112	33 1	34 1		, 77 2	172	195 3	88 1	4
Fuel Used(gal) GO Emmisions (g/hr)	0 5	/ == 510		3 212	67	96°		111	5 326	188	90	0
NOx Emmisions (g/hr)	1	99	ES VEIGN	41	13	19		22	63	37	18	1
VOC Emmisions (orlin)	一个们	1/1/8		419	116	22		26.	75	45	2]	- 1
Dilemma Vehicles (#)	0	0	- 00 NS	0	0	0		0	0 54	0	0	0
Queue Length 5015 (ft) Queue Length 95th (ft)	5	41 85		110	m37	0		33 60	142	79 138	37 66	0 7
Internation kid is tall (ii)	3	1291		110	1410			826	142	100	841	
50th Up Block Time (%							thorners of minimum		(XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Name and Associated		
95th Up Book Time (%	A TOTAL OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR											
Turn Bay Length (ft)	150			200		100						
95th Bay Block Time %		- Z										
Quiennis Renality (went)					т ше							
MERSERIOE STUDINGEN					i kambaliy					27 S. 18 S. 1	1 7 1-16	
Area Trade	Marita of Section 1				10.00							
Cycle Length: 60	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s											
Actualcor@yole=Lehoth												
Offset: 16 (27%), Refer	renced to	o phase	2:NW	TL and 6	:SETL,	Start of	Green			10 15 40 40		
Natural Cycle 50 Control Type: Actuated	l-Coordin	nated										
Maximum V& Salio (0.		lateu										
Intersection Signal Del					Intersec	tion LOS	S: B					

Intersection Capacity Utilization 70.0%. ICU Level of Service B

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

Splits and Phases: 9: SRD & NW 105th Way

ø2	₹ 04
	28.50
ø6	K ø8
	48.

	ሻ	PA	×	>	•	×	
Danie Group	MBILE	WEEK	SET.	SIERE	INWALE	INWAI:	
Lane Configurations	ሻ	7	<b>↑</b> ↑	of the confidence day (Alexandrae)	ካ	<b>A</b>	
Ideal Flow (vonal)	1800	1800	1800	1800	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	75	Carrier Door Williams II	0	100		
Storage Lanes		1		0			
Total Lost Time (s)	4.0 50	4.0 50	4.0	4.0	4.0	4.0	
Leading Detector (ft) Trailing Detector (ft)	0	0U 0	50 0		50 0	50 0	
Training Detector (it)	15	9					
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Ped Bike Rabion							
Frt		0.850	0.992	RUMENTERS PROPERTY			大型 (1995年) 1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   199 1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年   1995年
Elt Profesied	0.950				0.950		
Satd. Flow (prot)	1503	1345	2981	0	1503	1582	
Flit Permitted	0,950				0.467		
Satd. Flow (perm)	1503	1345	2981	0	739	1582	
Right Turn on Red Satd. Flow (RTOR)		Yes 108	15	Yes			
Fleadway Faelor	1 04	1.04	1.04	1 04	1 04	1 04	
Link Speed (mph)	30		30			30	
Link Distance (ft)	1801		1490			2680	
Travel Time (s)	40.9	The Carlot Could Ave.	33.9			60.9	
Volume (vph)	175	99	434	23	216	340	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr) Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr)	Ö	0	0	0	0	0	
Parking (#/hr)		enga Kronkrage Grift	E4 (#28) 12/23(0)				8000000000000000000000000000000000000
VidEBlock Traffic (%)	0%		0%			- 0%	
Adj. Flow (vph)	190	108	472	25	235	370	
Lane Group Flow (Viala)	180		4497	0	THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AND THE RESERVE AN	37(0)	
Turn Type Profested Phases	8	Perm			Perm	A	
Permitted Phases	O.	8			6	6	
Detento Phases	<b>2</b> (8)	9	<b>5</b> ).		6	· 6	
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0	
Minimum Stallists)	21.0					21.0	
Total Split (s)	21.0	21.0	39.0	0.0	39.0	39.0	照管1935年2014年1月2日 (1954年1月1日) 1955年1日 (1954年1月1日) 1955年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日) 1956年1日 (1954年1日
roal-Spii(%)	35%	135%	65%	0%	65%	65%	
Maximum Green (s)	16.0	16.0	34.0	bell that the state of	34.0	34.0	30-40 HISA (1894-1914-1914-1914-1914-1914-1914-1914-
Yellow Time (s)	4.0	4.0	4.0		4.0	40	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	
Lead Lag Ontimize?							
Lead-Lag Optimize?	in the second		Table 1		r ala	70.70	
Vehicle Extension (s) (s) Minimum Gap (s)	3.0	3.0	200		3.0	3.0	
Millimum Gap (3)	3.0	3.0	3.0		3.0	3.0	

Timing Plan: 2008 PM PEAK

	ሻ	PA	×	7	*	K	
புள்ளு (Sigo)ம் நெருந்து	NBL	WER.	ं शहाः		18WW):-	TANVAT.	
Mime Belore Reduce (s)		(0) (0)	0.0		(0) (0)	(0)(0)	
Time To Reduce (s)	0.0	0.0	0.0		0.0 Coord	0.0	
Walk Time (s)	INUITE	is raine.	Quoju		TO COLUMN	e construit	
Flash Dont Walk (s) Pedestrian Calls (#/hr)			and Standard				
AddElierGreen (s)	Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of th	181	-8/8/19)		.	38.9	
Actuated g/C Ratio	0.22	0.22	0.65 0.26		0.65	0.65 0.36	
Uniform Delay, d1	20.9	0.0	4.3		5.4	4.8	
Delay	20.4	4.5	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		7.4	5.8	
LOS Approach Delay	C 14.6	A	A 2.8		A	A 6.4	
Approach LOS	В		2 o A			A	
90th:%:16/Green (s)4	16.0	SCHOOL SHOP IN	84 0		CANAL PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	84.0	
90th %ile Term Code 70th %ile Green (s)	Max 14.6		Coord		Coord	Coord	
70th %ile Term Code	Gap		Coord		Coord		
50th %16 (Green (6))	12.2	22	378		SHEET STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	37.8	
50th %ile Term Code 30th %ile Green (s)	Gap 10.3		Coord		Coord	Coord	
30th %ile Term Code	Gap	No. of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of	Coord		Coord		
i Oth Valle Green (s)	7.3	7,3	42.7		The same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa	42.7	
10th %ile Term Code Stops (vph)	Gap. 147	Gap	Coord		Coord	Coord	
Fuel Used(gal)	4	2	6		6	8	
CO Eminisions (g/hi)	279	1516	489		4885	584	
NOx Emmisions (g/hr)	54 - 65	23 27	85 102		75 89	114	
Dilemma Vehicles (#)	0	0	0	540 3505	0	0	
Overe Length 50th (ft)	62	0	0		36	51	
Queue Length 95th (ft)	108 1721	0	0 4510		107	113 2600	
50th Up Block Time (%)							· 公司的表面是是否的形式的影響。其实(4),所以在1951年第四日中央的1950年的形式在1950年的形成。
95th Up Block Time (%)		7.			400		
Turn Bay Length (ft)		75			100		
95th Bay Block Time %					12%	14%	
(Alatahiliga Perahiya Avala)	76				29	16	
meserior sumperve	THE COURSE STATES OF THE						
Area Type Cycle Length: 60	ilher						
Actualed Oyale Length:	60						
Offset: 24 (40%), Refere		phase	2:SET	and 6:1	VWTL, S	tart of G	areen
National Covoler 155							
Control Type: Actuated- Maximumsv/e Haile: 0.50	Coordin	ated					
Intersection Signal Dela					Intersec	tion LOS	5: A

	×	2	*	K	7	74	
<u> Leiner(Grando</u> )	(SE)	SIER	MINALE	T.WINE	Mat.	WEST.	
Lane Configurations	<b>^</b>	(EUhancos triamentalecianna)	ሻ	<b>^</b>	KA		HETHFOLDHUZAUTABBBOTHWURKEHHALZ WI DEVALTKERWTHETH RE-DURTANMERRYENGENETHER BEST-YAN TATERADEN YAVITYADIS
(deal Flow (vipupi)	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	1800	1800	Name and Personal Association of the Personal Printers	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%) Storage Length (ft)	0%,	0	75	0%	0% 0	0	
Storage Lanes		0	/3			0	
Turning Speed (mph)		9	15	<b>元</b> 交通高级通过	15	9	
Laine UIII. Facior	0.95			1.00			
Ped Bike Factor	all amacian and		CONTRACTOR SHOW		XELD SANGED ST.	210792231275382114	ATTENDED TO A COMPANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE MANY OF THE M
	0.996				0.918		
Flt Protected			0.950		0.981		
Sate Flow (prot)	2996	U	1503 0.950	1962	0.981	_ 0.	
Sald Flow (perm)	2993	ń	1503	1582		0	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Link Speed (mph)	30			30			
Link Distance (ft)	2680	200		1600	1320		
Travel Time (s)	60.9	Canada San Hi		36,4	30.0		
Volume (vph)	509	14	63	464	47	72	
Confl. Peds (#/hr) Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
ficavy Venicles (%);	AND SHAPE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	The second second		CONTRACTOR DESCRIPTION OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE	10%		
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)	0%			0%	0%		
Mid-Block Traffic (%) Adj. Flow (vph)	553		68	504	51	7/3	
Lane Group Flow (vph)	568	0	68	504	129	0	
Sign Gornrol	Free				Sitop		
Intelection Standars							
Area Tycle	Name and Address of the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, where the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the Owner, which the						
Control Type: Unsignaliz							
Intersection Capacity Ut		42.7%			Gla Llevi	el of Ser	VIGE A
					- Production of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of the Paris of th		

	×	7		×	7	a	
Espie Gioup 115	. Shi		AN WALL	ANNANTEE	NEE:	NNEISE.	
Lane Configurations	<b>ሳ</b> ኁ	ichiciza di Arraca	ሻ	<b>^</b>	ኣ	7	
Ideal Flow (vehicl)	1800	1800=	1800-	1800	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	可以表现的一种,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Grade (%)	0%			0%	0%		
Storage Length (ft)	ELGRAND MEDICAL PARE	0	150	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	0	50	SECRETARIA DE SECUENCIA DE LA CESTA DE SECUENCIA DE SECUENCIA DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONTROL DE LA CONT
Siorage Lanes		0			1	12	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ff)	50 .		50	50	50	50	
Trailing Detector (ft)	0		0	0	0	0	
Turning Speed (mpn)	0.05	0.05	1 00	1 00	1 00	1 00	
Lane Util. Factor Ped Bike Factor	0.95	0.95	1.00	1.00	1.00	1.00	
Frt	0.997					0.850	
FltProtected	0.007		0.950		0.950	0.000	
Satd. Flow (prot)	2996	0	1503	1582	1503	1345	
all Permitted			0.307		0.950		
Satd. Flow (perm)	2996	0	486	1582	1503	1345	ENTER CONTROL CONTROL OF CONTROL MANAGEMENT OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL OF CONTROL
Ploni Tum on Red		Yes				Yes.	
Satd. Flow (RTOR)	3					92	
Fleadway Factor	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	1.04	1 04	1.04	1.04	1,04	
Link Speed (mph)	30 1600			30 980	30 1540		大学 医腹膜 化二苯基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲
Travel Time (s)	36.4			22.3	35.0		
Volume (voh)		13	155		-	442	
Confl. Peds. (#/hr)							
Confl Bikes (Win)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr)	. 0	0	0	. = 0	U	0	
Parking (#/hr) Mid-Block Fattic (%)	0%			0%	0%		
Adj. Flow (vph)	620	14	168	552	22	480	
Large Group Flow (Visia			+ 168			41810	
Turn Type			pm+pt	di Basani desino	(	ustom	
Projection Physics	6		5	2	15/4	1/4	
Permitted Phases			2	Words San San San San San San San San San San		5	25-25-25-25-25-25-25-25-25-25-25-25-25-2
Detector Phases	6		- 5	. 2	A.	. 4	
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0	
Minimum Split (s)	25.0		(0,0)	25.0		25.0	
Total Split (s)	29.0 39%	0.0	15.0	44.0	31.0	31.0	
Total Split (%) Maximum Green (s)	24.0	£0%	20% 10.0	59% 39.0	41% 26.0		
Yellow Time (s)	4.0		4.0	39.0	20.0 4.0	26.0 4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lead/Lag	Leady		Lag				
Lead-Lag Optimize?	Yes		Yes		AS MORE TO STATE OF		
Vehiele Extensión (S).	\$ 0		- 18 (O)	3 (9	8 (9)	(3) (3)	
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	

	×	1	1	×	7	1	
Leiner Girolder	SEIL		! INVAIL #	innanes.	NIEE!	HVIER	
llime Before Reduce (s	(0.0		(0)(0	(0)(0)	(0:10)	0)(0)	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	形型并列出共2016年前40万元(2月16年)2016年前2016年第二十八年的1200年(2016年)2016年(2016年)2016年,1月1日
Recall Mode	Coord			Coord			
Walk Time (s)	and extended to extend	in the second second	red government the winds	DISCONDING CO.	NECKA PAGENTAL BOX	and construction of the con-	
Flash DomeWalk(s)							
Pedestrian Calls (#/hr)							
Act Effol Green (s)	35.2		50.2	50.2	16.8	81.8	
Actuated g/C Ratio	0.47		0.67	0.67	0.22	0.42	KHEO SOATA BENEVE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKENTE SEKE
Ve Platio	0.45		0.85	0.52	0.07	0.77	
Uniform Delay, d1	13.3 15.5		6.3	6.3 -10.1	22.9 18.6	14.6 13.7	
Delay LOS	В		IAC B	l⊍l. B	но о <i>-</i> В	B	
Approach Delay	15.5		U	10.6	13.9		
Approach LOS	В	出版的		В	В		
90th Valle-Green (s)	24.0		-10X0	\$ <b>9</b> .0	26.0	26.0	
90th %ile Term Code	Coord		Hold		Max	Max	
70th % le Green (s)	29.2		CONTRACTOR OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	442	20.8	20.8	
70th %ile Term Code	Coord		Hold	WALTERSTAND AND THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	Gap	Gap	
50th %ile Green (s)	34.4		CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	49.4	15.6	15.6	
50th %ile Term Code	Coord			Coord	Gap	Gap	
30th %ile Green (s) 30th %ile Term Code	39.4 Coord		The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	54.4 Coord	10.6 Gap	10.6 Gap	
10th %ile Green (s)	43.8			58.8	6.2	6.2	
10th %ile Term Code	Coord			Coord	Gap	Gap	
Stops (voh)	369			281	15	3 (8)	
Fuel Used(gal)	11		2	6	0	8	
CO Emmsions (g/hi), :	779		136	458	28	580	
NOx Emmisions (g/hr)	152		26	88	5	113	
VOC Emmisions (g/m)	181		31	105	6	184	
Dilemma Vehicles (#)	0		0	0	0	0	
Queue Length 50th (ft) Queue Length 95th (ft)	98 156		29 m76	118 294	21	151 200	
internal Link Dist (ft)			11170	900	1460	200	
50th Up Block Time (%	SARCHARD CONTRACTOR AND THE PARTY.						
951530 o Block Time (%							
Turn Bay Length (ft)	Mark Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the C		150	ACCOUNT OF THE COUNTY	SOCIETA NA CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR AND CONTRACTOR	50	
30th Eav Block, The %						341%	
95th Bay Block Time %				33%		34%	
Outeruing Fanalis (velo).				1,28		115	
nesemba somerv							
TO LEGACIA TO THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	Ollher						
Cycle Length: 75							
Actuated Levels Length							
Offset: 4 (5%), Referen	ced to ph	ase 2:	NWTL a	nd 6:SE	T, Start	of Greei	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
Natural Cycles 60							
Control Type: Actuated			AND THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O	WARRING ON ADDRESS OF THE	Character Sy Name	ANASTER SOURCE	THE CONSTITUTE AND THE PART OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF
Maximpumpy/edaalio/for							
Intersection Signal Dela	ay: 13.1			Ir	itersect	ion LOS:	В

Intersection Gapacity Utilization 56.6% IN ICU Level of Service A Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: SRD & NW 93rd Street

ø2		Ju 04
<b>№</b> ø6	<b>₱</b> ø5	-

	ሻ	†	pt	J _A	Ţ	W	4	×	>	₩	K	1
Lairie Girollio	INBL	INEQL'E	MBH:	SIBL	# (\$) <b>3</b> 47 in	43181 A	SEL.	ंश्रेष्ट्रा	-Slelat	ANWE .	NAWAE,	KW/B
Lane Configurations	<b>\</b>	<b>†</b>	7	<b>ሻሻ</b>	<b>^}</b>	1210/A	<b>\</b>	<b>^</b> }	4000	<b>\</b>	<b>†</b>	4000
Ideal Flow (vohol) Lane Width (ft)	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800= 11	1800 11	11	1800 11	1800 11	1800 11
Grade (%) 3		0%			0%			0%			0%	
Storage Length (ft)	0	TERRES IN AND AND AND AND AND AND AND AND AND AN	0	0	MANAGES STATES	0	150		0	150		0
Storage Lanes Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	0 4.0	1. 4.0	4.0	0 4.0	4.0	4.0	4.0
Leading Detector (fi)	50	50	50	4.0 50	50	4.0	50	50	4.0	50	50	4.0
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	BEERWESS
Turming Speed midn	15		9	5		9	15	205	9 1	115	4 00	9
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.973			0.986			0.932	
Eli Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1503 0.653	1582	1345	2915 0.221	1539	0	1503 0.375	2963	0	1503 0.337	1474	0
Satd. Flow (perm)	1033	1582	1345	678	1539	0	593	2963	0	533	1474	0
alone i um on Red 🚈			Yes			Yes			Yés			Yes
Satd. Flow (RTOR)		1102	171 1.04	- 5 × 10 × 1	20 1.04			17 1704			68 1.04	407
Headway Factor Link Speed (mph)	1.04	30	1.04	1.04	30	HUZ:	I A 9/4 S	30	1 04	1,04	30	1.04
Link Distance (ff)		11/22			1086			980			980	
Travel Time (s)	7.75	25.5 435	VAVAP	- Takaka	24.7	70.70	4.70	22.3			22.3	
Volume (vph) Confl. Peds. (#/hr)	0.0	400	201	269	124	2/	1/0	1922	) <u>)</u>		203	
Confl. Bikes (#/hr):												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92 100%	0.92	0.92	0.92	0.92	0.92 100%	0.92
Growth Factor Heavy Vehicles (%)	100% 10%	10%	100% 10%	100% 10%	100% 10%	10%	100%	10%	100%. 10%	10%	10%	100% 10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	(0)		0	0	0
Parking (#/hr)								560	<b>经过多价值的</b>		607	
Mid-Block Traffic (%) Adj. Flow (vph)	60	473	218	292	135	29	193	0% 567	57	75	0% 221	185
Lane Group Flow (voh)								624		7/5		
Turn Type	Perm			pm+pt	78570		Perm			Perm		
Protected Phases Permitted Phases	2		2	6	-5		4	40		8		
Detector Hases	2	2	2		- 6		4	4		8	3	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	BEAR STREET
Minimum Spira(s)	210	210	210	(9.0	210		210	25 0		21.0	210	
Total Split (s)	31.0 41%	31.0	31.0 41%	9.0 12%	40.0 53%	0.0	35.0 47%	35.0 47%	0.0	35.0 47%	35.0 47%	0.0
Maximum Green (s)	26.0	26.0	26.0	4.0	35.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	450	4.0	4.0	4.0		40	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	
Lead-Lag Optimize?	Lag Yes	Lag. Yes	Lag Yes	Lead Yes								
Vehicle Extension (s)	80	3.0.	30	6.0	0.0		6.0	3 (5)(0)		(6) (3)	8/6	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	- Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition of the Composition	3.0	3.0	- Andrewski Andrews	3.0	3.0	

Timing Plan: 2008 PM PEAK

1 1 4 4 4 6 - 4 4 4	1 /
languendid the independent side side side side side side side side	alville "inv
只要你们是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	0.0 0.0
Recall Mode	ne -
Walk Time (s) Flash Dont Walk (s) 1	
Pedestrian Calls (#/hr)	
Act Effet Green (s) 90.8 30.8 30.8 39.8 39.8 27.2 27.2 27.2 27.2 2 Actuated g/C Ratio 0.41 0.41 0.41 0.53 0.53 0.36 0.36 0.36	7/2 .36
	70
	6.7 3.3
Delay 16.6 26.8 5.2 10.9 9.6 30.5 14.1 13.6 1 LOS B C A B A C B B	B
	3 4
Approach LOS B B B B 90th %ile Green (s) 26.0 26.0 26.0 4.0 35.0 30.0 30.0 30.0 30.0 30.0	B 0/0
90th %ile Term Code Coord Coord Max Coord Max Max Max Max M	lax
	0.0 1ax
	0.0
	1ax 5:0
30th %ile Term Code Coord Coord Max Coord Gap Gap Hold H	old
	5 8 old
Stops:(vph)). 393 373 43 138 71 162 534 40 40	244
Fuel Used(gal) 1 8 2 4 2 3 9 1 CO Emmisions (g/hr) 62 576 154 254 137 235 628 66	5 865
NOx Emmisions (g/hr) 12 112 30 49 27 46 122 13	71
VOC Emmisions (g/hr) 14 134 36 59 32 54 146 15 Dilemma Vehicles (#) 0 0 0 0 0 0 0 0	85 0
Oueve Length 50th (ft) 19 197 14 38 38 36 87 73 20 20 2	91
	168 900
50th Up Block Time (%)	
95th Up Block Time (%). Turn Bay Length (ft) 150 150	
50th Bay Block Time %	
95th Bay Block Time % 18% 1 Que ung Penalty (veh) 28	8% - 6
MersegionSummary	
Area Type Other on the	
Cycle Length: 75 Actuated Cycle Length: 75	
Offset: 59 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycles 76	
Control Type: Actuated-Coordinated  Maximum v/o Ratio: 0:90	
Intersection Signal Delay: 16.2 Intersection LOS: B	

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

Splits and Phases: 20: NW 79th Avenue & SRD

ø1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	₩ 04
₩ ø6	<b>№</b> ø8
	ieG:

	×	1	*	×	7	CA.	
Fine Choup	SEL	SHE	INVES	ANWIJ.		RIES.	
Lane Configurations	<b>^</b>		<b>ነ</b> ካ	<b>^</b>	ሻ	<b>7</b>	
Ideal Flow (yphpl)) Lane Width (ft)	11	1800 11	1800 11	1800 11	11	1800 11	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	150		0	0	
Storage Lanes Total Lost Time (s)	4.0	0 4.0	4.0	4.0	1- 4.0	4.0	
Leading Detector (i)	50	4.0	50	50	50	50	
Trailing Detector (ft)	0		0	0	0	0	
Lane Util. Factor	0.95	1.00	15 0.97	1.00	1.00	9 1.00	
Ped Bike Factor	0.33	1.00	0.37	1.00	1.00	1.00	
Frt		Secondarion and any and and any and and any and any and any and any and any and any and any and any and any an				0.850	
Eli Protected Satd. Flow (prot)	3005	0	0.950 2915	1582	0.950 1503	1345	
Elt Permitted	3003		0.296	1302	0.950	1040	
Satd. Flow (perm)	3005	0	908	1582	1503	1345	
Right Jum on Red Satd. Flow (RTOR)		Yes				Yes 164	
Headway Eaglor	1 04	1 04	1.04	1 04	1.04	1.04	
Link Speed (mph)	30			30	30		
Link Distance (ff). Travel Time (s)	980 22.3			822 18.7	645 14.7		
Volume (voh)	619	0	387	423		578	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr) Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%		100%	100%		100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr): I Parking (#/hr)	0	0	0	-, -, 0	U	0	
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	673	0	421	460	186	628	
Lane Group Flow (vph) Turn Type	67.3		421 pm+pt	41610	186	628 :ustom	
Protected Phases	6.		5 bilitpt	2	4	4	
Permitted Phases			2			5	
Detector Phases Minimum Initial (s)	6 4.0	Emily 2	5) 4.0	4.0	4.0	4.0	
Minimum Sidlu(S)	21.0		9.0	21.0	21.0	21.0	
Total Split (s)	39.0	0.0	10.0	49.0	26.0	26.0	
Total Spili (%)	52%	- 0%	13%	65%	35%	95%	
Maximum Green (s) Yellow Time (s)	34.0 4.0		5.0 4.0	44.0 4.0	21.0 4.0	21.0 4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	
Lead/Lag	Lag.		Lead				
Lead-Lag Optimize?	Yes		Yes 3.0	ร คำ กัก ร	50	· · · · · · · · · · · · · · · · · · ·	
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	
,		-					

Timing Plan: 2008 PM PEAK

	×	)	1	K	7	a	
egije i Sitolojo (11. 17. 19. 19. 19.	SET !	'S1ETE	MWIL	anwer.	ANEL.	(NERV)	
illine Belore Reduce (s	CHARLES AND MANAGEMENT TO CO		0.0	(0)(0)	@ (0,0) =	(0)(0)	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	
Recall Mode Walk Time (s)	IMONE		Nome	Coord :	iviolue -	Inome	
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)					STURNING DECEMBLE	\$156.PS211.53(11831)	的情况中的时候之间的证明的证明的证明的证明的证明的证明的证明的证明的证明的证明的证明的证明的证明的
Agi Effel Green (s):	A CITAL DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PART		45.0	45.0	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	82.0	
Actuated g/C Ratio	0.47 0.48		0.60 0.60	0.60 0.48	0.29	0.43 0.94	
Uniform Delay, d1	13.7		7.0	8.4	21.3	15.0	
Delay	116		7.3	8.8		32.6	
LOS	В		A	A	С	C	
Approach Delay Approach LOS	i (1-6 B			8 1 A	30.2 C		
90th Valle Green (s)	34.0		5,(0)	440		21.0	
90th %ile Term Code	Coord		Max	Coord	Max	Max	
70th Vale Green (s)	34.0		A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	44.0	,210	21.0	
70th %ile Term Code 50th %ile Green (s)	Coord			Coord 44.0	Max	Max 21.0	
50th %ile Term Code	Coord		5-35-45-78 93-53	Coord	Max	Max	
60th %ile Green (s)	34.0			44.0	-21.0	21.0	
30th %ile Term Code	Coord			Coord	Max	Max	
10th %ile Green (s) 10th %ile Term Code	34.0 Coord		550000000000000000000000000000000000000	44 0 Coord	Max	21 0 Max	
Stops (von)	306		166	225	134	483	
Fuel Used(gal)	8		4	5	2	9	
© Emmisions (g/hr) NOx Emmisions (g/hr)	551 107		278 54	330 64	166 32	658 128	
VOC:Emmisions (g/hr)			64	76	38	152	
Dilemma Vehicles (#)	0		0	0	0	0	
Queue Length 50th (fit)	7/6		42	108	69	211	
Queue Length 95th (ft)	148 900		63	177 742	126 565	#438	
50th Up Block Time (%	<b>京市世紀代刊代的2019年第10日</b>						
95) in Holbloid (Simmer 6%							
Turn Bay Length (ft)			150	nyarada da			
50th Bay Block Time % 95th Bay Block Time %				13%			
Oueuing Penalty (veh)				26		10.	
Herredior Relative							
Ariesa Taylarea	- Charles and the Control of the						
Cycle Length: 75							
Actuated Cycle Length							
Offset: 8 (11%), Refere	nced to p	nase 2	::NWTL,	Start o	Green		
Control Type: Actuated	-Coordina	ated					
Wedalinuling Wed Reduce To a	M / S						
Intersection Signal Dela		CAN THE PROPERTY OF THE			ntersect	ion LOS	на перешили поменти в настройний при поменти поменти поменти поменти поменти поменти поменти поменти поменти п В

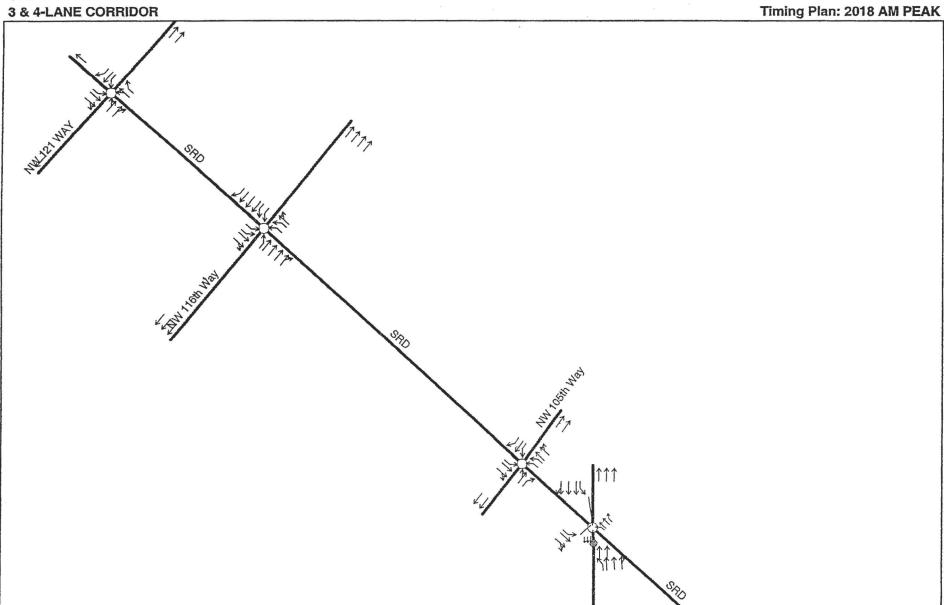
Intersection Capacity Utilization 67.4%

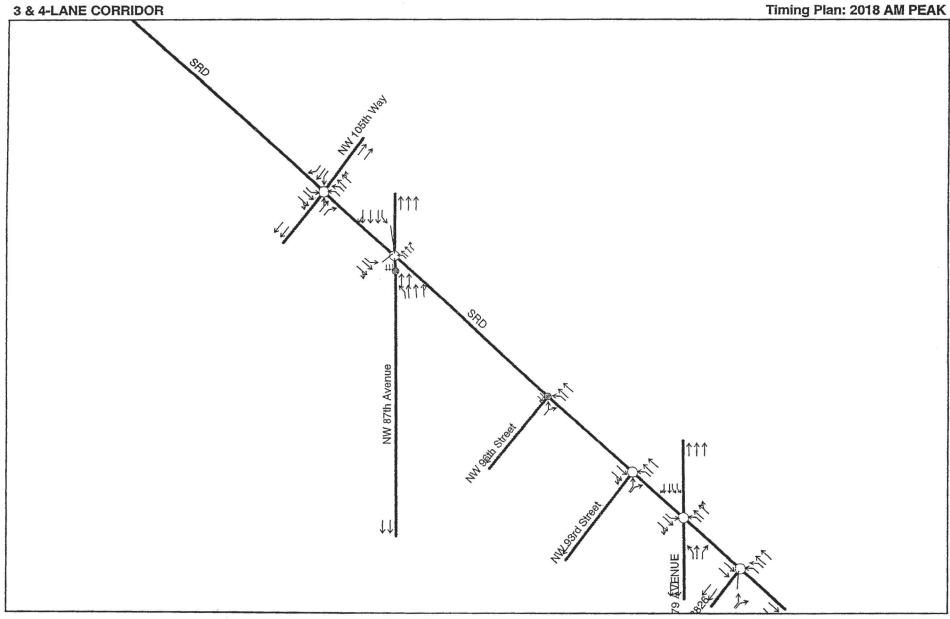
# 95th percentile volume exceeds capacity, queue may be longer.

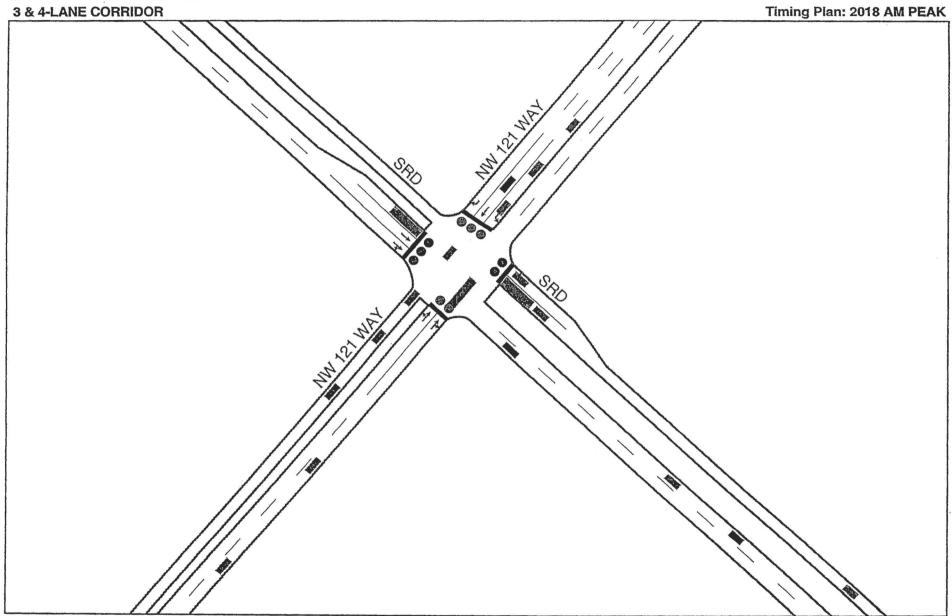
Queue shown is maximum after two cycles

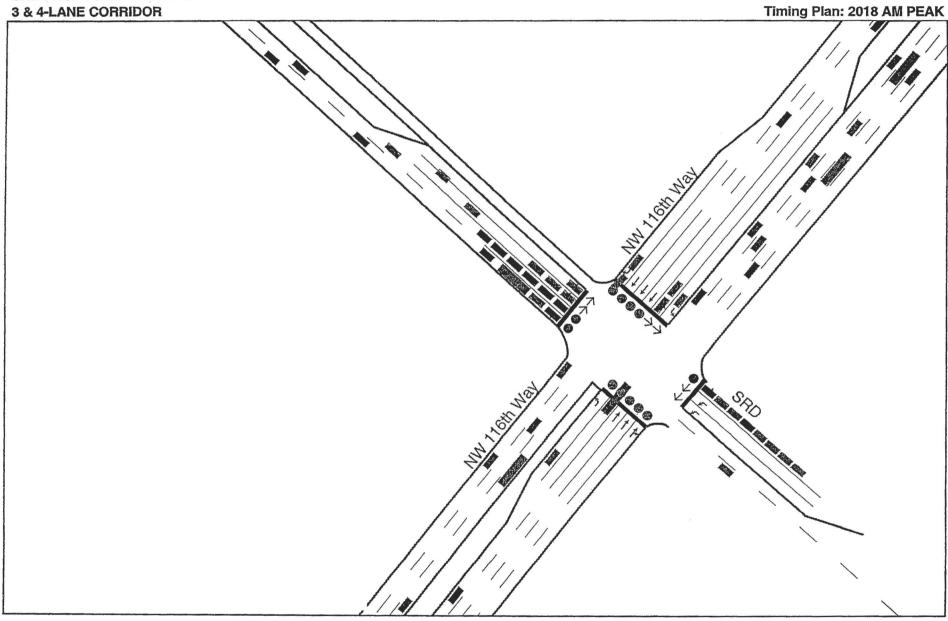
Splits and Phases: 24: SRD & SB Ent. SR826

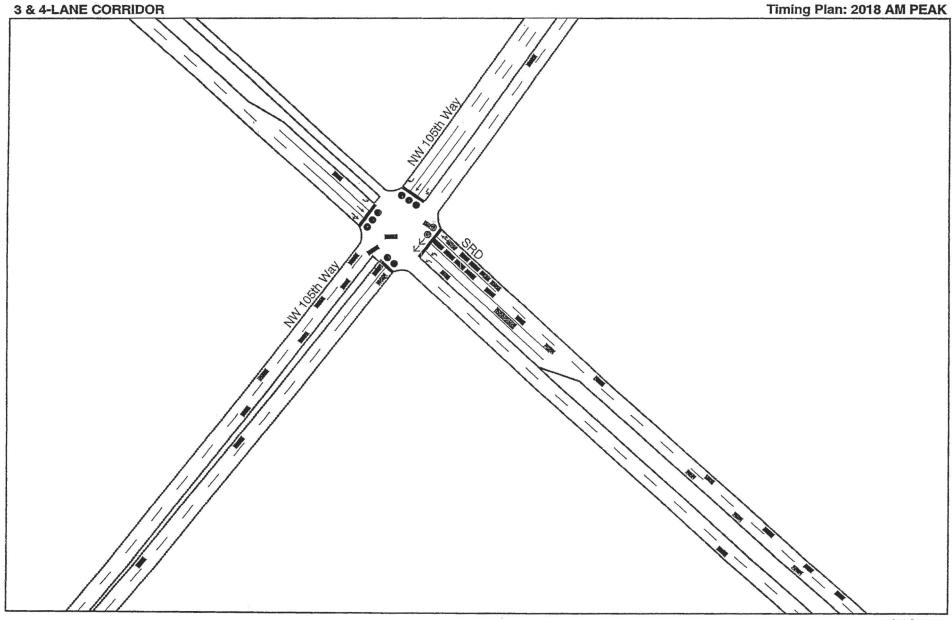
ø2		Ja 04
4 <b>9</b>		
₩ ø5	<b>¾</b>	



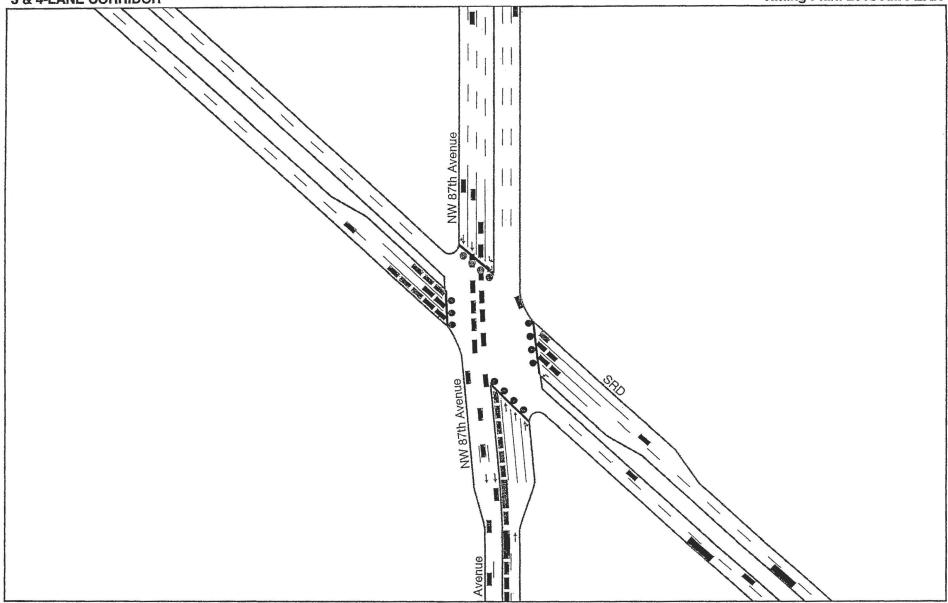


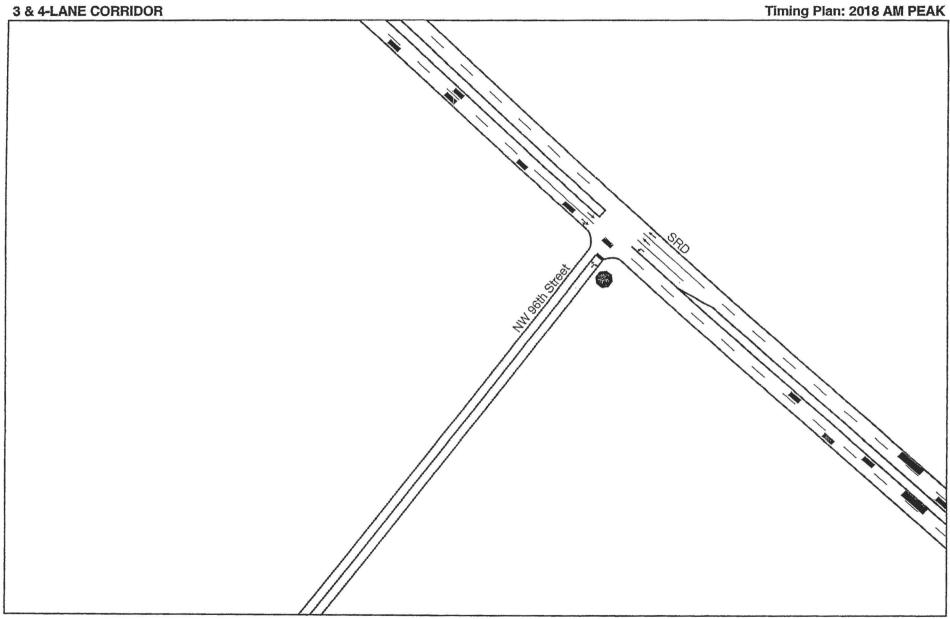


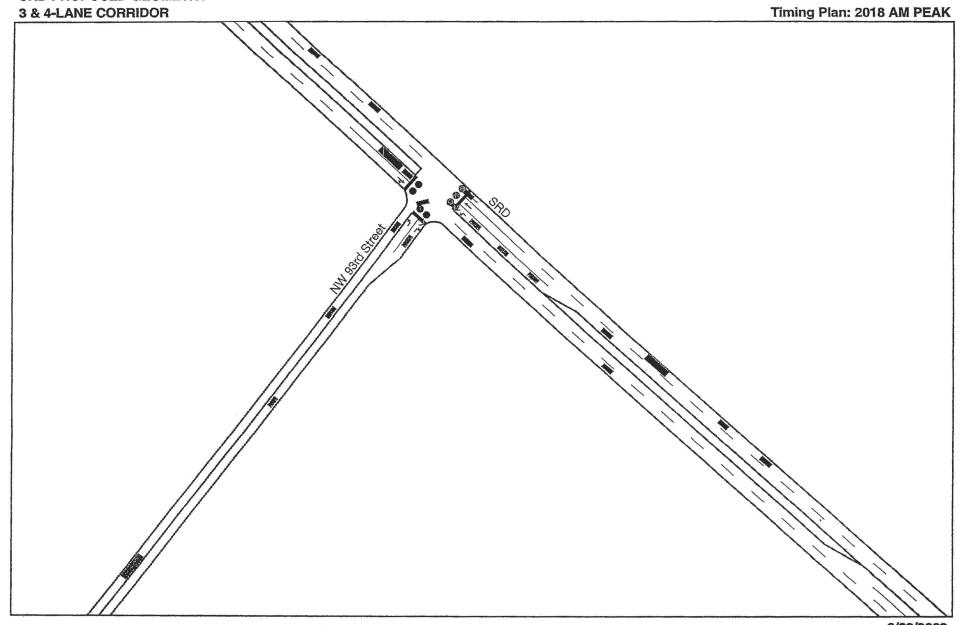


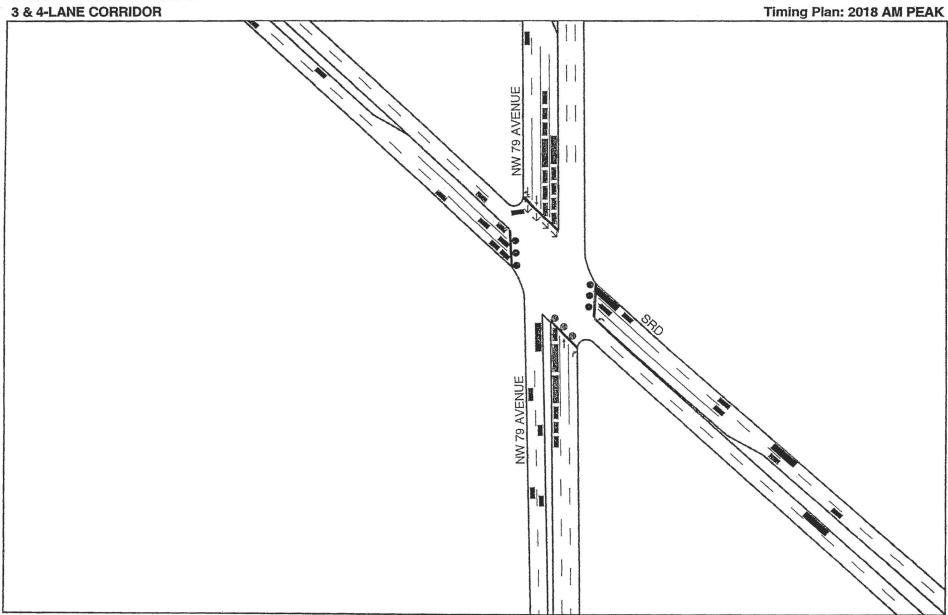


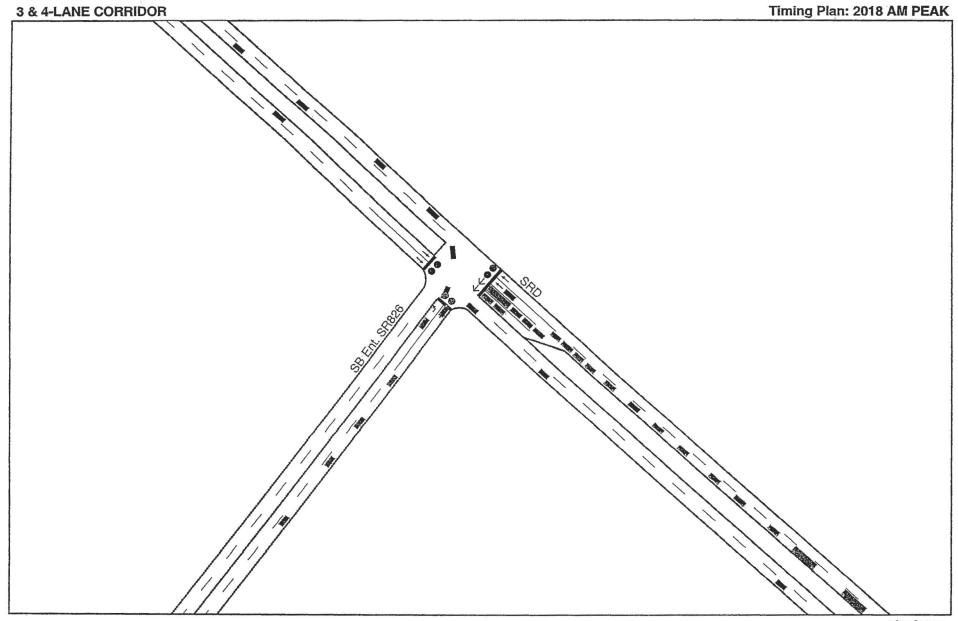


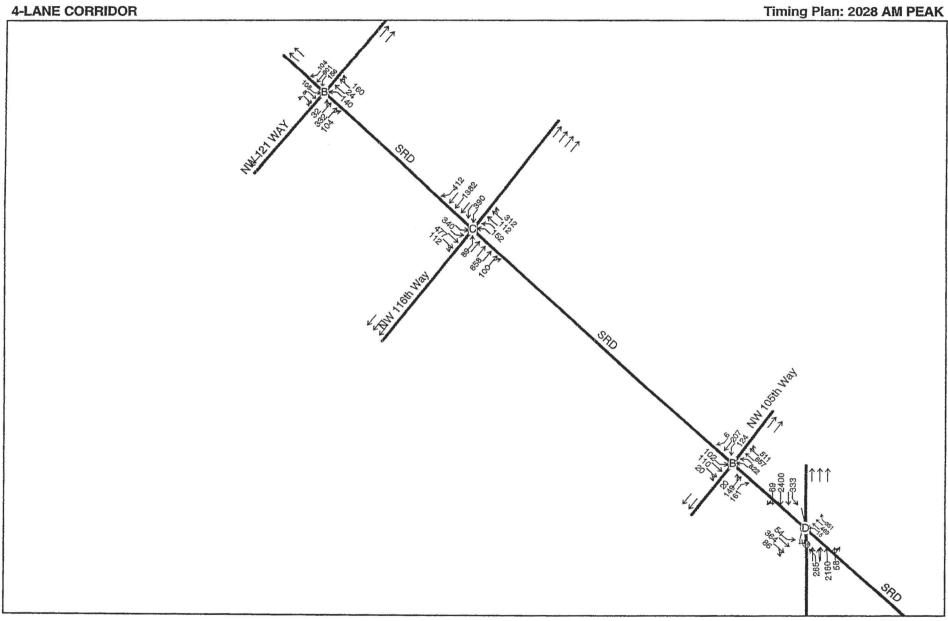


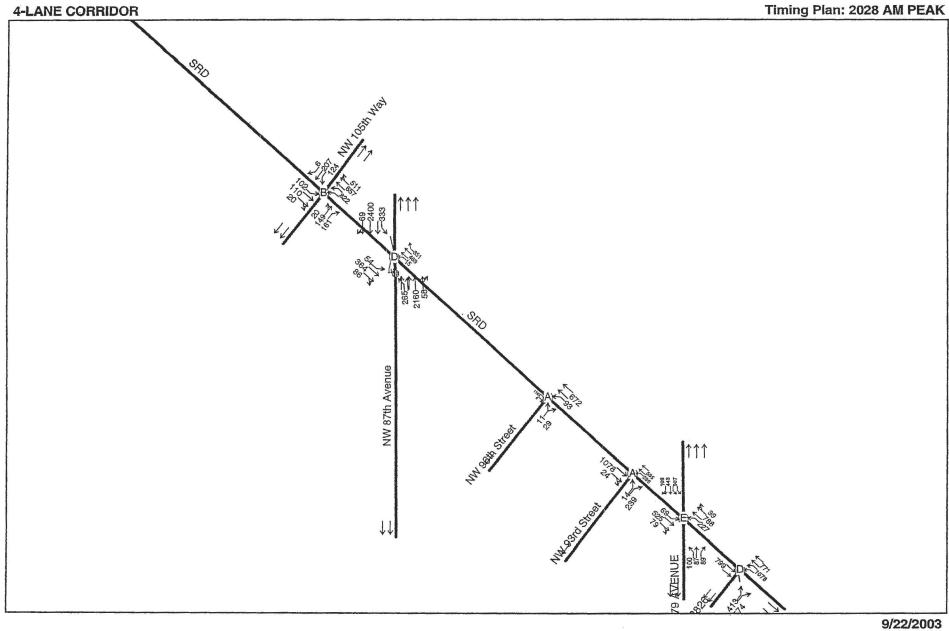


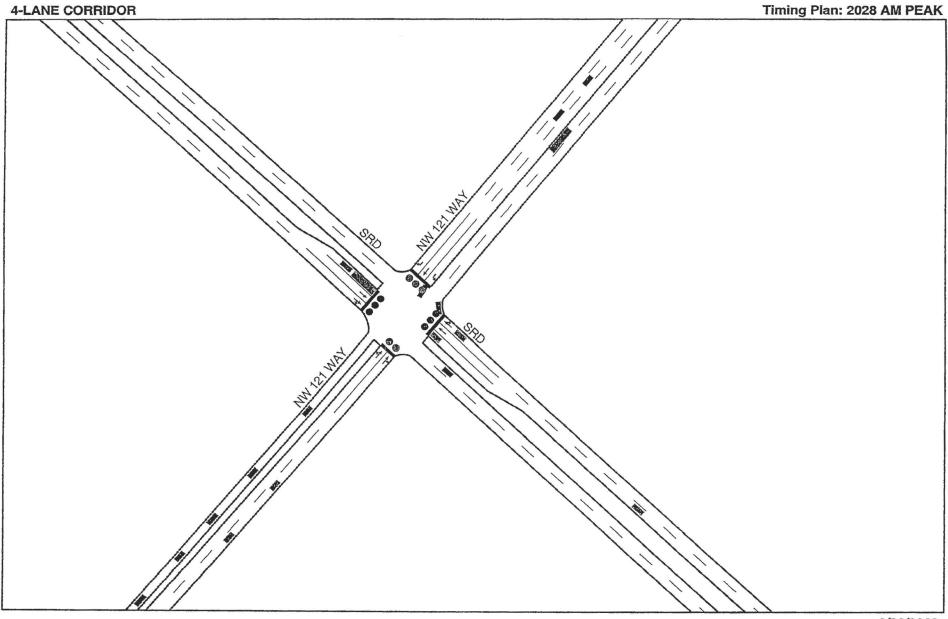


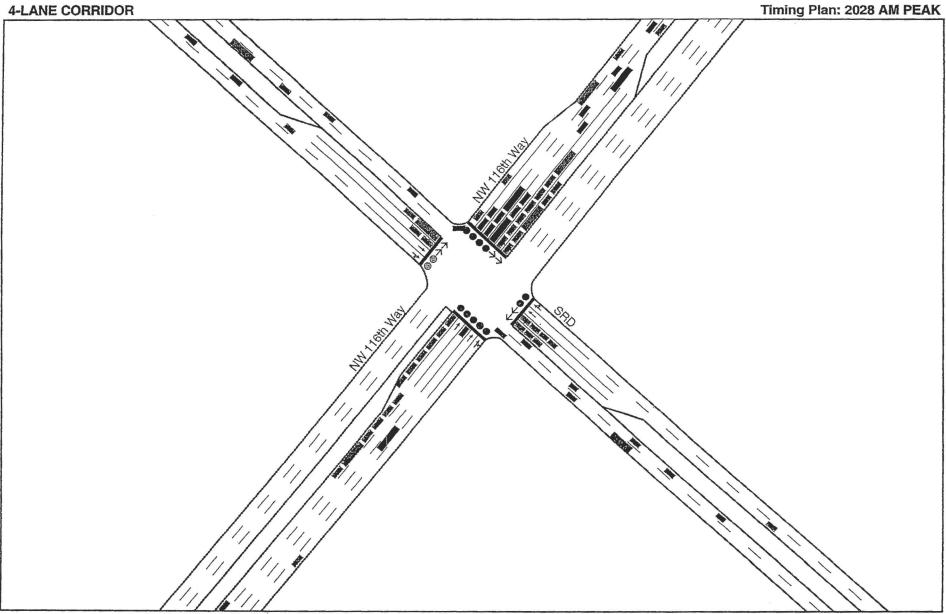


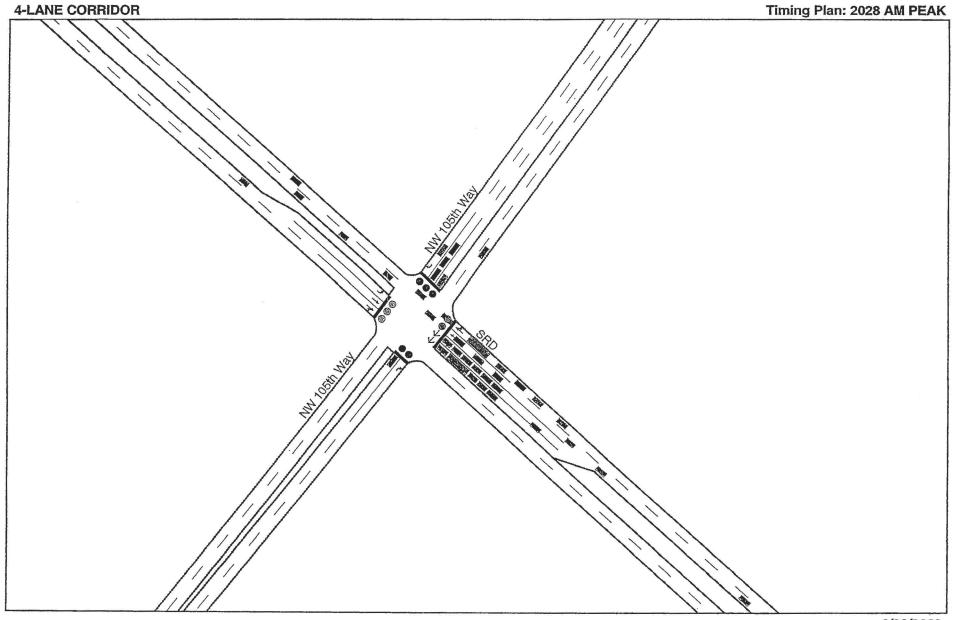


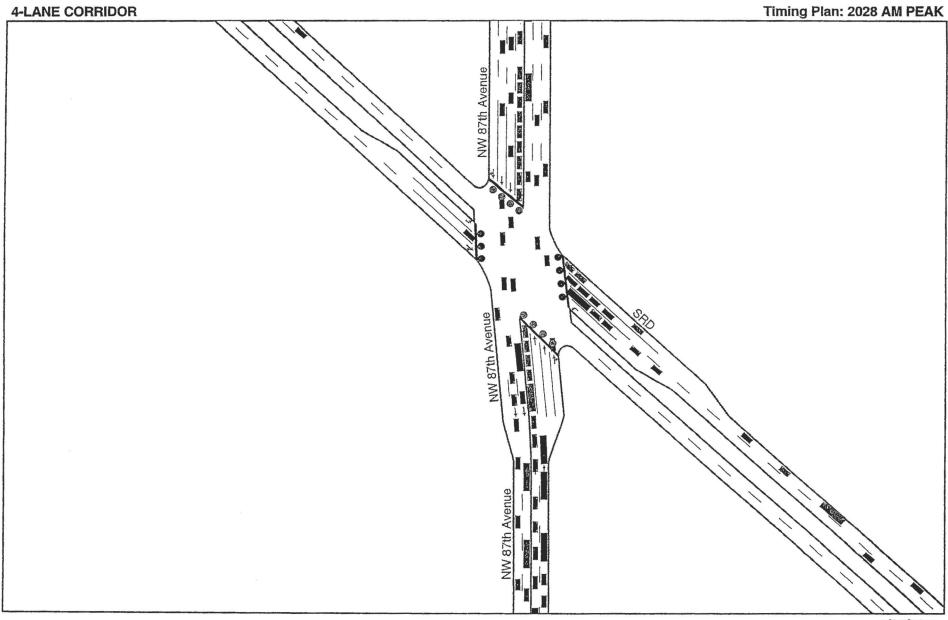


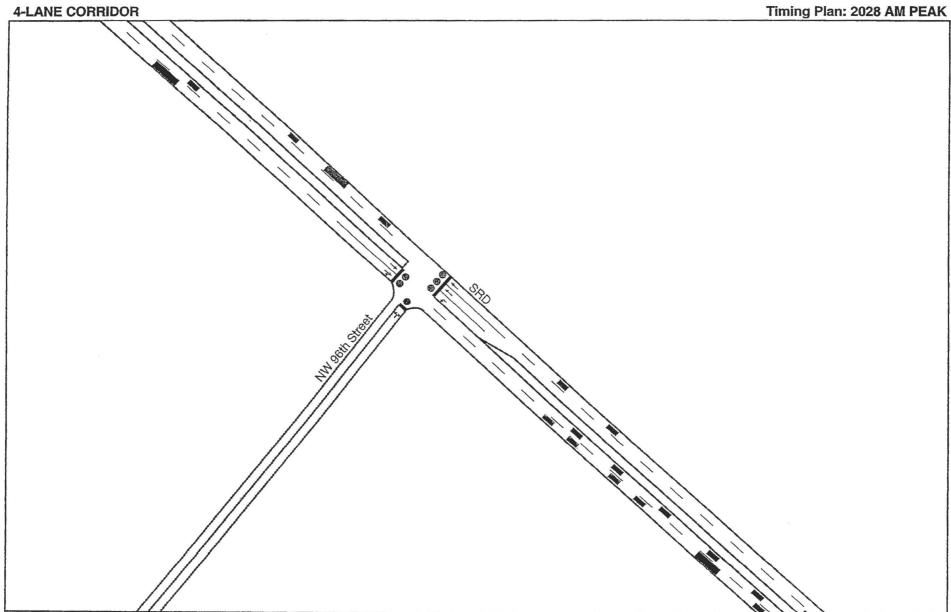


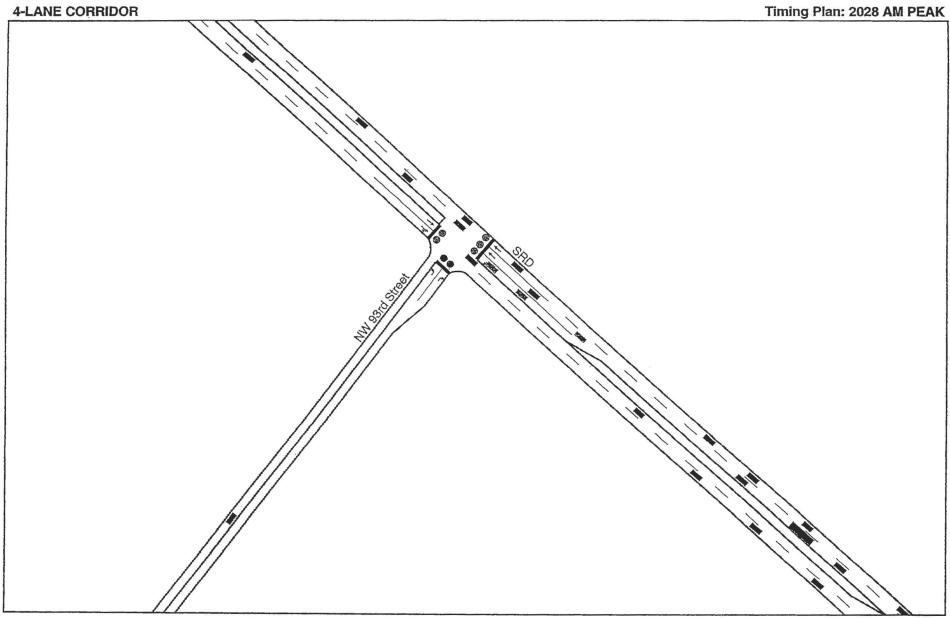


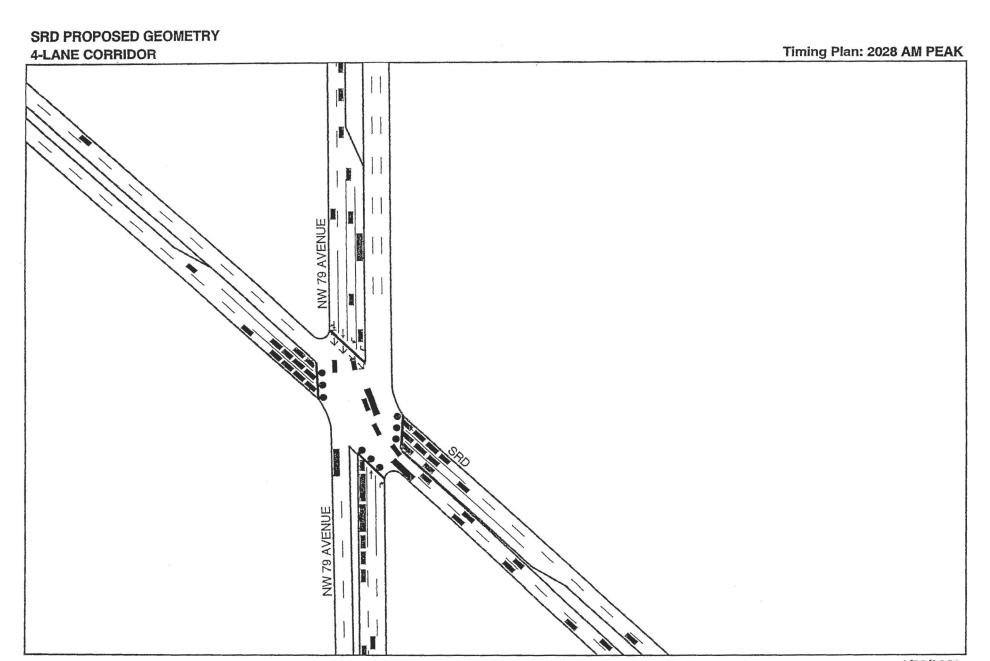


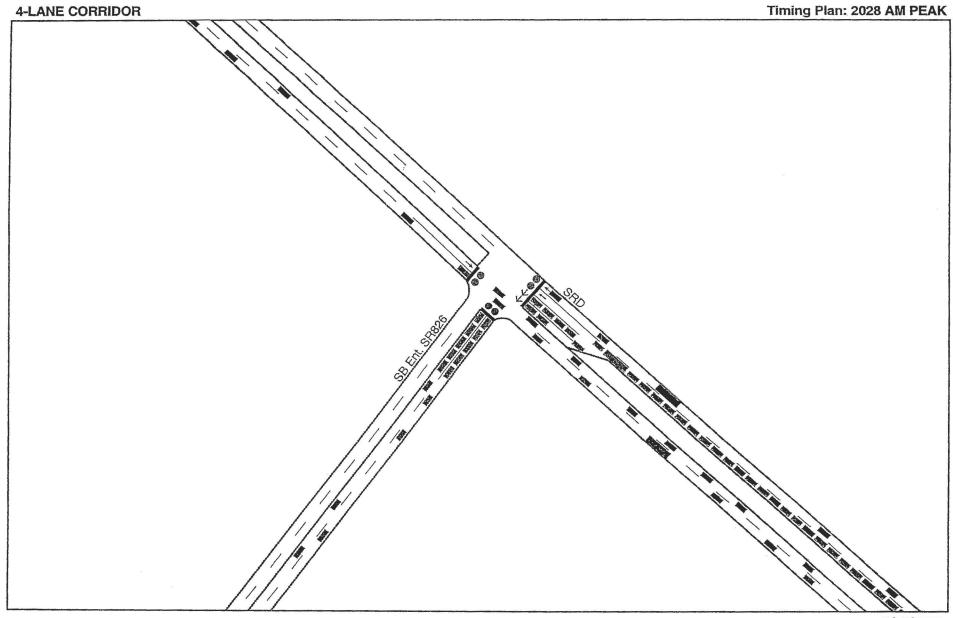












	4	×	1	1	×	ť	7	×	74	Ĺ	×	*
Selected Charles 121	SHE	BEIT.	SER	INWME	MWATER	MWE!	Wille !	NET.	MES	SYMAL	SWIE!	SyME
Lane Configurations	দ - 1800	<b>^</b> }		7 3.000 SHE	<b>ተ</b> ጉ 1800	a o n a	1000	41³≯ 	4000	দ্ না৪(১)(১)	<u>ተ</u>	<b>*</b> 808:134
Ideal Flow (vohpl) Lane Width (ft)	11	1800 11	1800 11	11	11	1800 11	11	11	1800 11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	75	are anounc	0	0		75	0		0	0	24	0
Storage Lanes Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ii)	50	50	4.0	50	50	7.0	50	50	7.0	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph) Lane Util. Factor	15 1.00	0.95	9 0.95	15 1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00	0.33	0.55	1.00	0.33	0.33	0.33	0.55	0.33	1.00	1.00	1.00
Fri		0.954			0.869			0.967				0.850
Fit Protected Satd. Flow (prot)	0.950 1503	2867	0	0.950 1503	2612	0	0	0.997 2898	0	0.950 1503	1582	1345
Elli Permitted	0.464	2007	U	0.749	2012			0.807	U	0.413	1302	1043
Satd. Flow (perm)	734	2867	0	1185	2612	0	0	2345	0	653	1582	1345
Right Turn on Red Satd. Flow (RTOR)		4	Yes		174	Yes		55	Yes			Yes 113
Headway Factor	1.04	1.045	1.04	1 (0)4	1.04	1.04	1.04	1,04	1,04	1.04	1.04	1.04
Link Speed (mph)		30			30			30			30	ACTUACON NO.
Link Distance (ff) Travel Time (s)		768 17.5			2844 64.6			1486 33.8			1322 30.0	
Volume (vph)	108	8	4	140	24	160	32	332	1 04	156	901-	104
Confl. Peds. (#/hr)		State										
Confl. Bikes (#/hr) Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	51000%	100%	100%	100%	100%=	100%	100%	100%	1.00%
Heavy Vehicles (%) Bus Blockages (#/hr)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10% 0
Parking (#/hr)	U			0		U		V.	<u>U</u>	U		
MidsBlockeneille (%)		0%			0%			0%			0%	
Adj. Flow (vph) Lane Group Flow (vph	117	9	4	152 152	26	174	35	361 509	113	170	979 979	113
Turn Type	pm+pt			Perm			Perm			pm+pt		Perm
Protected Phases: ""		6			2			4		3	8	
Permitted Phases  Detector Phases	6	a la company	40005000	2	SACE OF		4			8		8
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Spill (s)	\$ O.	21,0		21.0	21/0		2180	21.0		(9/10)	2140	21.0
Total Split (s)	9.0 8%	33.0 28%	0.0	24.0	24.0	0.0 0%	76.0 63%	76.0 63%	0.0	11.0	87.0	87.0
Maximum Green (s)	4.0	28.0	U/O	19.0	20% 19.0	U/0	71.0	71.0	U/0-	6.0	73% 82.0	73% 82.0
Yellow Time (\$) 🖟 🗀	4.0	4.0		40	4(6)		4.0	4.0		40	- 4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	17. 22. 经利益	1.0	1.0	ne serience	1.0	1.0	1.0
Lead/Lag Lead-Lag Optimize?	Lead Yes			Lag Yes	Lag Yes		Lag Yes	Lag Yes		Lead Yes	7 (7)	
VehilotedExtension (s)	3.0	3.0		2 (2.0)	(\$10)		20.0	6/0		60	(6)(0)	- 8,0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

Timing Plan: 2028 AM PEAK

1	<b>4</b>	×	1	1	K	*	7	×	CA.	Í,	K	12
uajore/(Cirolajo)	ાલે≅	: NEU	JOHR:	NAME:	NWater)	WME		AMEIR	NEEL	:SWE	SVVA	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
idme Before Reducer(s)	POWER WATER BOARD	STANTON STATE		(0)(0)	(0,0)		0.0	0.0		0,0	(0) (0)	(0)(6)
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode Walk Time (s)	None	Min		Min	Mia		Max	Max		None	Mabx	Max
Flash Doni Walk (s)												
Pedestrian Calls (#/hr)												
Aoi Eifei Green (S)	27/4	27.4		18.4	::18)4):-:			7/2 (0		THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	8(3,0)	NAME OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY
Actuated g/C Ratio	0.23	0.23	<b>三次</b> 位约4	0.16	0.16	50072508533075		0.61		0.70	0.70	0.70
v/c Ratio Uniform Delay, d1	0.58 38.4	0.02 24.2		0.83 48.4	0.86 5.5			0.85 10.1		0.33 6.0	0.88 13.9	0.12 0.0
Delay	39.6	28.0		40.4	9.5			10.1			19.6	1.0
LOS	D	C	NEISERAND	E	A		Aviato de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya de la Companya	В		A	В	A
Approach Delay		818/5			30.9			10.5			16.2	
Approach LOS		D			С	menore an		В	MARITHA SOCIET		В	NZSTARZA
90th %ile Green (s) 90th %ile Term Code	4.0 Max	28.0 Hold		19.0 Max	19.0 Max		71.0 MaxR	71.0 MaxR		The second second	82 0 MaxR	THAT STATES
70th %ile Green (s)	4 0	28.0		19 0	190		71.0	71.0			82 0	
70th %ile Term Code	Max	Hold		Max	Max		MaxR	MaxR		2012012	MaxR	Daniel Commission
50th: %ile Green (s)	4.0	28.0		19.0	11970		71(0)	71.0		6.0	82.0	= 82.0
50th %ile Term Code	Max	Hold	24222476	Max	Max		MaxR	MaxR		COMPANY COMPANY OF	MaxR	MaxR
30th %ile Green (s) 30th %ile Term Code	4.0 Max	26.8 Hold		Gap	17.8 Gap		71.0 MaxR	71.0 MaxR			82.0 MaxR	82.0 MaxR
i Oth %ile Green (s)	4.0	21.4		12.4	12.4		71.0	71.0			82.0	82.0
10th %ile Term Code	Max	Hold		Gap	Gap		MaxR	MaxR		Max	MaxR	MaxR
Stops (viph)	89	12		135	62			200		50	689	6
Fuel Used(gal)	2 140	0 14		6 387	5 334			8 526		2	17 -1167	1 79
NOx Emmisions (g/hr)	27	3		75	65			102		28	227	15
VOC Emmisions (g/hr)	38	3		90	77			122		34	270	18
Dilemma Vehicles (#)	0	0		0	0			0	252810240-1050	0	0	0
Oueue Length 50th (ft)	75	0		114	5	240		87		41	554 #948	17
Queue Length 95th (ft)	131	0 688		#223	34 -2764			122 1406		67	#940 1242	17
50th Up Block Time (%)												
9516 VerBlock Time (%)												
Turn Bay Length (ft)	75			707 WE   To A 10 W   12 W   15 W			Winascen Venezia A					
50th Bay Block Time % 95th Bay Block Time %												
Queune Penalty (veh)												
											an Espainist	
Intersection Stummary Area Trybe	CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRA											
Cycle Length: 120												
Actuated Oycle Length:	118:4											
Natural Cycle: 90									PER CONTRACTOR			WAS THE TAX
Comportation Semilation												
Maximum v/c Ratio: 0.88			200000000									
Intersection Signal Dela Intersection Capacity Ut					itersectii CU Level							
morocolon Capacity Of	mzaliUII	30.7 /6			o revel	01 36	NICE E					

90in %ile Actuated Cycle: 120
70th %ile Actuated Cycle: 120
50th %ile Actuated Cycle: 120
30th %ile Actuated Cycle: 118.8
10th %ile Actuated Cycle: 11814
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles

Splits and Phases: 1: SRD & NW 121 WAY

W 01	ø2 !	ø3 🔭	ø4
	in the second second		
₩ ø6		<b>^</b> ▲ ø8	

Lane Configurations		4	×	2		×	*	7	×	74	<u>Ç</u>	K	×
Figure   1965   1966   1902   1902   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903   1903	Aside (Citoloid)	. 왕림( <u>)</u>	∕ 8(E) ×			ANNAT.	ivivia:		WH.	aniaka	SWAL	SWEE-	LSWAR!
Lane Width (t)								NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE PERSON NAME OF THE P		NAME OF TAXABLE PARTY.			*
Storage Length (ft)		CHICAGO CONTRACTOR	SUPPLY KONFINANCE STATES	经验的现在分词	THE STATE OF THE PARTY.	SCHOOL SECTION	公司和1000000000000000000000000000000000000	THE STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	STANTACTURE	<b>经</b> 中国中国	EU-FASTING THE BUILDING	是由于14-1422 经由于	2.2 b (2.2 2.3 2.3 la 1) 4.
Storage Length (ft)		11		11	11		11	11		11	11		11
Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Signature   Sign	A COLUMN TO THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF TH	200	U/0	0	150	V //9	0	100	U/o	0	250	U /0	150
Total Lost Time (s)		200		0	2					0	200		100
Training Detector (ft)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		A CONTRACTOR OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF TH	50		50	50		50			50	THE RESERVE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	50
Lane Util. Factor			0			0		-	0			0	0
Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part   Part		THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	0.05	0.05	1730世界中央6000000000000000000000000000000000000	0.05	0.05	THE CONTRACTOR	0.06	0.06	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	0.01	1 00
Fit		0.97	0.95	0.95	0.97	0,95	0.93	1.00	0.00	0.00	0.97	0.91	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
Sald. Flow (prot)	A CONTRACTOR OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY O		0.971		热度過差性	0.890			0.980				
Said. Flow (perm)		0.950			0:950			0 950			0.950		1975
Satd. Flow (perm)         2915         2918         0         2915         2675         0         351         5333         0         2915         4318         1345           Right rum on Red         Yes         448         Headray Factor         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04         1.04 <td></td> <td></td> <td>2918</td> <td>0</td> <td></td> <td>2675</td> <td>0</td> <td></td> <td>5333</td> <td>0</td> <td></td> <td>4318</td> <td>1345</td>			2918	0		2675	0		5333	0		4318	1345
Right-Tumon Fied   Yes   Yes   Yes   Yes   Yes   Yes   Satd. Flow (RTOR)   24   334   53   448   Headway Factor   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04					THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	0075		TO SHARE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	F000				
Satd. Flow (RTOR)         24         334         53         448           Headway Factor         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04         1 04 <td></td> <td>2915</td> <td>2918</td> <td>THE THE PERSON NAMED IN</td> <td>2915</td> <td>26/5</td> <td>THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O</td> <td>351</td> <td>5333</td> <td></td> <td>2915</td> <td>4318</td> <td></td>		2915	2918	THE THE PERSON NAMED IN	2915	26/5	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O	351	5333		2915	4318	
Headway Factor   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04   1.04			24	lies		334			53				
Link Speed (mph)		1.04		1.04	1 04		1.04	1.04		1.04	1.04	1 04	
Travel Time (s)		MEDICAL STREET		DYLESES SERVICE							50.5452.53412.0730		COLO DOLO MACINO
Molume (yph)												CONTRACTOR ESTABLISHED	
Confil. Peds. (#/hr) Confil. Bikes (#/hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92		5/10	TO COMPANY TO THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWNER OF THE OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNE		150	-SOLDTWIND	A NO.	0.0		·	2000		2110
Peak Hour Factor   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.		040			194	. V∕4	21/2	03	000	IUU	080	1002	
Crowth Factor   100% 100% 100% 100% 100% 100% 100% 10													
Heavy Vehicles (%) 10% 10% 10% 10% 10% 10% 10% 10% 10% 10%													
Bus Blockages (#/hi)		23/10/2012/2012	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s					The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	THE CREED STORY	G. C. L. S. S. S. S. S. S. S. S. S. S. S. S. S.	Car In the Car Annual Control		277 62 7 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Parking (#/hr)  Mid-Block Traffic (%)  Adj. Flow (vph)  370  518  122  165  122  339  97  715  109  424  1502  448  Lane Group Flow (vph)  370  640  0  165  461  0  97  824  0  424  1502  448  Turn Type  Prot  Prot  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm  Prot  Perm Prot  P		10%	METER SECOND	uncarried and a constitution	THE PLANT OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	ATTORNOUS MANAGEMENT	WAS AGO STATE OF	10%		THE PERSON NAMED IN COLUMN	10%	SARCH CONTRACTOR	STATE DESCRIPTION OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF
Adj. Flow (vph)         370         518         122         165         122         339         97         715         109         424         1502         448           Lane Group Flow (vph)         370         640         0         165         461         0         4 97         824         0         424         1502         448           Turn Type         Prot         Prot         Perm         Perm         Prot         Perm           Permitted Phases         1         6         5         2         4         3         8           Detector Phases         1         6         5         2         4         4         3         8           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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0		U				, U	U	U	U	U.		V	V
Adj. Flow (vph)         370         518         122         165         122         339         97         715         109         424         1502         448           Lane Group Flow (vph)         370         640         0         165         461         0         497         824         0         424         1502         448           Turn Type         Prot         Prot         Perm         Perm         Prot         Perm           Permitted Phases         1         6         5         2         4         3         8         8           Detector Phases         1         6         5         2         4         4         3         8         8           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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0			0%		<i>x</i>	0%			0%2			0%	
Turn Type         Prot         Prot         Perm         Prot         Perm           Riotected Phases         1         6         1.5         2         4         3         8           Permitted Phases         4         5         2         4         4         3         8           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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0 <td>Adj. Flow (vph)</td> <td></td> <td></td> <td>122</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Adj. Flow (vph)			122									
Permitted Phases	Laine Group (Flow (yah)		640	0		461	0,	97	824	0	424	1502	
Permitted Phases         4         8           Detector Phases         1         6         5         2         4         4         3         8         8           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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0		Prot			Prot	1 TO		Perm			Prot	- 10 P	
Detector Phases         1         6         5         2         4         4         3         8         8           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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0         36.0			, 0		9	6		Δ	4		S. S.	6 n	
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       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       21.0       22.0       22.0       0.0       14.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0       36.0 </td <td></td> <td>- 1 Sp</td> <td>- 6</td> <td></td> <td>15</td> <td>2</td> <td></td> <td>7</td> <td>4</td> <td></td> <td>3</td> <td>- 5</td> <td></td>		- 1 Sp	- 6		15	2		7	4		3	- 5	
Total Split (s) 13.0 24.0 0.0 10.0 21.0 0.0 22.0 22.0 0.0 14.0 36.0 36.0 Total Split (%) 19% 34% 0% 14% 30% 0% 81% 31% 0% 20% 51% 51% Maximum Green (s) 8.0 19.0 5.0 16.0 17.0 17.0 9.0 31.0 31.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0		4.0	HORIZON		4.0	4.0		4.0	4.0		4.0	4.0	
Total Split (%) =       19% 34% 0% 14% 80% 14% 80% 0% 31% 31% 0% 20% 51% 51%         Maximum Green (s)       8.0 19.0 5.0 16.0 17.0 17.0 9.0 31.0 31.0         Yellow Time (s)       4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0			<b>四年的自己的</b>		P Seline King said to Mailing below.	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		210	Day Park House the Land Co.		90	21 0	210
Maximum Green (s)       8.0       19.0       5.0       16.0       17.0       17.0       9.0       31.0       31.0         Yellow Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>WALL CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 C</td> <td></td>												WALL CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 CO., 18 C	
Yellow Time (s)       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0       4.0	Party Court Style and the Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Style Styl	ATTRECT STREET OF THE PROPERTY OF	CTUMANTHUS FOLLOWER NO.	0%	AND THE PERSON NAMED IN	CHARLES MICHELLA X MC BOOK A	0%	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TW	SEAL SHADOWS CHARLES	0%	THE STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	ACTUAL STATE OF COLUMN	
All-Red Time (s)       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0       1.0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>(euse de la company</td> <td></td> <td></td> <td></td>										(euse de la company			
Lead/Lagi Lag Lead Lag Lag Lag Lag Lead Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes		THE RESIDENCE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	CONTRACTOR PROPERTY.		ALL PROPERTY OF THE PARTY OF	りからすたはいかからはいいまして		LUDY TENEFORM	是为15500000000000000000000000000000000000	但被告述	CHI THE WASHINGTON	AND THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O	California (California)
Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes								The second second section				1.0	1.0
	<b>建2000年间,1000年间,1000年间,1000年间,1000年间,1000年间,1000年间,1000年</b>	ALCOHOLD DESCRIPTION			AND THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	The second second second		THE PERSON NAMED IN	THE REAL PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		SACRESCO DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DEL COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION	2.11	
		THE RESERVE THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	いまできますというなどのできません		TO SECURE OF SECURE			ELECTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF TH	3.0		3.0	3,0	18(9)
Minimum Gap (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

	<b>W</b>	×	2	1	K	*	7	×	a	4	K	×
Espections	SEL	: SIE	*5 2 Et	- ANNYAYA A	is Warea	NAME:	ANELS:	'ANETICE	ANER:	is Wil	SWEE	SWE
Alline (Biellore Aleidulge) (e)	< (0.(0)	10 0		(0,0	0.0		- 0:0	0.0		(0,0)	(0),(0)	0.0
Time To Reduce (s)	0.0	0.0	TO BE THE OWN TO BE A SECOND	0.0	0.0	SAMES & SELLA	0.0	0.0	**************************************	0.0	0.0	0.0
Recall Mode	None	Max		None	MeX		None	None		None	None	None
Walk Time (s) Elash Donit Wa(k (s)												
Pedestrian Calls (#/hr)											TERROR CONTRACTOR	
Aor Effor Green (s)	9.0	20.0		6.0	17/0		118/10	18.0		1000	32.0	32.0
Actuated g/C Ratio	0.13	0.29	ST-11-SAMPLE SAMP	0.09	0.24	**********	0.26	0.26		0.14	0.46	0.46
V/c Ratio	0,99	0.75		0.66	0.51		1 08	0.58		1.02	0.76	0.52
Uniform Delay, d1 Delay	30.4 66.6	21.8 20.1		31.0 36.0	5.8 6.8		26.0 126.0	21.1		30.0 72.4	15.8 16.1	0.0
LOS	E	C		D	Å		F	C		E	В	A
Approach Delay		39.0			14.5			82.4			23.4	
Approach LOS		D			В	WAS SHOT WAS TO THE		C	-Disking nerting = 10	WY COMPANY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	С	KALIFARON DINGS (2008)
90th %ile Green (s)	8.0			5.0	16.0		17.0	17/0		9.0	31.0	31.0
90th %ile Term Code 70th %ile Green (s)		MaxR 19.0			MaxR		Max 17.0	Max 17.0		Max 9.0	Max 31.0	Max 31.0
70th %ile Term Code		MaxR		21年12日出版	MaxR		Max	Max		Max	Max	Max
50(in %)(e (Green (6)) = 10		19.0			16.0		17:0	17.0		9.0	610	
50th %ile Term Code		MaxR			MaxR	of the fact to the fact the	Max	Max		Max	Max	Max
30th %ile Green (s)	PULL AFTER A	11970 May D	X .	5.0	16 0		17.0°	17 0		9.0	31-0. Mov	81 Q
30th %ile Term Code		MaxR 19.0			MaxR 16.0		Max 17.0	Max 17 0		Max 9.0	Max	Max 31.0
10th %ile Term Code	THE WORLD'S	MaxR		A Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Comm	MaxR	e want of	Max	Max		Max	Hold	Hold
Stops (vph)	437	The second second		144	107		174	593		585.	1085	38
Fuel Used(gal)	15	18		9	21		5	19		15	31	7
CO Emmisions (g/hr) NOx Emmisions (g/hr)	1018 198	1288 251		640 125	1497 291		325 63	1295 252		1019 198	2192 426	458 89
VOC Emmisions (g/hi)		299		148	347		75	300		236	508	106
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	0
Outeve Length 50th (fi)	188	118		36	21		. ≈48			-97/	187/	0
Queue Length 95th (ft)	#165	174		#75	56		#135	113		#185	242	46
Internal Link Disk (ft)		2764			6(0/410)			1942			1852	
50th Up Block Time (%) 95th Up Block Time (%)												
Turn Bay Length (ft)	200			150			100	行。 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		250		150
50th Bay Blook Time %												
95th Bay Block Time %			ndy between				33%	7%	4.525.51	et projekt na	2%	
Ording Penalty (veh)							354	i Gi				
interseemen Summary	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE		Time									
Ariea Type	)lher											
Cycle Length: 70 Actuated Cycle Length:	70											
Natural Cycle: 70												
Control vice Semilard	Uncoo	G .										
Maximum v/c Ratio: 1.08	3		ATTE SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEASON SEAS			NETHEN AZAKE	(4) (4) (4) (4) (4) (4) (4)	oranie za kontrol za Seolio		and the second second		
intelsection Squal Dela				CAT BEAUTY CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	hiterseel)	A STENSON PROPERTY.	CONTINUES OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF T					
Intersection Capacity Ut	ilizatior	1 75.9%			CU Leve	l of Se	rvice C					

90th % lie Actuated Cycle: 70
70th % lie Actuated Cycle: 70
50th % lie Actuated Cycle: 70
30th % lie Actuated Cycle: 70
10th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th % lie Actuated Cycle: 70
20th %

Splits and Phases: 6: SRD & NW 116th Way

× ø2	<b>₩</b> ø1	<b>€</b> ø3	₩ ø4	
× ø6	<b>≥</b> ø5	<b>≥</b> ø8		
25				

	4	×	)	1	×	*	ን	×	74	4	K	1/2
enie Cholio		1812	(SIBE) (	NME		NIWB -	MINE	INETE	NERE	SWE	SWA	=\$\W#
Lane Configurations	ሻ	<b>1</b>		14.14	<b>↑</b> ↑			र्स	74	T	<b>^</b>	74
ldeal Elow (vpripl)	ii 1800	1800	1800	1800	1800	1800	1800	1800	008	1800	#16800±	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)	450	.0%			0%			è 0%			0%	
Storage Length (ft)	150		0 0	200		100	0 • • • • •		0	0		0
Storage Lanes Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Delegion (fi)	4.0 50	50	4.0	4.0	4.0 50	4.0	50	50	50	4.0	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.934				0.850			0.850
FluProtected Services	0.950	0000		0.950	0007	0	0	0.994	1045	0.950	1500	1045
Satd. Flow (prot)	1503 0.333	2936	0	2915 0.950	2807	0	0	1572 0.942	1345	1503 0 388	1582	1345
Satd. Flow (perm)	527	2936	0	2915	2807	0	0	1490	1345	614	1582	1345
Right Turn on Red	02,	2000	Yes	2010	2007	Yes		1100	Yes		1002	Yes
Satd. Flow (RTOR)		21			313			The Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Co	175	NEM CASTER PAR		7
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1 (04)	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			30			30	
Unktidistance (ft)		6120			1490			906			916	
Travel Time (s) Volume (voh)	102	139.1	e on	999	33.9 657	SE	20	20.6	e la le		20.8	
Confl. Peds. (#/hr)		10			90/	25						
Contil Bilkes (#/ht)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	1 3 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr) Parking (#/hr)	- 70.	0	0.	0		0	U	0	0	U	0	0
Michaloek Traffic (%)		(nº/s			0%			0%			0%	
Adj. Flow (vph)	111	120	22	893	714	555	22	162	175	135	225	7
Baines Grioup Flow (viola	) 314				1269		0	1/8/4	17/5		225	7
Turn Type	pm+pt			Prot		COMPANIES CON AVECTOR	Perm		Perm			Perm
Proteored Phases		6.		- 5	2			4		3	8	CONTRACTOR OF THE CONTRACTOR
Permitted Phases	6						4		4	8		8
Detector Phases Minimum Initial (s)	4.0	6 4.0		4.0	4.0		4.0	4.0	4.0	3 4.0	8 4.0	8
Minimum Split (8)	4.0 9.0	21.0		9.0	21.0	<b>建</b>	21.0	21.0	21.0	9.0	21.0	4.0 21.0
Total Split (s)	11.0	23.0	0.0	37.0	49.0	0.0	21.0	21.0	21.0	9.0	30.0	30.0
Total Spir (%)	12%	26%	0%	417/6	1549%	10%	26%	28%	23%	10%	486	33%
Maximum Green (s)	6.0	18.0		32.0	44.0		16.0	16.0	16.0	4.0	25.0	25.0
Yellow Time (s)	440	410		4 (0)	4/(0)		4.0	4.0	4.0	4.00	4.0	4.0
All-Red Time (s)	1.0	1.0	STANGE OF SHARE	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Allerate	Lead,		Lag	Lág		Lag.	160	Lag	<b>元为他的现在对于</b>		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	<b>不</b> 你是他当年可能是	Yes	Yes	Yes	Yes		
Vehicle Extension (s): Minimum Gap (s)	3.0	3.0		30	3.0		3.0	3.0	0.0	3.0	0.0	8.0
wiiriirium Gap (s)	3.0	3.0	-	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

	4	×	7	1	K	*	7	×	a	<u>G</u>	K	Yes
Hating Cholege		SET	SIER	: INM <u>M</u> E	alviVat-j	WW/F	레벨타	: NET	idlejs):	19WIE	SWI!	SWE.
Time Before Feduce (s)		0.0		1/00	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s) Recall Mode	0.0 Min	0.0 Coord		0.0 Max	0.0 Coord		0.0 Max	0.0 Max	0.0 Max	0.0 Max	0.0 Max	0.0 Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr) Act Effet Green (s)	a do no	\$10 m			45.0			- 15 Tab	5 7/0	26.0	26 0	150
Actuated g/C Ratio	0.21	0.21		0.37	0.50			0.19	0.19	0.29	0.29	0.29
v/e Ratio	0.59	0,22		0.84	0/89			- 0.65	0;44;	0.59	EST STATE OF THE	0.02
Uniform Delay, d1	30.2 33.6	24.9 25.2		26.0 19.5	13.7 8.9			33.7 36.5	0.0 5.5	25.2 27.3	26.5 27.2	0.0 13.5
Delay LOS	C	C		В	A			D	A	C	C	В
Approach Delay		28.9			il2 9			214			27.0	
Approach LOS	- A-10	.C		200 TO	B 42 0		ശര	C	16.0		C 25.0	WE'S
90th %ile Green (s) 90th %ile Term Code		18.0 Coord		32.0 MaxR	The section will all		16.0 MaxR	MaxR	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	MaxR	MaxR	25-0 MaxR
70th %ile Green (s)	6.0	18.0			44.0		* 54 <b>(6</b> 40)	16 0	16.0	4.0	25.0	25.0
70th %ile Term Code		Coord	人名约克尔	MaxR			MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s) 50th %ile Term Code	L. (1)	18.0 Coord			44.0 Coord		16.0 MaxR	16.0 MaxR	16.0 MaxR	4.0 MaxR	25.0 MaxR	25.0 MaxR
80th %ile Green (s)		18.0			44.0		16.0	16.0		4.0	25.0	250
30th %ile Term Code		Coord		MaxR			MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
10th %ile Green (s) 10th %ile Term Code	Company of the second	18.0 Coord		32.0 MaxR	44.0 Coord		16.0 MaxR	16.0 MaxR	16.0 MaxR	4.0 MaxR	25'0 MaxR	25.0 MaxR
Stops (vph)	. 85	987		571	621			154	34	96	168	5
Fuel Used(gal)	6 422	7 520		16	19			3 231	2 105	2 147	4 248	0
CO Emmisions (g/hr) NOx Emmisions (g/hr)	42Z 82	101		1116 217	1326 258			45	20	29	240 48	6 1
vocimmisions (g/m)	98	120		259	307			58	. 24		58	1
Dilemma Vehicles (#) Queue Length 50th (tt)	0 54	0 30		0 177	0 147			0 98	0 0	0 60	0 106	0
Queue Length 95th (ft)	#111	55		m191	m155			#182	54	#112	177	10
Internal Link Dist (ii)		6040			5440			826			896	
50th Up Block Time (%)												
Turn Bay Length (ft)	150			200								
50ind5av/Blockeinine %				11%								
95th Bay Block Time % Queuing Penalty (veh)				3%								
		**//**********************************	- 19 ( ) <u></u>									
intersection Summary : Area Type	114											
Cycle Length: 90	MINGIE											
Actuated Cycle Length												
Offset: 74 (82%), Refere	enced to	o phase	2:NW	Tand 6:	SETL, Sta	art of (	Green	(SAFONEVS)		ermounisticonic		
Natural Cycle 80 Control Type: Actuated-	Coordin	hater										
Maximum v/c Hailo 10.8		ialeu										
Intersection Signal Dela		A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A CHARLES AND A			ntersecti	on LO	S: B		CANCELLO			

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

**Cureue shown is maximum after two cycles**

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

Splits and Phases: 9: SRD & NW 105th Way

<b>a</b> 1	× ø2		4	ø3	M	ø4
	¥874		91		200	200
<b>№</b> ø6		<b>₽</b> ø5	M	ø8		
r e	77.74					

	۲	1	PA	<u>L</u>	ţ	»J	•	×	7	•	×	1
Later Circinio	E INERLA	10(5)14	NER	ISBL:	-88T	\$18)R	, Slati, L	(SEIT	: YEEK!	ANWAL:	NW/II	NWE
Lane Configurations	7	ተተጉ		*	<b>*</b>		*	<b>†</b> }		7	**	*
Ideal Flow (vehiol) Lane Width (ft)	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11
Grade (%)		0%	11		0%	11		0%			0%	
Storage Length (ft)	0	2000年11月1日 2000年11月	100	0	FORESCHEIN RE	100	100		75	75		150
Storage Lanes	1		0			0			0		4.0	1
Total Lost Time (s) Leading Detector (ii)	4.0 50	4.0 50	4.0	4.0 50	4.0 50	4.0	4.0 50	4.0 50	4.0	4.0 50	4.0 50%	4.0 50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	il5.		9	115		9	115		9	15		<u>©</u>
Lane Util. Factor  Ped Bike Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.996			0.996			0.971				0.850
FlidPirolegie	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1503	4301	0	1503	4301	0	1503	2918	0	1503	3005	1345
Elt/Permitted Satd. Flow (perm)	0.077 122	4301	0	0.071 112	4301	0	0.235 372	2918	0	0 246 389	3005	1345
Right Turn on Red		4001	Yes	112	4001	Yes		2010	Yes			Yes
Satd. Flow (RTOR)		7			12		ers was a same tribus	7				151
Headway Factor Link Speed (mph)	1 (04	1 04 30	1,04	1.04	1.04 30	1404	1.04	1.04 30	1 04	1.04	1.04	1 04
Link Distance (ff)		223			878			1345			2936	
Travel Time (s)		5.1		The DOUBLE SHADE	20.0			30.6			66.7	
Volume (vph) Confl. Peds. (#/hr)	265	2160	58	333	2400	69	54	= <b>3</b> 64	86	15	469	351
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%° 10%	100% 10%	100% 10%	100% 10%	100%
Heavy Vehicles (%) Bus Blockages (#/hr)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Parking (#/hr)												A Particular day
MidEBlock Traffic (%)	-	0%			0%			0%		10	0%	000
Adj. Flow (vph)	288 288	2348	63 0	362	2609	75	59 50	396 489	93 0	16	510 510	382
Turn Type	Perm			pm+pt	2684		Perm			Perm		Perm
Projected Phases		2		1	6			4			8	
Permitted Phases	2	a de la la la la la la la la la la la la la		6			4	i a		8	8	8
Detector Phases Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimoleim Spilit (S)	21.0	21.0		9.0	21.0		21.0	24.6			21.0	2/10
Total Split (s)	56.0	56.0	0.0	13.0	69.0	0.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%) Maximum Green (s)	62% 51.0	62% = 51.0	0%	国外公司 经公司 经公司 经	77%	0%	23% 16.0	23%	0%	23% 16.0	23%	28%
Yellow Time (s)	4.0	4.0	e propins de la	8.0 4.0	64.0 4.0		4.0	16.0 4.0		4.0	16.0 4.0	16.0 4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize? Vehicle Extension (s)	Yes 3 0	Yes 3.0		Yes	1840	Note: Section	4.0	£10		70.70	\$ 18.00°	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
(-)												3,0

	ሻ	†	P	<u>L</u>	<b>+</b>	W	4	×	7	4	×	1
Gainte Groupe	# HAIBIL	The Carlot of the Carlot	NEIE)	. 81HL		(8314)	SEL	(SET	SIE	NWE:	the Committee of the	MAZE
Time Before Reduce (s Time To Reduce (s)	0.0	0.0 0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0 0.0
Recall Mode	Coord				Coord			None .		None		
Walk Time (s)			er or or or or or or or or or or or or or			remercence			911405777123147			
Flash Dont Walk (s) Pedestrian Calls (#/hr)												
Adi Ella Green (s)	52.0	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P		66 O	615,6,		17.0	17 (i)		57/0	17.0	17.6
Actuated g/C Ratio	0.58 4.11	0.58 0.97		0.72 1,65	0.72 0.86		0.19	0.19		0.19	0.19	0.19
Uniform Delay, d1	18.8	18.2		22.3	9.2		35.2	34.9		30.9	35.6	21.9
Delay	390.6	26.9		220.7	9.7		88.0	48.8		32.6	WALLEY BURNEY LAND MARTINE	64,2
LOS Approach Delay	F	C 65.7		F	A 34.7		F	D 48.1		С	D 54.8	E
Approach LOS		E			C			D			D	
90th %ile Green (s) 90th %ile Term Code	51.0 Coord	51.0			64.0 Coord		16.0 Max	16.0 - Max		16,0 Max	16.0 Max	16.0 Max
70th %ile Green (s)	51.0				64.0		16.0	16.0		16.0	16.0	16.0
70th %ile Term Code	Coord				Coord	COTATION S	Max	Max		Max	Max	Max
50th%ije Green (s) 50th %ile Term Code	Coord	51.0 Coord			64.0 Coord		16.0 Max	16.0 Max		16.0 Max	16.0 Max	16.0 Max
30th Valle Green (6) 11.	51.0	510		8.0	64.0		16.0	16.0		16.0	16.0	-16.0
30th %ile Term Code 10th %ile Green (s)	Coord	Coord 51.0			Coord 64.0		Max 16.0	Max 16.0		Max 16.0	Max 16.0	Max 16.0
10th %ile Term Code	Coord	Coord		Max	Coord		Hold	Hold		Max	Max	Max
Stops (vph) Fuel Used(gal)	1175 36	1275 87		864 22	1576 30		70 2	617 12		7.6 1	470 18	330 14
COEmmisions (g/hr)	2496	6105		1539	2130		134	845		37		1010
NOx Emmisions (g/hr)	486	1188		299	414		26	164		7	243	196
VOC Emmisions (g/hr) Dilemma Vehicles (#)	979 0	(1415) 0		357 0	494 0		31 0	196 0		9 0	290 0	234 0
Queue Length 50th (fi)	ACTOR AND DESCRIPTION	243		-262	3. (SH3)		34	168		8	4.50	31418
Queue Length 95th (ft)	#459	#384 143		#435	395 798		m#99	#229 1265		28	#243 2856	#332
50th Up Block Time (%		14%										
951h Up Block Time (%	) 72%	20% -				1.0	100			75		150
Turn Bay Length (ft)							100	10%		75	42%	150 6%
95th Bay Block Time %	O						5%	36%			58%	58%
Queume Penalty (vela)						and the second	6	13.				80
Interisection Summing Anead Wee	- I have a low report and											
Cycle Length: 90	Orriel											
Actuated Gycle Length												
Offset: 12 (13%), Refe	renced to	o phase 2	2:NBTL	. and 6:	SBTL, S	tart of	Green					
Control Type: Actuated		nated										
Meximum McRelloras												
Intersection Signal Del	ay: 49.8				ntersect	ion LO	ช: ม					

Intersection Capacity Utilization 96.7%.

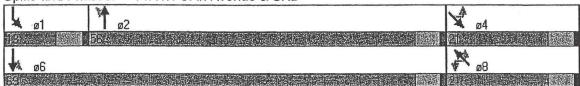
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles:

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

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

Splits and Phases: 14: NW 87th Avenue & SRD



	×	7	1	K	7	174	
Eante Cholupt	88	SER	- INVARI	ANWER :	TINELS,	INSE.	
Lane Configurations	<b>ት</b> ኁ		*	ተተ	kyf .		(i) menon bermanan kan persanan kan persanan kan persanan kepada bermanan kepada kepada bermanan kepada berman
Ideal/Elow (vphpl)	1800	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	1800	1800	1800	THE COURSE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%=		7.5	0%	0%	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	
Storage Length (ft) Storage Lanes		0	75		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Eerding Detector (fit)	50		50	50	50		
Trailing Detector (ft)	0	THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY O	0	0	0		
Terrollie Spece (mobile		9	15		15	9-	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	
Ped Bike Factor Frt	0.999				0.902		
Ald Protesies	0.000		0.950		0.987		
Satd. Flow (prot)	3002	0	1503	3005	1408	0	
FILPermitted			0.480		0.987		
Satd. Flow (perm)	3002	0	285	3005	1408	0	\$\\\\$\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\rightarrow\right
Right Turn on Red	4	Yes.			20	Yes	
Satd. Flow (RTOR)	1 - 1 04	1.04	1 025	1.04	32 1.04	1.04	
Link Speed (mph)	30			30	30		
Link Distance (fit)	2680			1600	1320		
Travel Time (s)	60.9			36.4	30.0		
Volume (vph)	1168	6	93	672		- 29	
Confl. Peds. (#/hr) Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Falgor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr)	0	0	0	0	0	Ō.	
Parking (#/hr) Mid:Block Traffic (%)	09%			en%	0%		
Adj. Flow (vph)	1264	7	101	730	12	32	
Baine Group How Wen		0		730	4/4	$\overline{\theta}$	
Turn Type			Perm				
Protected Phases	6			2.	4		
Permitted Phases  Detector Phases			2	70			
Minimum Initial (s)	4.0		4.0	4.0	4.0		
Milaimum Saliikisi	20.0		20.0	20.0	20.0		
Total Split (s)	76.0	0.0	76.0	76.0	24.0	0.0	OUT PRINTED AND THE STATE OF THE BEST OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE
Total Spir(%)	7/6%	0%	76%	76%	24%	0%	
Maximum Green (s)	71.0	TO WILLIAM TO THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TANK THE TAN	71.0	71.0	19.0		
Yellow Time (s) All-Red Time (s)	4.0 1.0		4.0	4.0	4.0		
Lead/Lag	1.0		1.0	1.0	1.0		
Lead-Lag Optimize?					With the Purple		
Vehicle Exercision (s)	8.0		18:0	670	4:50		
Minimum Gap (s)	3.0	Section Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Con	3.0	3.0	3.0	- Commission (13)	中的时间,如果我们是一个时间,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

	×	À	1	×	7	74
State (o)	:::15 <u>15.1</u> 1		INVAME	NIVATE		Nen
Tilme Belore Beguee (s	(0.0.		(0.0)	Management of the same	(0)(0)	
Time To Reduce (s)	0.0	URLEWIND POESES	0.0	0.0	0.0	的现在分词,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Recall Mode	Coord		Coord	Coord	None	
Walk Time (s)		en reconstance me			TOST TO THE PART WITH	YSSI XXII XXII AXXII AXXII XXII XXII XXII
Flash Dont Walk (s)						
Pedestrian Calls (#/hr) Act Effet Green (s)	89.9		80.0	89.9		
Actuated g/C Ratio	0.90		0.90	0.90	0.08	
7/c Ratio	0.30		0.39		0.81	
Uniform Delay, d1	1.6		1.5	1.2	12.2	然之的"全国的特殊之间的权益是并是在通过企业的企业的企业的企业的企业的企业的。
Delay	<b>8</b> 1		1.3	0.3	20.1	
LOS	A		Α	Α	С	TO THE SECOND TO THE SECOND TO THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND THE SECOND TH
Appreach Delay	1.8			0.4	20.1	
Approach LOS	A			A	С	
90th %ile Green (s) 90th %ile Term Code	80,3 Coord		80 3	265389678432276	97	
70th %ile Green (s)	82.4		Coord	82.4	Gap	
70th %ile Term Code	Coord		Coord	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Gap	
50th %ile Green (s)	83.8			83.8	6.2	
50th %ile Term Code	Coord		Coord	Coord	Gap	
30th %ile Green (s)	.95.0		95,0		0.0	
30th %ile Term Code	Coord	4675.Vaii	Coord		Skip	
10th Vale Green (s) 10th %ile Term Code	95.0 Coord		Coord	95.0 Coord	0.0 Skip	
Stops (vph)	207		-	20	30°	
Fuel Used(gal)	26	2.00	1	9	1	
	1818		87	597	§ 52	
NOx Emmisions (g/hr)	354		17	116	10	
VOC Emmisions (d/hn)	421		20	188	12	
Dilemma Vehicles (#)	0 74		0	0	0	
Queue Length 50th (ft) Queue Length 95th (ft)	132		8	13	. 6 38	
Internal Link District	2600			1520	1240	
50th Up Block Time (%	Property and a state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the sta					
95in Us Block Time (%						
Turn Bay Length (ft)	New York or the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contr		75			
50164BeyABlock Time %						
95th Bay Block Time %						
Queuling Renaliya (Veh):						
।वासम्बद्धांकः 'इवनासंसिद्धः'	- Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction of the Contraction					
Area Type	Oiher					
Cycle Length: 100						
Actuated Cycle Length		phone	OLNINATI	and C	OFT O	out of Croon
Offset: 52 (52%), Refer	enced to	pnase	∠: \VV	_ and 6:	oei, ota	an or Green
Control Type: Actuated	-Coording	ated				
Maximum Welstalle 102	74					
Intersection Signal Dela				lr	itersecti	on LOS: A

## SRD PROPOSED GEOMETRY 4-LANE CORRIDOR

17: SRD & NW 96th Street

intersection Capacity Unitization 56.3%. CUltrevelousende	A National Property of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control o	
Splits and Phases: 17: SRD & NW 96th Street		
ø2	<b>7</b> ø4	
	26 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -	
× ø6		

	×	1	100	×	7	74	
Esin(e)(E)(0)(1)	SET	S)=	ANWAYE.		NEL:	NEISE	
Lane Configurations	<b>ት</b> ጉ		ሻ	<b>ት</b> ት	ħ	7	
Ideal Flow (Vphp))	1800	1800	1800	1800	Charles and Control of the	1800	
Lane Width (ft)	11 0%	11	11	11 0%	11 0%	11	
Grade (%) Storage Length (ft)	U//o	0	150	U/o	0	50	
Storage Lanes		0	100			T	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2000年代出版的企业的发展的企业,1990年代的企业的企业,1990年代的企业。1990年代的企业的企业,1990年代的企业。1990年代的企业。1990年代的
Leading Defeator (ii)	50		50	50	50	50	
Trailing Detector (ft)	0		0	0	0	0	
Turning Speed (mph)	0.95	0.95	15 1.00	0.95	1.00	9 1.00	
Ped Bike Factor	0.93	0.95	1.00	0.93	1.00	1.00	
Frt	0.997	er und some			<b>自己的特别是</b> 的情况	0.850	1. 最后来是关系是可以是不是的。 第一章
FII Profesion			0.950		0.950		
Satd. Flow (prot)	2996	0	1503	3005	1503	1345	NOW, A CHARACTER TO A MANUAL TO THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE CONTROL OF THE
Fit Permitted	2006	0	0.126	2005	0.950	1045	
Satd. Flow (perm)  Right Turn on Red	2996	0 Yes∍	199	3005	1503	1345 Yes	
Satd. Flow (RTOR)	3					41	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Link Speed (mph)	30	e a la la valence		30	30		
Link Distance (ft) Travel Time (s)	1600 36.4			980 22.3	1540 35.0		
Volume (voh)	1078	24	295	595		239	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hir)							
Peak Hour Factor	0.92 100%	0.92	0.92	0.92	0.92	0.92	
Growth Factor Heavy Vehicles (%)	10%	100% 10%	10%	100% 10%	10%	100% 10%	
Bus Blockages (#/hr)		0	0	0	0	0	
Parking (#/hr)					A CONTRACT AND VIOLENCE AND		
MichBlook Traffie (%)	0%	THE RESERVE OF THE PERSON NAMED IN		0%	0%		
Adj. Flow (vph)	1172	26	321	647	15	260	
Eane Group Flow (voh Turn Type		De la la la la la la la la la la la la la	pm+pt	6,47	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	260 pm+ov	
Protected Phases	6		5	2	4	5	PPA
Permitted Phases			2		NACTE SALES AND	4	如果我们就是一种的人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一
Delector Phases	6		5	2	4	5	
Minimum Initial (s)	4.0 21.0		4.0 9.0	4.0	4.0	4.0	
Milalinium Split (s). Total Split (s)	52.0	0.0	27.0	21.0 79.0	21.0 21.0	9.0 27.0	
Total Spili (%)	52%	0.0	27%	79%	21%	27%	
Maximum Green (s)	47.0		22.0	74.0	16.0	22.0	就发出的异义的思想的 <b>以</b> 多种的思想的 《多字》(《
Yellow Time (s)	4.0		40	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?	Lead		Lag			Lag	
Vehicle Extension (s)	Yes 3.0		Yes 3.0	E 407	9.0	Yes	
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	
	0.0		5.0	5.0	0.0	0.0	

	X	1	K	K	7	/AL	
Engrépaine	. SET		MANE	NAME Y	ANIEL .	MER	
inime Belone Reduce (s	) (0.70F/J		(0).(0)	7 (0(0)	0 0	0.0	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	
Recall Mode	Coord		None	Coord	None	None	
Walk Time (s)		THE WAR PARTY OF THE PARTY OF		AND MID STATE		erate de la constitución de la constitución de la constitución de la constitución de la constitución de la cons	
Flash Dont Walk (s)							
Pedestrian Calls (#/hr)	ANTONIO DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA COLONIA DE LA CO	and a fact that we		- Control of Carl Carl Carl	NAME OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWNER OF THE OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER	participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal participal	
Agretier Green (s)	66.4		93.4	96.6	74	34.4	
Actuated g/C Ratio	0.66		0.93	0.97	0.07	0.34	
V/e Ratio	0.60		0 (66	0,22	0.14	0.53	
Uniform Delay, d1	11.7		17.7	0.7	47.9	25.1	
Delay	8.9		7.8		43.0	22.3	
LOS	Α		A	A	D	C	
Approach Delay	8.9				23.4		
Approach LOS	A 54.8		00.0	A	C 8.2	22.0	
90th %ile Green (s) 90th %ile Term Code	出资地位为其实的企业的企业		がいただった	81 8 Coord		Hold	
70th %ile Green (s)	Coord 68.0				Gap 0.0	22.0	
70th %ile Term Code	Coord		THE RESERVE	Coord	Skip	Hold	
50th %ile Green (s)	68.0			95.0	0.0	22.0	
50th %ile Term Code	Coord			Coord	Skip	Hold	
30th %le Green(s)	68.0			95.0	0.0	22.0	
30th %ile Term Code	Coord	- R6-	Hold	Coord	Skip	Hold	
10th %ile Green (s)	68.0		220	95.0	0.0	22.0	
10th %ile Term Code	Coord	Nacional Control	Hold	Coord	Skip	Hold	german er det erman forste er de state er de er de er de er de er de er de er de er de er de er de er de er de
Stops (vph)	555		182	20	16	215	
Fuel Used(gal)	19	- VENEZA WALL	4	5	0	5	
CO Emmisions (g/hr):	1315		260	328	26	- 359	
NOx Emmisions (g/hr)	256		51	64	5	70	
VOE Emmisions (c/m)			60	BESSEL STREET	6	83	
Dilemma Vehicles (#)	0 - 117		0 88	0	0 - 9	0 111	
Queue Length 50th (ft) Queue Length 95th (ft)			m124	m26	29	185	
internal Enkable (ii)	1520		111124		1460	100	
50th Up Block Time (%	STEP OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY						
9516 Up Block Time (%							
Turn Bay Length (ft)			150			50	
50th Bay Block Time %						26%	
95th Bay Block Time %			4%			39%	
Questinos Renalizavala			7			10	
ලේසමේලේ නිම්ලේස්ල් ග	THE OPERATOR AND ADDRESS.						
Area Type	Civie						
Cycle Length: 100 Actuated Cycle Length	- 4 NO			<b>不是到</b> 债数			
Offset: 86 (86%), Refe		phace '	2·NI\A/T	I and 6	CET C	art of C	Prop
Natural Cycle: 80	renced to	phase	C.1444 I	L allu b.	OE 1, 3	an or G	HOGH
Control Type: Actuated	1-Coording	atod					
Maximum V.e Taile: 0		aleu					
Intersection Signal De				la la	ntersect	ion I O	S. A
more detail or orginal Del	uy. U. 1			11	1101900	ION LOC	J. IN

Intersection Capacity Utilization 67:2% ICU Level of Service B

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

Splits and Phases: 18: SRD & NW 93rd Street

A 02	7m 04
<b>№</b> ø5	

	ሻ	<b>†</b>	P	J _k	<b></b>	W	•	×	>	•	K	*
Lenie Giroup	ANBIE!	WEI	MBR.	SBL	: SET	SBR	( SEL :	(NEI)	,⊹Sjār(;	NIWE	NWT:	NAME
Lane Configurations	ካ - 1800 m	<b>↑</b> 1800	יק 1800/	<b>77</b>	<b>↑</b> ↑	4800	<b>ሻ</b> #1800	<b>ተ</b> ነ	1800	ሻ 1800	<b>4</b> 7 (003)	4800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0	RUSE STREET	0	200	HAMASAN MARKATA	0	150	112112249	0	200	THE CONTRACT OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	0
Stoleofellanes			1	2		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft) Trailing Detector (ft)	50 0	50 0	50 0	50 0	⊜ 50= 0		50 0	50 0		50 0	50 0	
Turning Speed (mph) a	15		9	15		9	15		9	15		<b>.</b> [9
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Fadior												
Frt	e a sea		0.850		0.970		0.050	0.980			0.993	
FITProtected Satd. Flow (prot)	0.950 1503	1582	1345	0.950 2915	2915	0	0.950 1503	2945	0	0.950 1503	2984	0
FitPermitted	0.295	1302	1040	0.950	2313		0.185	2040		0.304	2004	U
Satd. Flow (perm)	467	1582	1345	2915	2915	0	293	2945	0	481	2984	0
Bight Tum on Red			Yeş			Yes			Yes			Yes
Satd. Flow (RTOR)		Control of the Control	97	1 04	44 1.04	1 02		20 1.04			6	1 04
Headway Factor Link Speed (mph)	I WA	1.04	<b>3004</b>	1,04	30	I UA	1.04	30	1.04	1.04	30	
Link Distance (fi)		1122			1086			980			980	
Travel Time (s)		25.5			24.7			22.3			22.3	
Volume (vph)	100	87	89	907	448	109	- 69	525	79	227	788	- 39
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Grown Factor	100% ;	100%	100%	100%	- C C C C C C C C	100%	THE RESERVE	100%	100%		100%	100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr) Parking (#/hr)	0	0	. 0	0	0	0	0	0	0.	U	0	0
MideBlock Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	95	97	986	482	118	75	571	86	247	857	42
Lane Endup How (vjoh)		95	97		600	. 0		657	•0		899	0
Turn Type	Perm		Perm	Prot		unis oraș de se	Perm			Perm	i i	
Protected Phases Permitted Phases	2		2		0		4	4		8	- 8	
Delector Phases	2	2	2		6		4	<u> </u>		8	£ 18)	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	210	- 2 i 0-	21.0	9.0	21.0		21.0	21.0		210	21 0	
Total Split (s)	25.0	25.0	25.0	30.0	55.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%) Maximum Green (s)	20.0	25% 20.0	25% 20.0	30% 25.0	1.55% 50.0	0%	45%* 40.0	45% 40.0	0%	45% 40.0	45% 40.0	0%
Yellow Time (s)	4.0	40	40	4.0	4.0		4.0	40.0		40.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	( Gratil	Lead	Lead	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		College with the		hin and a second		at in the second		
Vehicle.≣xiension (s) Minimum Gap (s)	8.0 3.0	3.0	3.0	3.0 3.0	3.0 3.0		3.0	3.0 3.0		3.0	3.0	
Millimani dap (8)	3,0	3.0	3.0	3.0	3.0		3.0	3.0		0.0	3.0	

Lange Choup : : NEL NET WERT SEL SET SEE SEE SEE WILL INWITER	MMAR
了。我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个	
Trime Before Reduce (s) / 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	開聯就
Time To Reduce (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	VERTIFE SHIPS
Recall Mode: Coord Coord None Coord None None None None None None None None	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr) Act Effct Green (s) 21.0 21.0 21.0 26.0 51.0 41.0 24.0 24.0 41.0 41.0	
Actuated g/C Ratio 0.21 0.21 0.21 0.26 0.51 0.41 0.41 0.41 0.41	OR THE LEAST
V/c Ratio 0.62 0.54 1.11 0.29 0.27 1.30 0.40 0.62 0.54 1.125 0.73	
Uniform Delay, d1 39.5 33.2 0.0 37.0 13.8 23.4 21.6 29.5 24.7	new land
Delay 130.8 33.9 7.2 143.4 14.0 24.6 16.5 124.8 16.6	
LOS F C A F B C B F B Approach Delay 60.4 94.4 17.4 40.0	
Approach LOS E F B D	
90th %tle Green (s) 20:0 20:0 25:0 50:0 40:0 40:0 40:0 40:0	
90th %ile Term Code Coord Coord Hold Coord Max Max Max Max	
70th % le Green (s) 20.0 20.0 20.0 25.0 50.0 40.0 40.0 40.0 40.0	
70th %ile Term Code Coord Coord Hold Coord Max Max Max Max	
50th %ile Green (s) 20.0 20.0 20.0 25.0 50.0 40.0 40.0 40.0 40.0 40.0	
50th %ile Term Code Coord Coord Hold Coord Hold Hold Max Max	NAME OF TAXABLE PARTY.
30th %lle Green (s) 20.0 20.0 25.0 50.0 40.0 40.0 40.0 40.0 40.0	
30th %ile Term Code Coord Coord Hold Coord Hold Hold Max Max	Composition and the
10th %ile Green (s) 20.0 20.0 20.0 25.0 50.0 40.0 40.0 40.0 40.0	
10th %ile Term Code Coord Coord Hold Coord Hold Hold Max Max	NESTERNIE
Stops (vph) 161 22 1674 305 55 624 369 424	
Fuel Used(gal) 4 2 1 43 8 1 10 10 11	
CO Emmisions (g/hr) 309 123 72 3034 555 82 706 667 801	
NOx Emmisions (g/hr) 60 24 14 590 108 16 137 130 156 VOC Emmisions (g/hr) 72 28 17 703 129 19 164 155 186	
Dilemma Vehicles (#) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
是一个大型,我们就是一个大型,我们就是一个大型,我们就是一个大型,我们就是一个大型,我们就是一个大型,我们就是一个大型,我们就是一个大型,我们就是一个大型,这一	
Queue Length 95th (ft) #189 98 41 #541 150 m#88 94 m#279 m165 Internal Link Dist (ft) 1042 1006 900 900	
50th Up Block Time (%)	
95th Up Block:Time (%), 19	
Turn Bay Length (ft) 200 150 200	
50th Bay Block Time %	
95th Bay Block Time % 57% 34% 1%	(ASSESSED ASSESSED
Queuing Penalty (ven) 👉 🦠 155 e 💮 💮 💮 84 e	
intersection Sammary	7
Area Type:	
Cycle Length: 100	TAUTEN
Actuated Gycle Length 100 Offset: 44 (44%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum.cv/c Ratio (p.30	
Intersection Signal Delay: 60.1 Intersection LOS: E	

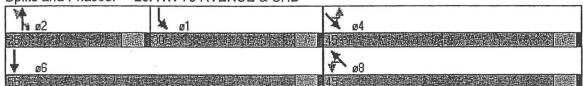
Intersection Capacity Utilization 82,2% ICU Level of Service D

Volume exceeds capacity, queue is theoretically infinite.

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

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

Splits and Phases: 20: NW 79 AVENUE & SRD



Queue shown is maximum after two cycles:

	×	7	1	×	7	174	
Being Chairle	(S)=1	Size	NAME	NATE			
Lane Configurations	44	d ratio ped days (a)	ካካ	<b>ተ</b>	ħ	7	
ideal(Elow (vidia))	1800	1800	1800	1800	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	4条件的条件的记录)14条定线以后中位25分分钟和影响等并是对外的影响是对影响等的影响的需要的文字是在(CEST)合作的影響的影響等是是这样的
Grade (%)	0%=			0%	- 0%		
Storage Length (ft)	COMMON CONTRACTOR	0	75	CI-CHARLES AND COLOR	0	0	PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS AND CONTROL OF THE TOTAL PROTESTINGS
StoragerLahes		0	2		(1)	- 4	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (i)	i. 50		50	<b>4 50</b>	50	- ₁ 50	
Trailing Detector (ft)	0		0	0	0	0	
Mulming Speed (mph)	0.05	9	15	205	15	9	
Lane Util. Factor Ped Bike Factor	0.95	1.00	0.97	0.95	1.00	1.00	
Frt						0.850	
FitProtected		<b>装着剪数</b>	0.950		0.950	0.000	
Satd. Flow (prot)	3005	0	2915	3005	1503	1345	
FIDPermitted			0.950		0.950	1010	
Satd. Flow (perm)	3005	0	2915	3005	1503	1345	
Right Tumon Red		Yes				Yes	
Satd. Flow (RTOR)			and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and the latest and th			13	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon
Readway Factor	1.04	1.04	1.04			1.04	
Link Speed (mph)	30			30	30		
Link Distance (ft)	980			822	645		
Travel Time (s) Volume (vph)	22.3 799	n	1078	18.7	14.7	157/2	
Confl. Peds. (#/hr)	100		- O//UI		410	<i>-9//-</i> 5	
Conil Bikes (#/hr)				D. N.			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services o
Bus Blockages (#/hr)	0	0	0	0	-, $>$ 0	0	
Parking (#/hr)					and the second		
MidsBlock Traffic (%)	0%		4470	0%	0%	004	
Adj. Flow (vph)	868 868	0	1172	838 838	449 449	624	
Lane Group Flow (vph) Turn Type	(0)0(0	U	Prot	000	and the second		
Protected Phases	I A		1100	<b>5</b>	74	pm+ov 5	
Permitted Phases					<b>建一种的</b>	4	
Delector Phases	6		15	j = 2	4	5	
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0	2011年1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月
Minimum Sidle (8)	21.0		(0)(9)	21.0	25 (0)	19)(0)	
Total Split (s)	31.0	0.0	39.0	70.0	30.0	39.0	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
Total Split (%)	31%	0%	- 39%	70%	30%	39%	
Maximum Green (s)	26.0	ALTERNATION OF THE PERSON	34.0	65.0	25.0	34.0	
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 Optimize?	Lead		lag			Lag	
Lead-Lag Optimize? Vehicle Extension (s)	Yes		Yes			Yes	
Minimum Gap (s)	3.0 3.0		3.0	3.0	3.0	3.0 3.0	
minimum dap (3)	3.0		3.0	3.0	3.0	3.0	

	×	2	K	K	7	74	
Eanie Giloup	: SE(_1	SER	-141/4/12-	I MANEIL		Marca.	
Time Belorenaciones	) (0,0)		, doron-	- (0)(0)	0.0	(0,0	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	
Recall Mode Walk Time (s)	None		None (	Joord -	None	INONE	
Flash Don Walk (s)							
Pedestrian Calls (#/hr)		SELECTION STATE				TENNES III ANG PENE	
Act Effct Green (s)	27.0		85.0		26.0	THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	
Actuated g/C Ratio	0.27 1.07		0.35	0.66	0.26 1.15	0.65 0.71	
Uniform Delay, d1	36.5		32.5	8.0	37.0	11.1	
Delay	45:4		95.9	8.2	THE PURE STATE OF	11.9	
LOS	D 45.4		F	A	F 51.4	В	
Approach Delay Approach LOS	49.4 D			- ອອ.ຜ. E	01.4 D		
90th %ale Green (s)	26.0		34.0 =		25.0	34.0	
90th %ile Term Code	Coord		Hold		Max	Hold	
70th %ile Green (s) 70th %ile Term Code	26.0 Coord		34.0 Hold	65.0	25.0 Max	34.0 Hold	
50th %ile Green (s)	26.0			65.0		84.0	
50th %ile Term Code	Coord		Hold	Coord	Max	Hold	
30th %ile Green (s):	26.0		125 A 15 A 15 A 15 A 15 A 15 A 15 A 15 A	65.0	CONTRACTOR OF THE PARTY	34.0	
30th %ile Term Code	Coord 26.0		Hold	€65.0.	Max 25.0	Hold 34.0	
10th %ile Term Code	Coord		Hold		Max	Hold	
Stops (vph)	796		A Dead	339	614	362	
Fuel Used(gal)  CO Emmisions (g/hr)	18 1250		37 2558	8 866	14 1007	6 -439 %	
NOx Emmisions (g/hr)	243		498	110	196	85	
VOC Emmisions (g/hi)	290		596	131	233	102	
Dilemma Vehicles (#) Queue Length 50ih (fil)	0		0 455	0 - 430	0 338	0 229	
Queue Length 95th (ft)	THE SERVICE AND ASSESSED AND ASSESSED ASSESSED.		#583	156	#529	372	
Internal Bink District				742	565		
50th Up Block Time (%							
95th Up Block Time (% Turn Bay Length (ft)			75				
5016 Bay Block line 2/			56%	15%			
95th Bay Block Time %			60%	20%			
OueumouPermiy (veh)			24/2	206			
Intersection Summary	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s						
Ariea Type:	Other						
Cycle Length: 100 Actuated Cycle Length	100						
Offset: 4 (4%), Referer		nase 2:	NWT. St	art of G	ireen		
Natural Cycle 730							
Control Type: Actuated	l-Coordin	ated			SESSIPE SPECIFIC		
Maximum v/c Hatio iv Intersection Signal Del					otorood	ion LOS:	· D
microsolion Signal Del	ay. 04. I			II.	nersect	IUII LUS.	. ບ

Intersection Capacity Utilization 96.9%.

Volume exceeds capacity, queue is theoretically infinite.

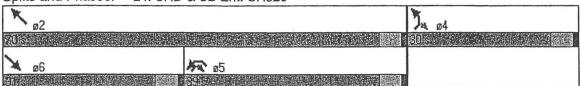
Queue shown is maximum after two cycles:

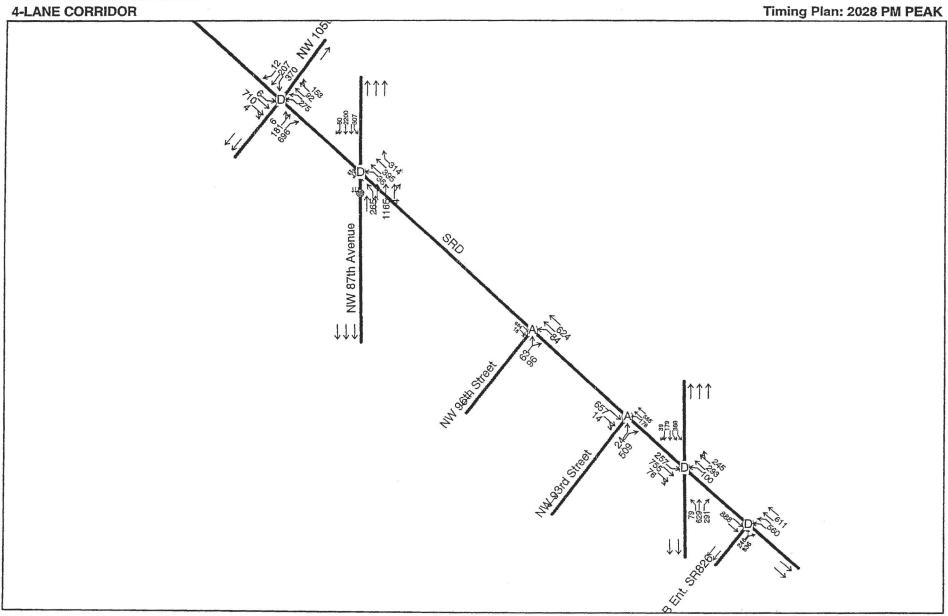
# 95th percentile volume exceeds capacity, queue may be longer.

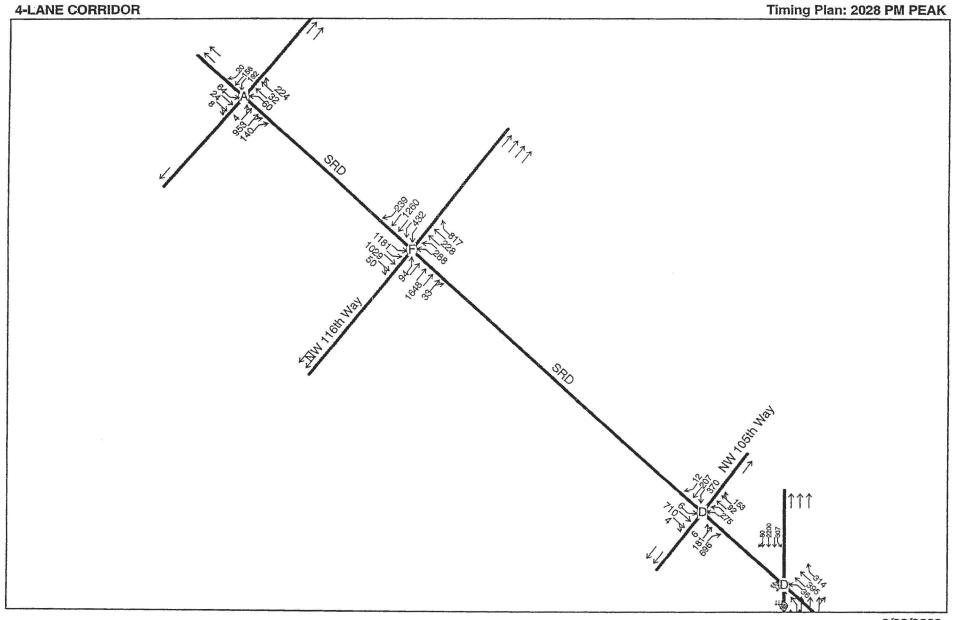
m Volume for 95th percentile queue is metered by upstream signal.

Quete shown is maximum after two cycles

Splits and Phases: 24: SRD & SB Ent. SR826







Came Configurations		4	×	2	*	K	*	7	×	74	4	×	*
Ideal Flow (rynpin)	Fine Group	: Sale		[정말라]	INWE.	TANAME :	NW/FF	-NEL	Meir	MERIS	181W/	18)W/4F	SWA
Storage Length (if)				OPERATION NO VALUE AND			Display of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the Sta	MARINE CARREST MARINE		7	*	<b>†</b>	PARTICIPATION STATEMENT
Storage Length (II)	Three the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor of the factor	52000000000000000000000000000000000000	<b>在在1997年中的</b>	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF TH	The Diagram of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Co	Amatur Maria Contra	1800	TELEVISION OF THE PARTY.	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	<b>火水水水水水水水水</b>	THE PERSON NAMED IN	T. STORYNOOTH
Storage Length (ft)		11		11	11			11		11	11		
Stote   Lost Time (s)	A DANGE OF THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	0	U/a	٨	0	1 U /6 - ,	0	0	U/o	0	0	U/0	0
Total Lost Time (s)		U H		0	9					1	1		
Frailing Detector (II)		4.0	4.0	4.0	4.0	4.0	SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEMBER OF THE SEPTEM	2016年2月1日 11日 11日	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		50			50	50		50	50	50	(500)	50	50
Lane Util. Factor	Trailing Detector (ft)	0	0	1910 1010 101 101 101 101 101 101 101 10		0		0	0	0	0	0	0
Per				9	Company of the Company of the		9	15			But the second		9
Fit		1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.91	0.91	1.00	1.00	1.00
Satd. Flow (prot)	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		0.001			0.000				0.050			0.050
Satd. Flow (prot)		กอรก	0.961		a Gse	0.009				0.000	0.050		0.650
Satd. Flow (perm)	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	ALCOHOL: CONTRACT OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	3115	0	Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Constitution of the Consti	2817	0	0	3105	1320	time of the last of the	1706	1450
Right Little on Flod   Satd. Flow (RTOR)	FIt Permitted								0.954				Element with
Satisfied   Flow (RTOR)		943	3115	0	1250	2817		0	2962	1320	379	1706	
Headway Fanton				Yes			Yes						
Link Speed (mph) 30		a a a a a a a a a a a a a a a a a a a					- 41 Jav.	101	No re		4 0 /	4 67	
Travel Time (s)	AND AND AND AND AND AND AND AND AND AND	65 J. U4		SIEU4	I UG	The second second	1.04	1 04		1104	16.04	E SECTION	ME ISOM
Travel Time (s)	was a way of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of t						5						
Confil. Peds. (#/hr) Confil. Bikes (#/hr) Confil. Bikes (#/hr) Peak Hour Factor Growth Factor Growth Factor Growth Factor Heavy Vehicles (%) Parking (#/hr) Mid-Block Traffic (%) Adj. Flow (vph) To 26 9 65 35 243 4 1036 152 209 170 22 Tum Type Perm Portected Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Phases Fermitted Pha			THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P		Amale Medical Color	100000000000000000000000000000000000000				service and inches		TO THE WASHINGTON	<b>一种</b>
Peak Hour Factor   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.92   0.		. 64	24	8	60	32 -	224	4	953	140	192	1/5/6	20
Peak Hour Factor													
Crowth Factor   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%   100%		0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.00	0.02
Heavy Vehicles (%)													
Bus Blockages (#/hr)		and a second	Carried Control	234	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s			The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Carried March Comments				
Mid-Block Traffic (%)         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0% </td <td></td> <td>0</td> <td>0</td> <td>SERSED REPORTS</td> <td>TOO TO THE REAL PROPERTY.</td> <td></td> <td></td> <td>TACIFICATION AND AND AND AND AND AND AND AND AND AN</td> <td>HALLMAN THE THE THE</td> <td>0</td> <td>THE PERSONNEL PROPERTY.</td> <td>POST OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY</td> <td></td>		0	0	SERSED REPORTS	TOO TO THE REAL PROPERTY.			TACIFICATION AND AND AND AND AND AND AND AND AND AN	HALLMAN THE THE THE	0	THE PERSONNEL PROPERTY.	POST OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	
Adj. Flow (vph)       70       26       9       65       35       243       4       1036       152       209       170       22         Lane Group Flow (vph)       70       35       0       65       278       0       0       1040       152       209       170       22         Turn Type       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm       Perm<													
Lane Group Flow (Vph)         70         35         0         65         278         0         0         1040         152         209         170         22           Tum Type         Perm         Pe			<b>是公告</b> 社会			<b>建设运动工作</b>			TO THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF TH				
Turn Type         Perm								4					
Protected Phases 6 2 4 4 8 8 8  Derector Phases 6 2 4 4 4 8 8 8  Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0			35	U		2/6	10	Porm		Porm	Perm	I /UU	
Permitted Phases 6 2 4 4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		Femi	6		reiiii	9	A	reiiii	4	reiiii	remi	8	remi
Detector Phases         6         6         2         2         4         4         4         8         8         8           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         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0         5.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0		6			2			4		4	8		8
Minimum Split (s)         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         20.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%         71%	Delector/Prasses		6		2	2		4	1 7 14		8	(8)	
Total Split (s) 20.0 20.0 0.0 20.0 20.0 0.0 50.0 50.0 5													
Total Split (%)       29%       29%       0%       29%       29%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%       71%					THE PERSON NAMED IN	A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH			to a few parties of the contract of	ACCESS SPIEDS BY BUCK	Control of the second		STORESTON BUILDING
Maximum Green (s)       16.0       16.0       16.0       16.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46.0       46		20.0						TOTAL PROPERTY COME TO	THE PERSON NAMED OF STREET	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.			A Arrest Carrier and Country Street
Yellow Time (s)     9.5     3/5     3.5     3.5     3.5     3.5     3.5     3.5       All-Red Time (s)     0.5     0.5     0.5     0.5     0.5     0.5     0.5     0.5     0.5       Lead-Lag Optimize?       Vehicle Extension (s)     2.3.0     3.0     3.0     3.0     3.0     3.0     3.0     3.0     3.0		29/6·	ACTION OF THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PARTY AND THE PA	U/6			- U%	ACTO TO MONEY	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE		A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	PARTICIAL VIEW TO THE WAY	
All-Red Time (s) 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5						THE SHARP SHOW THE SHAPE OF		MOTHROOM WARRANT	TOTAL CTACKED PROPERTY AND ADDRESS.		CONTROL PROPERTY AND THE PERTY		
Lead/Lag Optimize? Vehicle Extension (s): 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0		PATRICIA PARTICIPATION OF THE PARTIES	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		TO SEE THE PARTY OF THE	Carried State of the Control of		KIND CHANGE CHA	THE PERSON NAMED IN COLUMN	HANDS STREET, THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	Control of the second second	CAR PARTIES OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	
Lead-Lag Optimize? Vehicle Extension (s)	No. of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of	0.0	0.0							3.0			
。 第二章 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 - 1918年 -	Lead-Lag Optimize?		A PERSONAL PROPERTY OF THE	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S			SHIPANESE SHEE	CHARLES STATES		THE SECTION AND ADDRESS.	WINESCHOOL STREET	and said and	
Minimum Gap (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0		a (a.0)			NESCATIVE DEPOSITS OF THE	3/0		£ (0)	(E)10/	於於是抗和學的可可能和其他	30000000000000000000000000000000000000	POPULATION NAMED AND POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATION OF THE POPULATIO	8.0
	Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

	4	×	7	1	×	*	5	×	174	6	K	*
Langue Cirolio	:SEL	SET!	BER!	NWE:	IFWIN	wyla,	NEL	NEW.	Mes.	TSWILE	swir.	18\\\\ <u>\\\</u>
Time Bejoie Reduce (s).	0.0	0,0		0.0	(0)(0)		0.0	0.0	(0.0	, 0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	- Min	Min		Min	Min		None	None -	None	None	None	None
Walk Time (s)	PROVINCE COMPANY OF THE		X BENEFIT OF		THE TENNES WELLTHON				W. 1997 1997 1997 1997 1997 1997 1997 199			
Flash Dont Walk (s)												
Pedestrian Calls (#/hr) Act Effct Green (s)	10.0	10.0	200 m	10.0	Nio)(o)			#57/F/	Sov. Ass	941-4	84.4	34.4
Actuated g/C Ratio	0.19	0.19		0.19	0.19			0.64	0.64	0.64	0.64	0.64
Vic Ratio	0.40	0.06		0.10	0.44			0.55	0.17	0.86	0.04	
Uniform Delay, d1	18.5	12.8		18.1	9.2			4.8	0.0	6.9	3.4	0.0
Delay	23.8	181		- 22.9	121			5.1	0.9	25.2	3 (8)	1.8
LOS	С	В	ALL ALL ALL ALL ALL ALL ALL ALL ALL ALL	C	В	and better the state of the better the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state	ELECTRIC POLY	Α	A	С	Α	Α
Approach Delay		21.9			14.2			- 46			14.8	
Approach LOS		С			В			A			В	
90th %ile Green (s)	15.9	15.9		15.9	15.9		46.0	46.0	46.0	46.0		46.0
90th %ile Term Code 70th %ile Green (s)	Gap 12.3	Gap 12.3		Hold 12.3	Hold		Hold 46.0	Hold 46.0	Hold 46.0	Max 46.0	Max 46.0	Max 46.0
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold	Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0		10.0	10.0		45.3	45.3	45.3	45.3	45.3	45.3
50th %ile Term Code	Gap	Gap	<b>北京東京東京</b>	Hold	Hold		Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	6.6	6.6		6.6	6.6		25.7	25.7	25,7	25.7	25.7	25.7
30th %ile Term Code	Gap	Gap		Hold	Hold	Average Liveration	Hold	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	5.5	5.5		5.5	5.5		14.2	14.2	14.2	14.2	The second second	14.2
10th %ile Term Code	Gap	Gap		Gap	Gap	<b>医</b> 苏尔尼普勒尔氏	Hold	Hold	Hold	Gap	Gap	Gap
Stops (vph) Fuel Used(gal)	54 1	28 0		50± 2	107 5			418 14	. 10 2	149 4	46 2	0
CO Emmisions (o/hr)	69	32		105	367			1006	119	265	139	16
NOx Emmisions (g/hr)	13	6		20	71			196	23	52	27	3
VOC Eminisions (c/hir)	16	8		24	85			2(8)8	28	61	32	/ 4
Dilemma Vehicles (#)	0	0		0	0			0	0	0	0	0
Queue Length 50th (ft):	25	0.		23	24			73.	0	39	16	0
Queue Length 95th (ft)	60	0		54	54			153	17	#199	44	6
Internal Link Dist (II)		688			1940			1406			11242	
50th Up Block Time (%) 95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %						SENTINGUE			KOZE ZEMSERIONI			
Outening Renality (veil)												
inchsealor Summary.:						1.04						45
Area Type:	TOTAL WALLS TO STATE OF THE											
Cycle Length: 70												
Adjuated Evide Length	58.5											
Natural Cycle: 75	ATTENDED TO SERVER	CONTRACTOR SOCIETY	029403195		Lide Alle Colored in the Alle Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored Colored		CHEMICAL STREET, SANSON		ENVIOLENMENTE DE TRANSPORT			asabioseum.
Control Type: Acutated		linated										
Maximum v/c Ratio: 0.86		7270		At the control of the transfer	THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH		The second second	Water Congression to	e de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	SE Variation	and a second
Intersection Stonal Dela					idesecti							
Intersection Capacity Ut	ilization	71.0%		10	CU Leve	of Ser	vice C					

90th Sile Actuated Cycle: 69.9%
70th Sile Actuated Cycle: 66.3
50th Sile Actuated Cycle: 63.3
30th Sile Actuated Cycle: 40.3
10th Sile Actuated Cycle: 2777
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles

Splits and Phases: 1: SRD &

A ø2	M 04
¥ ø6	N _{4 08}

Lane Group         SEL SET SER NW INWA NWB NEGENETIC NEB SW SW SW SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW IN SW I
Ideal   Elow (Vphpi)   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800
Lane Width (ft)       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11       11 </td
Grade (%)         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0
Storage Length (ft)         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         2         1         1         0         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4
Storage Lanes     2     60     2     1     0     2     1       Total Lost Time (s)     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0     4.0
Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Trailing Detector (ft) 0 0 0 0 0 0 0 0 0
型上,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Turning Speed (mph) 15 9 15 9 15 9 15 9 15 100 100 100 100 100 100 100 100 100
Lane Util. Factor 0.97 0.95 0.95 0.97 0.95 1.00 1.00 0.86 0.86 0.97 0.95 1.00
Frt 0.993 0.850 0.997 0.850
FitProtected 0.950 0.950 0.950 0.950 0.950 0.950
Satd. Flow (prot) 2915 2984 0 2915 3005 1345 1503 5425 0 2915 3005 1345
Fit Permitted 0.950 0.950 0.950 0.950 0.950
Satd. Flow (perm) 2915 2984 0 2915 3005 1345 141 5425 0 2915 3005 1345 Right Turn on Red Yes Yes Yes
Right Turn on Red Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
Headway Factor 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Link Speed (mph) 30 30 30
Link Distance (ft) 2020 1932 1932
Travel Time (s) 45.9 139.1 46.0 43.9  Volume (vph) 181 1029 50 288 228 817 94 1648 33 432 1260 239
Volume (vph) 1/81 - 1029 50 - 288 228 817 - 294 1648 33 432 1260 239 Confl. Peds. (#/hr)
Confl. Bikes (#/hr)
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Growth Factor : 100% 100% 100% 100% 100% 100% 100% 10
Heavy Vehicles (%) 10% 10% 10% 10% 10% 10% 10% 10% 10% 10%
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Mid-Block Traffic (%): 0% 0% 0% 0% 0% 0% 0%
Adj. Flow (vph) 1284 1118 54 313 248 888 102 1791 36 470 1370 260
Lane Group Flow (yph) 1284 1172 0 313 248 888 102 1827 0 470 1570 260
Turn Type Prot Prot Perm Perm Prot Perm
Protected Phases 6 5 2 4 3 8 Permitted Phases 2 4 8
Permitted Phases 2 4 8 Detector Phases 5 2 4 4 3 8 8
Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Minimum Solit (s) 8.0 20.0 20.0 20.0 20.0 20.0 20.0 8.0 20.0 20
Total Split (s) 29.0 42.0 0.0 23.0 36.0 36.0 49.0 49.0 0.0 16.0 65.0 65.0
Total Split (%) 22% 82% 0% 18% 28% 28% 38% 38% 0% 12% 50% 50%
Maximum Green (s) 25.0 38.0 19.0 32.0 32.0 45.0 45.0 12.0 61.0 61.0 Yellow Time (s) 3.5 3.5 3.5 3.5 3.5 3.5 3.5
Yellow Time (s) 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5
Lead/Lag Lag Lead Lag Lead Lag Lag Lead
Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes Yes
Vehicle Extension (s) 3.0, 3.0, 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Minimum Gap (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0

	4	×	1	*	×	*	7	×	174	Q.	K	K
tains (Choille :	* 8EE	-शहा	SIN	ANNATE.	TEWAL			n NET		18////	: SW/9F	: 'SWIE
Anne Beiole Beoluer	) (0,0)	(0)(0)		(0)(0)	0.0	0.0	0.0	a.000		0.0	(0,0)	<b>40</b> 00
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	A SALESTA VOLKAS SERVANO	0.0	0.0	0.0
Recall Mode	i i Mexi	Max		Max	Max	Max	Max	Max		Мах	Max	# Max
Walk Time (s)		<b>阿克洛德</b> 莫里										
Pedestrian Calls (#/hr)												
Agi Effet Green (s)	25.0	\${8}.0		FIQ (0)	SE 0	32.0	4510	45.0		12.0	611.0	61.6
Actuated g/C Ratio	0.19	0.29	**************************************	0.15	0.25	0.25	0.35	0.35	NAME OF TAXABLE PARTY.	0.09	0.47	0.47
v/c Ratio	2 29	184		0.78	0.84	1 94	2 08	0.97		175	0.97	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA
Uniform Delay, d1 Delay	52.5 312.8	45.8 64.2		53.1 54.2	40.3 40.4	31.0	42.6 289.2	41.8 51.8		59.0 249.3	33.7 45.6	3.9 5.1
LOS	F	F		D	D	F	F	D		F	D	A
Approach Delay		241.9			1888			63.9			86,2	
Approach LOS		F	Transaction and the	THE PLANTS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	F	PARTICIPATE DE LA		E	September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 September 1970 Septem		F	Water St. Road of Julion A
90th %file Green (s)		38.0			32.0			THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P			61 O	STATE SWITTER STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STAT
90th %ile Term Code 70th %ile Green (s)		Coord			Coord			MaxR			MaxR 61.0	
70th %ile Term Code		Coord			Coord			MaxR		MaxR	MaxR	
50th %ile Green (s)		38.0			32.0			45.0			61.0	
50th %ile Term Code		Coord	TETTORS FURNISH		Coord			MaxR		MaxR		
30th %ile Green (s)	Contract to the second	38.0		TO THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	32.0			and the second			61 0	Principal and the last
30th %ile Term Code		Coord 38.0		MaxR	32 0	Coord		MaxR 45.0		MaxR	MaxR 61.0	
10th %ile Term Code		Coord		MaxR		Coord	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	MaxR		MaxR	MaxR	
Stops (veh)	3124	2188		270	182	2023		1648		959	1217	37
Fuel Used(gal)	111	65		18	14	95	8	53		34	37	4
CO Emmisions (g/hr) NOx Emmisions (g/hr)	7764 1511	4550 885		1287 250	962 187	6640 1292	580 113	3716 723		2358 459	2615 509	283 55
VOC Enmisions (g/hi)		1055		298	the factor of the second second second		135	861		546	606	66
Dilemma Vehicles (#)	0	0		0	0	0	0	0		0	0	0
Queve lengili (50) i 460	A CONTRACTOR OF STREET	~496		181	CO. Or Co. Co. Co. Co.	- 1150	⊳136	438		-302	and the same of the same of	24
Queue Length 95th (ft)		#704 1940		184	130 6040	#1406	#255	#528		#412	#752 1852	80
Internal Link Dist (fi) 50th Up Block Time (%	transfer of the second	3/4.05			90/9/1/95	Z G 24 - 1 - 2		1947			109/2	
95th Up Block Time (%												
Turn Bay Length (ft)	TWO SECTION PROCESS MANY		ALCIED NO ALEXAN						ERICORPES DE SEL			
30 in Bay Blook I Time 2												
95th Bay Block Time % Quewing Penalty (veh)												
SHEET VICTORIAN SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET												
latersedioi isummety	A STATE OF THE PARTY.											
Area Type Cycle Length: 130	(O)ling[											
Actuated Gyele Length	140											
Offset: 46 (35%), Refe		o phase	2:NW	T. Start o	of Green							
Natural Cycle (50												
Control Type: Pretimed			THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S		ON THE PROPERTY AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF		CONTRACTOR OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE O	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon				TOTAL THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY
Maximum We Palle 2,							0 -					
Intersection Signal Del	ay: 146.	B			Intersec	tion LO	S: F					
											-	

Intersection Capacity Utilization 134.7%. ICU Level of Service H.,

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: SRD & NW 116th Way

ø2	ø1	<b>4</b> ø3	D 04
MBANIESSAN FERMEN.			
<b>№</b> ø6	<b>≠</b> ø5	ø8	

	4	×	À	*	×	*	7	×	a	<u>Q</u>	K	*
Leige Crower and	_/SJEIL	SET	ISIEIRI.	MANAME	NWIFE	NWB :	Mal	NET	NER	ue/Wife	SWIF	SWAR
Lane Configurations	7	<b>1</b>		14.14	<b>*</b>			4	7	M	<b>†</b>	77
Ideal/Elow (volid)	1800	1800	1800	1800	i (3(0(0))	1800	4800	1800	0.084	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%			-0%			0%	
Storage Length (ft)	0		0	0	er e pour Borne-Ziler Donne 1 AS	0	0		0	0	Market of the Carlo	0
Stolege Lanes			0	2		0.0	(0)			1		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Restaling Detection (ii)	50	50		50	50		50	50	50	50	50	- 50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Truming Speeds (mobile	15	0.05	0.05	0.07	0.05	9	15	1 00		1 00	1 00	1 00
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor Frt		0.999			0.906				0.850			0.850
FIL MINRIPOLECIECE	0.950	0.999		0.950	0.900			0 998	0.000	0.950		0.000
Satd. Flow (prot)	1503	3002	0	2915	2723	0	0	1579	1345	1503	1582	1345
Fit Permitted	0.588	0002		0.190	2,20			0.989		0.559	1002	
Satd. Flow (perm)	930	3002	0	583	2723	0	0	1564	1345	884	1582	1345
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	HEATEN BELLEVINE	1	ACTOR STATES		166	Service			56	OZA WARRANDO WARRAND	NO REPORT OF THE PARTY.	1.3
Headway Factor	1 0/4	1.04	1 04	1 04	1.04	1.04	1.04	1 04	1/04	1.04	1.04	1 04
Link Speed (mph)		30			30			30	***************************************		30	DE SEAMONT THE
Link Distance (ii)		6120			1490			906			916	
Travel Time (s)		139.1			33.9			20.6			20.8	
Volume (vph)	6	710	4	2/5	92	163	- 6	1.81	696	3//0	207	12
Confl. Peds. (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%		100%			100%	100%	100%	100%	100%		100%
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockades ##/hit	0	0	0	WINDS THE PROPERTY OF	0	0	0 3 3	0	0	0	0	Ö
Parking (#/hr)		HEREST CATALOG STREET		A PROPERTY OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAM						A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR		and a second second
MicHilleok Traffic (%)		0%			0%			0%			- 0%	
Adj. Flow (vph)	7	772	4	299	100	166	7	197	757	402	225	13
Lane Group Flow Work		776	. 0	299	266	10	0	204		402	225	
Turn Type	Perm		SPENDING IS BUT	pm+pt			Perm		pm+ov	pm+pt		Perm
Protected Phases		6		5	2			4	5	9	. 8	
Permitted Phases	6			2			4		4	8		8
Detector Phases	6	6		5			4	4	1.0	3	8	8
Minimum Initial (s)	4.0	4.0	Salar Signis	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s) Total Split (s)	20.0	20.0	0.0	8.0	20.0	0.0	20.0	20.0	8.0	8.0	20.0	200
Total Sult (%)	21.0	21.0 32%	0.0	14.0	35.0	0.0	20.0 31%	20.0 31%	14.0	10.0	30.0 46%	30.0 46%
Maximum Green (s)	17.0	17.0	U/o	10.0	31.0	U /0	16.0	16.0	10.0	6.0	26.0	26.0
Yellow Time (s)	3.5	9.5		3.5	31.0		3.5	6.5	20.0	3.5	20.0	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
heard/Lag	Lag	Lag		Lead	0.0		Lead	Lead	Lead	1.60	0.0	
Lead-Lag Optimize?	Yes	Yes		Yes	<b>新教制型建設</b>	起始为原之	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	(8.0)	8 (0		5.0	5,10		3.0	9.0	(0.2)	6)(0	- 48 (0)	1,7540
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
	5.0				0.0							

	4	×	1	1	×	*	7	×	7	4	K	K
Gerrie Cidorele de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya della companya della companya de la companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della companya della	1. 3 <u>12</u> []	jsi≝1%	SER	- MWE	NWT	WARE		Net	MAINERS.	SWAF	sWgs	=51W15
Americal de la la la la la la la la la la la la la	RESIDENCE STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STRE	0.0	基金	0.0	0.0		0.0	0.0	THE RESERVE	0.0	DI PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	0.0
Time To Reduce (s) Recall Mode	0.0 Coord	0.0		0.0	0.0 Coord		0.0 Max	0.0 Max	0.0	0.0	0.0 Max	0.0
Walk Time (s)	CHOISE			S IVIAX	5.0		S VICA	IV) aX	T VIGA	IVIDA	e iviek	MEA
Flash Dont Walk (s)					11.0							
Pedestrian Calls (#/hr)		- A CONTRACTOR OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSMENT OF THE ASSESSME	or section in con-		0	NA CASA CASA CASA CASA CASA CASA CASA CA			ower the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second	***************************************	CANAL POLICE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	LETTER WITH THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA
AcidEffet Green: (s)	17(0	17.0		61.0	31.0			160	Control of the Control	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	Charles In Section 2	26.0
Actuated g/C Ratio	0.26	0.26		0.48	0.48 0.19			0.25 0.53	0.40	0.40 0.98	0.40	0.40
Uniform Delay, d1	17.9	23.9		9.9	3.5			21.2	9.8	20.6	13.6	0.0
Delay	11.6	19.2		10.1	4.0			22.0	131.5	52.2	141	6.6
LOS	В	В	250423000	В	Α	December 1982	207572 Z-10-A	С	F	D	В	A
Approach Delay Approach LOS		19.2 B			7.2 A			1083 F			37.9 D	
90th %ile Green (s)	Children of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contr	17(0)			31.0		16.0	backet Santa Tales		VINE CONTRACTOR	26.0	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAM
90th %ile Term Code	Coord		经和政治	MaxR			MaxR 16.0	MaxR	MaxR 10.0		MaxR 26.0	
70th %ile Green (s) 70th %ile Term Code	Coord	17.0 Coord		AND THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	01.0 Coord		MaxR	MaxR	MaxR	MaxR	MaxR	MaxR
50th %ile Green (s)		17.0			61.0		16.0	16.0			26.0	26.0
50th %ile Term Code	Coord		SELECTION AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA		Coord	NATIONAL PROPERTY.	MaxR	MaxR	MaxR	MaxR		MaxR
30th %ile Green (s)	17.0 Coord	170		PROPERTY OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE	91 0 Coord		16.0	16.0 MaxR	10.0 MaxR	60 MaxR	26.0 MaxR	26.0 MaxR
30th %ile Term Code 10th %ile Green (s)		17.0		MaxR	Coord		MaxR 16.0	16.0	10.0		26.0	26.0
10th %ile Term Code	Coord	ADDITION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA		<b>一种工作工作工作工作工作工作工作工作工作工作工作工作工作工作工作工作工作工作工作</b>	Coord		MaxR	MaxR	MaxR	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	MaxR	MaxR
Stops (vph)	- 5	670		149	54			159	1684	396	The Lates of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Cont	6
Fuel Used(gal)	0 23	41 - 2836		5 320	3 234			3 - 213	33 -2278	9 613	3 199	0
CO Emmisions (g/hr) NOx Emmisions (g/hr)	4 4	≥000≥ 552		62	∠34 45			- 210 41	443	119	39	2
VOC Emmisions (g/hr)	- 5	657		74	54			49	528		46	2
Dilemma Vehicles (#)	0	0		0	0			0	0	0	0	0
Queue Length 50th (ft)		112 m48		33 54	10 28			70 130	-276 #599	126 #319	60 110	
Queue Length 95th (ft)	m1	6040		54	20 410			826	#555	#319	836	0
50th Up Block Time (%)	)											
esin de Biockanine (%												
Turn Bay Length (ft)												
50th Bay Block Time % 95th Bay Block Time %									. The state of			
(Peleumo Renaliy/(veli))												
Mersegion-Summer.												
Area Type: Cycle Length: 65	ી!તા											
Actuated Cycle Leinoth												
Offset: 0 (0%), Referen Natural Cycle, 65	ced to p	hase 2:1	NWTL	and 6:S	ETL, Stai	t of G	reen					
Control Type: Actuated	-Coordii	nated										
Maximum v/c Ratio 1 s Intersection Signal Dela					ntersecti	on LO	S: D					
	7. 35.0											

Intersection Capacity Utilization 105.6% (CUILevel of Service F).

- Queue shown is maximum after two cycles

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

  Queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SRD & NW 105th Way

<b>≯</b> ø2		₩ o4	<b>€</b> ø3
Sec. 1		Market and the second second	
<b>₹</b> ø5	ø6	<b>№</b> ø8	
		Water the second second second	

	ሻ	†	P	J _k	<b></b>	W	•	×	+	•	K	*
contexcidarde ::	y ( <b>/[8]</b> E	antari.	MER	jasil		Ser	SEL	SEL		INWAL	aviwai.	INW/E
Lane Configurations	4	<b>*</b>	www.	<b>*</b>	<b>^^^^</b>	CHOYO'S	7	<b>^</b>	2000	<b>*</b>	<b>*</b>	*
(deal Flow (Volid)) Lane Width (ft)	1800 11	-1800 11	1800 ii 11	1800 11	1800 11	1800 1 <b>1</b>	1800 11	1800 11	1800 11	1800 11	1800 11	1800 11
Grade (%)		£ 0%			0%			0%			.0%	
Storage Length (ft)	0	7009108-00-00-00-00	0	0		0	0		0	0		0
Storage Lanes Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	1 4.0	4.0	4.0
Leading Detector (ii)	50	4.0 50	4.0	50	4.0 50	4.0	50	50	4.0	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15	0.01	9	15	0.01	9	1 00	0.05	9	1 00	0.05	9
Lane Util. Factor Ped Bike Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	1.00
Fr					0.995			0.971				0.850
FIRPlotected	0.950			0.950			0,950			0.950		
Satd. Flow (prot)	1503 0 100	4318	0	1503 0.109	4297	0	1503 0.286	2918	0	1503 0.222	3005	1345
Satd. Flow (perm)	158	4318	0	172	4297	0	452	2918	0	351	3005	1345
Right Tumon Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR) Headway Factor	TAN	1 1 04	1 6V	1 0/1	9 1.04	T OV	a na	26 1 04	4 AZ	E CONE	1.04	341 1.04
Link Speed (mph)		30			30			30			30	是治尿炎症
Link Distance (ff)		257			1181			1345			2936	
Travel Time (s) Völume (vph)	e Dela	5.8 1165		307	26.8 2200	80	65	30.6	107	96	66.7	312
Confl. Peds. (#/hr)	200			001	2200							
Conil Bikes (#/hr)												
Peak Hour Factor Growth Factor	0.92	0.92 100%	0.92 100%	0.92	0.92 100%	0.92 100%	0.92 100%	0.92 100%	0.92	0.92 100%	0.92 100%	0.92
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0.	0	0.0	= 0	0.	0	0	0	0	0	0	0
Parking (#/hr) Mid-Block traffic (%)		0%		C56 777	0%			0%			0%	
Adj. Flow (vph)	288	1266	4	334	2391	87	71	479	116	39	429	341
Lane Group Flow (vph		1/27/0			2478	0.	- 71	595	0	39	429	341
Turn Type Protected Phases	pm+pt	6		pm+pt	6		Perm			Perm	8	Perm
Permitted Phases	2	<b>-</b>		6	0		4			8	0	8
Detector Phases	5	7			6		4	4		8-	-8	8
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s) Total Split (s)	8.0 18.0	20.0 44.0	0.0	8.0 34.0	20.0 60.0	0.0	20.0 22.0	20 0 22.0	0.0	20.0 22.0	20.0 22.0	20.0 22.0
Total Split (%)	18%	44%	0%	34%	60%	0%	22%	22%	0%	22%	22%	22%
Maximum Green (s)	14.0	40.0		30.0	56.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s) All-Red Time (s)	3.5 0.5	3.5 0.5		3.5 0.5	3.5 0.5		3,5 0.5	3.5 0.5		3.5 0.5	3.5 0.5	3.5 0.5
Lead/Eag	Lead	Lag		Lead	Lag		0.5	0.0		0.0	0.0	0.0
Lead-Lag Optimize?	Yes	Yes		Yes	Yes						AND THE RESIDENCE	
Vehicle Extension (s)	8.0	6.0		8.0	3.0		30	3.0		30	3.0	8.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0

	*	<b>†</b>	P	Į,	1	W	•	×	7	•	×	*
Earne Sirango II	NEE		NER!	[5]B]L	_ NBT/ ;	833	515	S (SIET)	(왕타진	INDAME	MATE	NW S
iffine Before Reduce (s)	ISSUED TO STREET			0.0	0.0		0.0	70.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode Walk Time (s)	Mex	Max		VIAX	Max		- Wax	≓ìMax∈		Max	Max	Max
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Ayout Effect Green (s)	(544,0)	THE PERSON WHEN THE PROPERTY OF		74.0	56.0			18.0		18.0	<b>经过的证明的</b>	5/8/6
Actuated g/C Ratio	0.54	0.40		0.74	0.56	NAS EMPERATOR DE LA COMP	0.18	0.18		0.18	0.18	0.18
v/c Ratio Uniform Delay, d1	1.05 30.8	0.73 25.4		0.63	1.03 21.9		0.88 39.8	1 09 39.1		0.62 37.8	0.79 39.2	0.65
Delay	84 1			16.8 17.7	48.7		94.8			56.2		7.5
LOS	F	C		В	D		F	F		E	D	A
Approach Delay		36 S			40.6			89.3			26.0	
Approach LOS		D			D	***************************************	2000	F	ZOMPANIOTAP		С	
90th %ile Green (s)	为自己的国际在中国	40.0		CHARLES TO SERVICE	56.0			18.0			180	200年1月5日20日
90th %ile Term Code 70th %ile Green (s)		Coord 40.0		MaxR	56 0			MaxR 18.0		MaxR	MaxR	MaxR
70th %ile Term Code	PARTY NO ASSESSMENT OF THE PARTY.	Coord		MaxR	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P			MaxR		MaxR	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	MaxR
50th %ile Giren (s) is		40.0			56.0			18.0			18.0	
50th %ile Term Code		Coord		A Property of the Control of the Control	Coord		MaxR	MaxR		MaxR	MaxR	MaxR
30th %ale Green (s)	Walter Street, Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street, or Street,	40.0			56.0		The state of the state of the state of	.18.0 May D			18.0	11000
30th %ile Term Code		Coord 40.0			Coord 56.0		MaxR	MaxR		MaxR	MaxR	MaxR
10th %ile Term Code	EARTH CATEGORY	Coord		という とうこう かんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょう はんしょ はんしょう はんしょう はんしょう はんしょう はんしょう はんしょ はんしょう はんしょう はんしょう はんしょ はんしょ はんしょ はんしょ はんしょ はんしょ はんしょ はんしょ	Coord	2012	MaxR	MaxR		MaxR	MaxR	MaxR
Stops (voh)		- (199			<u> </u>		82	-			365	
Fuel Used(gal)	11	32		5	58	027210151727	2	20		1	14	8
CO Emmisions (g/h)	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	2243 436		A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	4080 794		167	1364		101	986 192	594
NOx Emmisions (g/hr)	147 175			67 80	794 946		33 39	265 316		20 23		116 - 138
Dilemma Vehicles (#)	0	0	Was leder and Edition	0	0		0	0		0	0	0
Queue Length 50th (fil)	- 1158	246		123	=21/2		AM.	- 218		- 24	-1/48	G
Queue Length 95th (ft)	#324	302		221	#382		#131	#331	OUGSTANIE DE PARISA	#76	#197	105
Internal Link Dist (ft)		177 17%			1,101			1265.			2856	
50th Up Block Time (%)												
Tum Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %			ar in picture from the									
Queding Renelly (velg):												
mensenien stemmery					V Total							
Alex Types	Dilner											
Cycle Length: 100									ESCRIPTURAL			
Actuated Cycle Length Offset: 40 (40%), Refer		nhase	2·NIDTI	and 6.	SRTI S	tart of	Groop					
Natural Cycle: 100	enceu u	J phase	Z.NDIL	. anu o.	SDIL, S	iari or	Green					
Control Type: Pretimed												
Maximulary/ediffelioval/												
Intersection Signal Dela					ntersecti	on LO	S: D		A CORDER STATES		DENTIFICAÇÃO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO DE COMO D	
				-								

Intersection Gapacity Utilization 102/2% JCU Level of Service E

Volume exceeds capacity, queue is theoretically infinite.

Queue snown is maximum after two cycles

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

Queue shown is maximum after two cycles

Splits and Phases: 14: NW 87th Avenue & SRD

<b>L</b> ø1		<b>1</b> ø2	Ø4
<b>7</b> ø5	<b>₩</b> ø6		₩ ø8
	Niger 2015		

	×	)	1	×	7	74	
bine Ground	SEF	79 <b>1</b> 97	) WILL	INMAE.	NEL.	IN SERVICE	
Lane Configurations	<b>47</b> 00886	41000	ሻ - (0)0)3}	<b>ተተ</b> (1800 -	<b>)</b> 衛 <b>(800</b> 0)	1800	
Ideal Flow (vphpl) Lane Width (ft)	11	1800 11	11	11	11	11	
Grade (%)	0%			0%,	0%		
Storage Length (ft) Storage Lanes		0	0		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Peading Delegior (1)	50		50	50	50		
Trailing Detector (ft)	0	9	0 15	0	0 15	<b>0</b>	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	2000年1月1日 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 1000年1月 · 100
Péd Bike Factor	0.996				0.010		
Fit Protected	0.996		0.950		0.918		
Satd. Flow (prot)	2993	0	1.503	3005	1425	0	
Fit Permitted Satd. Flow (perm)	2993	0	0.303 479	3005	0.981 1425	0	
Right Fum on Red	2000	Yês	413	3003	1425	Yes	
Satd. Flow (RTOR)	7				104		
Headway Factor Link Speed (mph)	1 04 30	1.04	1.04	30	1 04 30	1.04	
EmikiDistance (fi)	2680			1600	-1820		
Travel Time (s) Volume (vph)	60.9 684	1.9	<b>Ω</b> /1-	36.4 624	30.0 63	-08	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)	0.00	0.00	0.00	0.00	0.00	0.00	
Peak Hour Factor Growth Factor	0.92 =100%	0.92	0.92	0.92 400%	0.92 100%	0.92 100%	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr) Parking (#/hr)	0	0	0	0,	-, 0	- 0	
Michalookaranie (%)	0%			0%	0%		
Adj. Flow (vph)	743	20	91	678	68	104	
Lane Group Flow (vph) Turn Type	/ Level 1/00 m	U	Perm	B 10/(6)	172	U.	
Protected Phases	6			2	4		
Permitted Phases Detector Phases	16		2	o de	/		
Minimum Initial (s)	4.0		4.0	4.0	4.0		
Minimum Splie(s)	20.0		200	20.0	20.0		
Total Split (s)	27.0 54%	0.0 	27.0 54%	27.0 54%	23.0 46%	0.0	
Maximum Green (s)	23.0		23.0	23.0	19.0		
Yellow Time (s)	3.5		3.5	85	9.5		
All-Red Time (s)	0.5		0.5	0.5	0.5		
Lead-Lag Optimize?		bride la la la la la la la la la la la la la					
Vehicle Extension (s)	3.0		30	8.0	9.0		
Minimum Gap (s)	3.0		3.0	3.0	3.0		

	×	2	r.	K	7	A
Leggie (Cigalulay)	SET	355 N	VAVAL	NAVĀT	NEL	4NIBR
Thine Bellow Berluce (s	0 (0		0.0	0.0	0.0	
Time To Reduce (s)	0.0		0.0	0.0	0.0	的表示。2018年1日1日20日2日2日2日2日2日2日2日2日2日2日2日2日2日2日2日2日2
Recall Words	Coord	Co	ord C	oord =	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Actuated a/C Patie	86.5 0.70	CHARLES AND THE CONTRACTOR	OT 112-11-15 111-15	86.5	8.2	
Actuated g/C Ratio	0.73			0.73 0.31	0.16	
Uniform Delay, d1	3.0	2017年1月12日1日	2.8	2.9	7.7	
Delay.	4.4		2.0 3.4	2.3	8.5	
LOS	A		A	A	A	
Approach Delay	4.4				8.5	
Approach LOS	A			A	A	
90th %ile Green (si)	29.5	2	9.5	29.5	12.5	
90th %ile Term Code	Coord		ord C		Gap	
70th %ile Green (s)	32.5		2.5	And the second	9.5	
70th %ile Term Code	Coord		ord C		Gap	
50th %ile Green (s)	34.4	Paranta 2 - 1 to E to the	4.4	ESTATE OF THE PARTY	7.6	
50th %ile Term Code 30th %ile Green (s)	Coord		ord C		Gap 5.8	
30th %ile Term Code	Coord	A CONTRACT OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	ord C	Carried Control	Gap	
10th Vale Green (s)	46.0		6.0		0.0	
10th %ile Term Code	Coord	THE RESERVE THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	ord C		Skip	
Sitops (vph)	1 293		28		64	
Fuel Used(gal)	17		1	9	2	THE CONTRACT OF THE REPORT OF THE PROPERTY OF THE CONTRACT AND THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF
CO Emmslons (g/hr) -	THE PERSON NAMED IN			616	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	
NOx Emmisions (g/hr)	230		17	120	31	
VOC Emmisions (g/hi)	RECENT OF SERVICE		20	148	36	
Dilemma Vehicles (#) Queue Length 50th (ft)	0		0 6	0 23	0 18	
Queue Length 95th (ft)	m166	244-544-5-24A	45	74	56	
Internal Link Disk(ii)	2600		40	1520		
50th Up Block Time (%	EN SE MOSTO SE MENTO SE	5.2000000000000000000000000000000000000	51100355			
95th Up Block Time (%						
Turn Bay Length (ft)			STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	7200100-2000-515	SERVICE	
50 in Bay/Block Time!						
95th Bay Block Time %		DOWNER DESIGNATION LABOUR		V-Sweet World	SECURIO SECURIO DE SECURIO SE	
Quemned enally (veh)						
hiteración/Simmery	e len gen				100	
Area Type	ETEL THE INTERIOR AND AND AND AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS AND ADDRESS			7.7		
Cycle Length: 50	THE STREET PLEASE STOP SECOND AND					
Actuated Cycles Length	50					
Offset: 12 (24%), Refe	renced to	phase 2:N	WTL:	and 6:5	SET, St	tart of Green
Natural Cycle 40						
Control Type: Actuated	d-Coordin	ated	-	Tru New April 1977	THE RESERVE AND ADDRESS OF THE PARTY.	
Vlaximum v/c-Batio 0.						
Intersection Signal Del	ay: 3.9			In	tersect	tion LOS: A

intersection Capacity Utilization 48.5% IGU/Level of Service A volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SRD & NW 96th Street

≥ ø2	) ₀₄
27.5	25 -
<b>№</b> ø6	

	×	)	100	×	7	74	
LenexChotie	SEIT		NWE:	down.		MER	
Lane Configurations	<b>ት</b> ጐ	Transition and internation Name	<b>ነ</b> ች	ተተ	ሻ	7	
ideal(Flow (vohol) Lane Width (ft)	1800 11	1800 11	1800 11	1800 11	∄800 11	1800 11	
Grade (%)	0%			0%	0%		
Storage Length (ft)	THE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	0	50	TURA SAME SAME SAME	0	50	DOWN THE WAS TO BE THE CONTROL OF THE WAS AND A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF
Stoledellanes		0.	1				
Total Lost Time (s) Leading Detector (it)	4.0	4.0	4.0 50	4.0 50	4.0 50	4.0 50	
Trailing Detector (ft)	0		0	0	0	0	
Truming Speed (map)		9	15		15	. 0	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	
Ped Bike Factor. Frt	0.997					0.850	
Fit Protected	0.007		0.950		0.950		
Satd. Flow (prot)	2996	0	1503	3005	1503	1345	有可能的表现的可能的。
			0.281		0.950	10.15	
Satd. Flow (perm) Right Jurn on Red	2996	0 Yes	365	3005	1503	1345 Yes	
Satd. Flow (RTOR)	2					382	
deadway Factor	<b>达到这些特别是是</b> 他的	1.04	1.04	1.04	1.04	1.04	
Link Speed (mph)	30		Signal Personal	30	30	Elizabeth Section 17	
Link Distance (ft) Travel Time (s)	1600 36.4			980 22.3	1540 35.0		
Volume (vph)	657	14	178	585	24	509	
Confl. Peds. (#/hr)				water and			
Confl. Bikes (#/fir) Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr)	0,	0	0	0	0	0	
Parking (#/hr) Mid-Block Taffic (%)	0%			0%	0%		
Adj. Flow (vph)	714	15	193	636	26	553	
(ngy) yydriguer Bennsd	7/219	0.	198	686	26	556	
Turn Type			pm+pt			Perm	
Protected Phases Permitted Phases	6		5 2	2	4	4	
Detector Phases	6		5	2	′ 4	4	
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0	
Miniming Solids)	20/0		8.0	20.0	=2040	20.0	
Total Split (s) Total Split (%)	37.0 37%	0.0	19.0	56.0	44.0 44%	44.0	
Maximum Green (s)	33.0	0%	19% 15.0	56% 52.0	44/6	44% 40.0	
Yellow Time (s)	3.5		6.5	3.5	3.5		
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5	
Lead Lag Ontining	Lead		Lag.				
Lead-Lag Optimize?	Yes 3.0		Yes	6.6	0.50	Section 1	
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	
	0.0		5.0	5.0	0.0	0.0	

	×	7	1	×	7	174	
Leneue kolujo	_ (SE)[ -	-SEF	SAWIE:	ANVĀE E	MEL	NER.	
THIME BEIDIER REQUES. (S	(0)(0)		0/(0	0.0	(0) (0)	- i (0, (i) =	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	NOTE A DESIGNATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY ADMINISTRATION OF PROPERTY AD
Recall Mode	Coord		Min	Coord	- IMITRI	Min	
Walk Time (s)	NET SEEDEN VERTICAL						
Flash Dont Walk (s) Pedestrian Calls (#/hr)							
Accefici Green (s)	E(n) O		60.9	69.9	22.5	<i>5</i> 9 1	
Actuated g/C Ratio	0.51		0.70	0.70	0.22	0.22	
v/c Ratio	0.48		0.45	0.30	0 08	0.98	
Uniform Delay, d1	15.9		9.6	5.7	30.8	11.4	的时候就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Delay	8.4		15.8	7/9	24.3	10.3	
LOS	Α		В	A	C	В	
Approach Delay	8.4			9.8	10.9		
Approach LOS 90th %ile Green (s)	A 33.0		15.0=	A 52.0	B 40.0	40.0	
90th %ile Term Code	Coord		Hold	<b>建设在建筑在全部</b>	Max	Max	
70th %le Green (s)	43.1		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	62.1	29.9	29.9	
70th %ile Term Code	Coord		Hold		Gap	Gap	的。 第一章
50th %ile Green (s)	51.8		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	70.8	21.2	212	
50th %ile Term Code	Coord			Coord	Gap	Gap	
30th %ile Green (s)	59.0			78.0	14.0	14.0	
30th %ile Term Code	Coord 67.5			Coord 86.5	Gap 5.5	Gap 5.5	
10th %ile Term Code	Coord	125446		Coord	Gap	Gap	
Stops (vph)	388			224	18	243	
Fuel Used(gal)	12		2	7	1	9	大学的表示。如果你们进行,但不是一种的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,他们也不是一个人的人,也是一个人的人, "我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人
60 Emmisions (g/hr) :	815		1.69	. 465	35	596	
NOx Emmisions (g/hr)	159		33	90	7	116	
VOC Emmisions (g/hr). Dilemma Vehicles (#)	189 0		-39 0	108 0	8 P	138 0	
Queue Length 50th (ft)	43		36	- 66	13	120	
Queue Length 95th (ft)	111		108	163	27	224	
Internal Link Dist (fi)				900	1460		
50th Up Block Time (%)	)	T.P. Market and Associated		V-34.2-3-3-1.00		32.5344.593.443.5	
951haUpaBlocksame (%							
Turn Bay Length (ft)			50			50	
50th Bay Block Time % 95th Bay Block Time %			250/	13%		29%	
Queding Penalty (ven)			35%	37% 48		36% 16	
	NORTH STREET						
intelsection Summery	CHEST CONTRACTOR OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON					7	
	Ojinor						
Cycle Length: 100 Actuated Cycle Length	51616						
Offset: 85 (85%), Refer		phase	2·NWTI	and 6	SFT St	art of G	reen
Natural Ovcle 50	-1.550 15	Pilado			JE1, 00		
Control Type: Actuated	-Coordina	ated					
Marinum victario es	is and					<u> </u>	
Intersection Signal Dela	ay: 9.6	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	- San San San San San San San San San San	Îr	ntersect	ion LOS	: A

## SRD PROPOSED GEOMETRY 4-LANE CORRIDOR

18: SRD & NW 93rd Street

Intersection Capacity Utilization 64:2%	SUIL Evel of Service B	
Splits and Phases: 18: SRD & NW 93rd Street		
A 02	)s. ø4	
	AAS PUBLISHED TO A SECURITION OF THE SECURITION OF	
× ø6		
STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE		

	ሻ	<b>†</b>	P4	Į,	<b>↓</b>	wJ	•	×	>	•	×	1
ज्डांग्ड (द्राक्रम्)		METER	Night):			SBR	89E	'왕타.		an Maye	HIMATE	NWE
Lane Configurations Ideal Flow (vphpl)	<b>*</b> ***********************************	<b>ሰ</b> (008)	ሻ (0)0)84 የ	ሻሻ #18010	<b>ሳ</b> ጐ 1800	41800 ×	ሻ (1800	<b>↑↑</b> 1800	±1800°	ሻ 2008	<b>ተጉ</b> - 008)	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Grade (%)		0%			0%.		150	0%		450	0%	
Storage Length (ft) Storage Lanes	0		0	0		0	150		0	150 1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	, 50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0 15	0	0 	0 15	0	9=	0 15	0	9	0 15	0	Q .
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					0.070			0.000			0.000	
Frt FlyProtected	0.950		0.850	0:950	0.973		0.950	0.986		0.950	0.932	
Satd. Flow (prot)	1503	1582	1345	2915	2924	0	1503	2963	0	1503	2801	0
Elt/Permitteds	0.604	1500	1045	0.095	0004	0	0.350	0000	0	0.189	0001	
Satd. Flow (perm) Right Turn on Red	955	1582	1345 Yes	292	2924	0 Yes	554	2963	0 Yes	299	2801	0 Yes
Satd. Flow (RTOR)			69		36			13			262	KINGSTON INTER
Headway Factor Link Speed (mph)	1.04	1 04 30	1.04	1.04	1 04	1.04	1 04	1.04 30	1.04	1.04	1 04 30	1.04
Link Opeed (mpn)		1122			1086			980			980	
Travel Time (s)		25.5			24.7			22.3			22.3	
Volume (vph) Confl. Peds. (#/hr)	7/9)	629	291	388	179	39	257	755	76	100	298	245
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor Heavy Vehicles (%)	100% - 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%	100% 10%
Bus Blockages (#/mi)	0	0	0	0	0	0	0	0.	0	0	0	0
Parking (#/hr)					9 00/						007	
Mid-Block Traffic (%) Adj. Flow (vph)	86	684	316	422	0% 195	42	279	821	83	109	0% 318	266
Laine Group Flow (Voh)	36.		a 816 a	422	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	0	27/9			109	584	
Turn Type	Perm		Perm	pm+pt			Perm			Perm	0	
Protected Phases Permitted Phases	2		2	6	0		4			8	8	
Delegior Phases	- 2	2	2	- 1	6		1. 4	-/4		8	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Solit (s) Total Split (s)	20.0 42.0	20.0 42.0	20.0 42.0	8.0 12.0	20.0 54.0	0.0	20.0 46.0	20.0 46.0	0.0	20.0 46.0	20.0 46.0	0.0
Total Solic(%)	42%	±42%	42%	12%	54%	0%	46%	46%	0%	/4/6%	46%	0%
Maximum Green (s)	38.0	38.0	38.0	8.0	50.0		42.0	42.0		42.0	42.0	en en en en en en en en en en en en en e
Yellow Time (s) All-Red Time (s)	3.5 0.5	3.5 0.5	3.5 0.5	3.5 0.5	3.5 0.5		0.5	3.5 0.5		0.5	3.5 0.5	
Leau/Lag	Lag	Lag	Lag	Lead	0.0		0.0	0.5		0.0	0.0	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes							TOTAL STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	CONTRACTOR
Vehicle Extension (s) Minimum Gap (s)	3.0 3.0	3.0 3.0	30	3.0	3.0		3.0	3.0.		3.0	3.0	
Minimum dap (3)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

	ሻ	†	P	Į,	ļ	W	A.	×	>	*	K	*
zane Crono	NBID	KUMBAT.	NBB.	- SBE	-SIET	(SBR)	- 18EL	생태		1000	HANNATE	NWR
Time BejoredReduce/(s)	THE PROPERTY OF THE PARTY	0.0	0.0	Barton American	0.0		(0.0)	(0)(0)		0,0	(0)(0)	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	THE STATE OF	0.0	0.0	
Recall Mode Walk Time (s)	Doord.	Coord	Coord	Max	(Loold)		= Max	Max		: Wax	Max	
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)	RICHIES STREET				107/12/09/27/27/20				NEWS PROPERTY		a dinasinkink	
Addalia Greenia)	38,0	38.0	STATE PAIR SE STATE	50,0	50.0		42.0	42.0		42.0	420	
Actuated g/C Ratio	0.38	0.38	0.38	0.50	0.50 0.16		0.42	0.42		0.42	0.42	<b>在新疆</b>
v/c Ratio Uniform Delay, d1	21.1	31.0	0.57 18.6	1.19 20.2	11.4		1,∠U 29.0	0.72 23.7		0.87 26.4	10.6	
Delay	21.8	94.4		104.8	11.5			12.1		41.7	4.8	
LOS	C	F	В	F	В		F	В		D	A	RELEGIZAÇÃO
Approach Delay		66.8			712			35.5 D			10.6	
Approach LOS 90th %ile Green (s)	38.0	29 n	38.0	- 2 A	E		42 n	D 42.0		420	B 42.0	
90th %ile Term Code	THE PARTY OF THE PARTY OF	A CONTRACT OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	Coord	1412350000	Converse of the second		MaxR	MaxR		MaxR	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	
70th Valle Green (s)	38.0	38.0	38.0	8.0	50.0		42.0	42.0			42.0	
70th %ile Term Code			Coord			4-0.50	MaxR	MaxR		MaxR		
50th %ile Green (s) 50th %ile Term Code	作者が近日用とな	THE STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF STATE OF	38.0 Coord	most library and	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		42.0 MaxR	42.0 MaxR		42.0 MaxR	42.0 MayB	
30th %ile Green (s)			38.0				42.0	42.0			42.0	
30th %ile Term Code			Coord				MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	E PER CHANGE DO		0.88	Charles Services				42 O		The second second	42 O	
10th %ile Term Code Stops (vph)	52	Coord	184	MaxR 506	Coord 98		MaxR 403	MaxR 567		MaxR 89	MaxR 84	
Fuel Used(gal)	1	23	5	14	3		10	12		2	5	
©0 Emmisions (g/hh) =	93	1576	329	1004	203		699	807		147	. 356	
NOx Emmisions (g/hr)	18 22	307 365	64	195 239	39 47		136 162	157 - 187		29 34	69 82	
VOC Emmisions (g/hr) Dilemma Vehicles (#)	0		76 0	0 0	0		192	0		0	9 <u>2</u> 0	
Queue Léngih 50th (ti)	37		122		34		217	146		50	30	
Queue Length 95th (ft)	75	#730	212	#223	56		m#368	140	ingles Same	m#140	m46	
Internal Link Dist (ft) 50th Up Block Time (%)		1042			1006			900			900	
95th Un Block Time (%)												
Turn Bay Length (ft)							150			150		
50th Bay Block Time %							22%					
95th Bay Block Time % Queuing Penalty (veh)					this the market		64% 198	3%				
	Charlest Section											
(Enchise Gile) Shiming any	Control of the Paris											
Area Type Cycle Length: 100	Mulel											
Actuated Cycle Length	100						Telephone (					
Offset: 56 (56%), Refere		o phase	2:NBTI	_ and 6:	SBTL, S	tart of	Green	制的可能制度包含				
Natural Cycle (80).												
Control Type: Actuated-		nated										
Maximum V/e Ratio 1/2 Intersection Signal Dela					ntersect	ion I C	S. D					
oroodaan olgilai Dela	y. 70.0				11013001	IOII LC	, o. D	776 - 0400 - 1		and the said of		

intersection Gapacity Utilization 98.7%. ICU Level of Service E

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum arter two cycles

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

Queue shown is maximum after two cycles

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

Splits and Phases: 20: SRD &

ø1 % ø2	A 04
	Maximum and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second
₩ ø6	₹ ø8

	×	7	1	K	7	74	
Lance Groups	\$)E([*.	481516	ANIMME:	NIVIE	Male		
Lane Configurations	44	and Provided Statements and Const. Co.	ሻሻ	ተተ	ሻ	7	Million to the report of the Mark of the Mark of the Mark of the Mark of Mark of Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of the Mark of t
Ideal/Flow (vplap)) + i	1800	1800	1800	1800	1800	1800	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		9.76	0%	0%		
Storage Length (ft)		0	75	ONE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	0	0	
Storage Lanes	4.0	10	4.0	4.0	4.0	4.0	
Total Lost Time (s) Leading Detector (ft)	4.0 50	4.0	4.0 50	4.0 50	4.0 50	4.0 50	
Trailing Detector (ft)	0		0	0	0	0	
Tuming Speed (mph)		0	15		5 5 5	9	
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00	。 《《大学》(1985年)(1985年)(1985年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)(1986年)
Red Bike Factor							
Frt	CAN LEDWIN RESPONSANCE CHECKEN	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	niene organisations cale more		SERVING TO SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURITY OF SECURIT	0.850	
FitProtected			0.950		0.950		
Satd. Flow (prot)	3005	0	2915 0.114	3005	1503	1345	
Satd. Flow (perm)	3005	0	350	3005	0.950 1503	1345	
Right Turn on Red	3003	Yes	330	3003	1303	Yes	
Satd. Flow (RTOR)						16	
Headway Factor	1 04	1.04	1.04	1.04	1.04	1.04	
Link Speed (mph)	30			30	30		
Link Distance (fi)	980			822	645		
Travel Time (s) Volume (veh)	22.3 888	le βα	560	18.7 611	14.7 248	836	
Confl. Peds. (#/hr)	- 000	U	m 300=	OIL	SHO	0.00	
Conil. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	是一个大学的大学。1912年19世纪,1925年19年19年19年19年19年19年19年19年19年19年19年19年19年
Growth Factor			$100\%_1$		100%	MA TO THE REAL PROPERTY.	
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	
Bus Blockages (#/hr) Parking (#/hr)	U	0	0	0	0	0	
MideBlock Traffic (%)	A NOA			0%	0%		
Adj. Flow (vph)	965	0	609	664	270	909	
Laine Group How (vps)		0	(608)				
.Turn Type	S. GLIS, JEGI ON CELLS, ASC		pm+pt	COLUMN ELIZABILITA		pm+ov	AND RECORD THE PROPERTY COURS AND PROCESSED TO CONTRACT AND PROPERTY COURSES IN A PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROPERTY COURSE AND PROP
Profected Phases	6		5	2	4	5 5	
Permitted Phases			2		DETECTION OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE	4	
Detector Phases Minimum Initial (s)	6. 4.0		10	2	4	4.0	
Minimum Split (s)	20.0		4.0 8.0	4.0 20.0	4.0 20.0	4.0 8.0	
Total Split (s)	35.0	0.0	44.0	79.0	21.0	44.0	
Total Split (%)	35%	0%	44%	79%	21%	4/4%	
Maximum Green (s)	31.0	eninged (2003) and the con-	40.0	75.0	17.0	40.0	
Yellow-Time (s)	35.	南临步	8 5	1.65	3.5	\$ 15.15	
All-Red Time (s)	0.5	ALE OF STREET	0.5	0.5	0.5	0.5	REAL OF MERICAN STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATION OF THE STATES AND ASSOCIATI
Lead/Lag	Lag		Leag			Llead	
Lead-Lag Optimize?	Yes		Yes			Yes	
Vehicle Extension (s) = Minimum Gap (s)	3.0		3.0	30	9.0	3.0	
withintian Gap (s)	3.0		3.0	3.0	3.0	3.0	

	×	1	F	K	7	74	
Leggier Chronie The Chronic		SIER	NWE	NWT		Ner	
TimexBeitorexReduces	) (0.0) -		(0)(0)	0,0	(0)(0)	0.0	
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	
Recall Mode	- Max		Max	Coord	Max	Max	
Walk Time (s)							
Flash Dont Walk (s) Pedestrian Calls (#/hr)							
Act Effet Green (s)			75.0	75.0	17.0	a la	
Actuated g/C Ratio	0.31		0.75	0.75	0.17	0.61	
Vic Ratio	1.04		0.47		1.05	1 10	
Uniform Delay, d1	34.5	MUNICAS (SPECIALIE)	11.5	4.0	41.5	19.1	ASSENTING TO THE CONTRACT OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF T
Delay	52.9		1148	4.1	A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	70.9	
LOS	D		В	A	F	E	
Approach Delay	52.9 D			/ 8 A	76.6 E		
Approach LOS 90th %ile Green (s)	310		/n n		17.0	<b>26</b> 6	
90th %ile Term Code	Coord	<b>公司公司公司公司公司公司</b>	ALL PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	CALL STREET	MaxR	PARTICIPATION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	
70th %ile Green (s)	31.0				17.0		
70th %ile Term Code	Coord				MaxR		Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro
50th %ile Green (s)	31.0		of the state of	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	170	DESCRIPTION NAMED	
50th %ile Term Code	Coord				MaxR	MaxH 40.0	
30th %ile Term Code	Coord				MaxR	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	
10th Vale Green (s)	31.0					40.0	
10th %ile Term Code	Coord	A THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	- Company		MaxR		
Stops (vpn)	903		268	176	332	1056	
Fuel Used(gal)	21		6	5	8	22	
CO Emmisions (g/hr) NOx Emmisions (g/hr)	1492 290		449 87	377 73	554 108	1546 301	
VOG Emmisions (g/hi)			104	87	128	358	
Dilemma Vehicles (#)	0		0	0	0	0	自然,并在表现在的一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Queue Length 50th (ft)	≈300		9(8)	58	a190	-659	
Queue Length 95th (ft)			142	79	#349	#900	
Internal Link Dist (fi)	STATE OF THE PARTY OF THE PARTY.			742	565		
50th Up Block Time (% 95th Up Block Time (%			THE SHIP OF			18% 48%	
Turn Bay Length (ft)			75			40 /0	
50linBav Blookanine 9/			12%				
95th Bay Block Time %			23%	6%			
Queville Penally (ven)			158	- i - i (8)			
Mesendo Sumary							
Area Type	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA						
Cycle Length: 100			1646115-5-5-5			の記号の出作地が	
Actuated Ovolet Length							
Offset: 0 (0%), Referen	ced to pl	nase 2:N	IWTL,	Start of	Green		
Nativial Cycles 100							
Control Type: Actuated		ated				Maria Halland	
Maximum v/s Ratio it Intersection Signal Del				ı	ntorese	tion I Of	2.0
intersection Signal Del	ay. 44.3			,	Hersec	tion LOS	o, U

Intersection Capacity Utilization 94:2% IGU Level of Service E Volume exceeds capacity, queue is theoretically infinite.

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

Mueue shown is maximum after two cycles.

Molume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: SRD & SB Ent. SR826

µA ∞2		<b>7</b> × 04
<b>₹</b> ₹ 05	₩ ø6	

