E. BEAVER CREEK RESIDENTIAL City of Knoxville

TRAFFIC IMPACT STUDY

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BATSON, HIMES, NORVELL, & POE

Prepared By:



January 2002

E. BEAVER CREEK RESIDENTIAL DEVELOPMENT

CITY OF KNOXVILLE, TENNESSEE

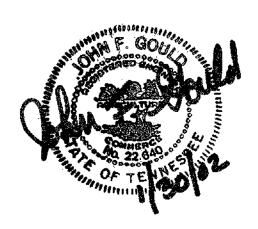
TRAFFIC IMPACT STUDY

(Revised)

Prepared for

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January 2002



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TABLE OF CONTENTS

Introdu	uction	1
	Project Description	1
	Site Location	
Local a	and Regional Access	1
	Local Access	1
	Regional Access	4
Existin	g Traffic Conditions	4
	Existing Traffic Control	4
	Existing Traffic Volumes	4
	Signal Warrants for Existing Conditions	5
	Existing Capacity and Level of Service	5
Backg	round Traffic Conditions	8
_	Background Traffic Volumes	8
	Background Signal Warrants	10
	Background Capacity and Level of Service	10
Develo	opment Impacts	10
	Trip Generation	11
	Trip Distribution and Assignment	11
	Project Traffic Volumes	
	Total Projected Traffic Volumes	
	Signal Warrant Analysis	
	Projected Capacity and Level of Service	
	Sight Distance	
Recon	nmendations	17
Conclu	usion	16
APPE	NDIV	
AFFE		
	Trip Generation	
	Capacity and LOS Analyses	
	Signal Warrant Analyses	

Traffic Counts

LIST OF FIGURES

Figure 1-Development Site Plan	2
Figure 2-Vicinity Map	3
Figure 3-2001 Existing Traffic	6
Figure 4-2005 Background Traffic	9
Figure 5-Trip Distribution and Assignment	12
Figure 6-Project Trips	13
Figure 7-2005 Projected Traffic	14
LIST OF TABLES	
Table 1- Unsignalized LOS Description	7
Table 2- Signalized LOS Description	7
Table 3- 2002 Existing Capacity and Level of Sevice	8
Table 4- 2005 Background Level of Service	10
Table 5-Trip Generation	11
Table 6-2005 Projected LOS	15
Table 7-Summary Capacity and LOS Summary	

INTRODUCTION

This traffic impact study was commissioned to address the impact of a proposed residential development within the city limits of Knoxville in Knox County. The study of this development required the collection of traffic data, generation of anticipated traffic volumes from the proposed site, development of future traffic volumes from both normal growth and the site, analysis of the resulting traffic conditions, and the development of measures necessary to mitigate traffic impacts of normal traffic growth and the proposed development. Methods and procedures utilized in the study are those required for a Level 1 traffic impact study as adopted by the Knoxville/Knox County Metropolitan Planning Commission.

Project Description

The proposed project is a residential development adjacent to East Beaver Creek Drive. The site is a total of 33.54 acres, zoned R-2 and C-4. The development will subdivide the property into 238 single family unit lots. Access is from a proposed street from E. Beaver Creek Drive. Figure 1 is the proposed site plan.

Site Location

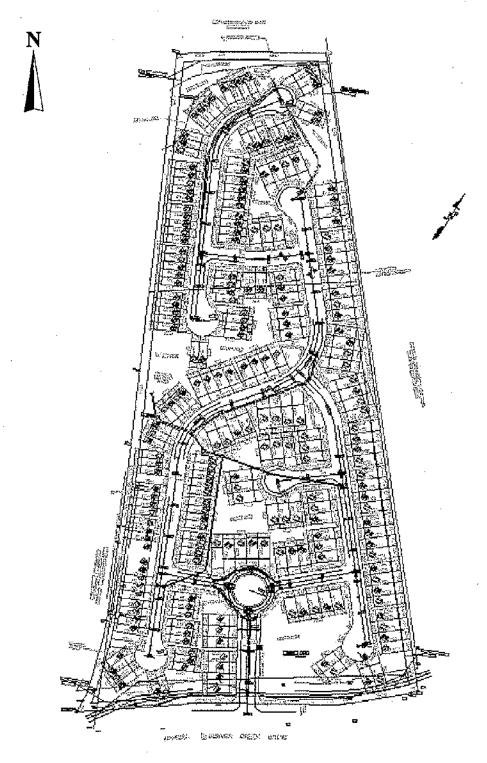
The location of the site is north of E. Beaver Creek Drive adjacent to Interstate 75 to the west. The site is within the city limits of Knoxville in the north area of Knox County and north of the Knoxville central business district (CBD). The adjacent land use is residential in character. North of the site is East Emery Road, State Route 131. Figure 2 illustrates this location relative to local and regional access.

LOCAL AND REGIONAL ACCESS

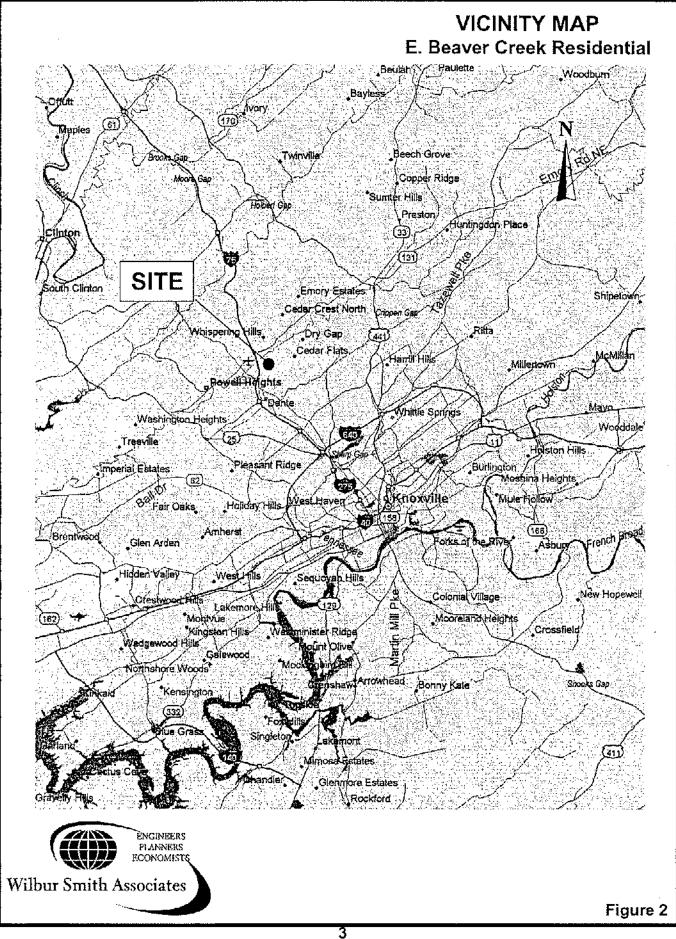
Local Access

Local access to this site is using E. Beaver Creek Drive. Adjacent to the proposed site, E. Beaver Creek Drive is an 18-foot two-lane road, currently classified a minor collector in the Knox County Major Road Plan. The 2002 average weekday traffic (AWT) traveling E. Beaver Creek Road is approximately 6,995. East Beaver Creek Drive intersects Dry Gap Pike to the east and Central Avenue Pike to the south. These two facilities are classified as major collectors with ADT's

SITE PLAN E. Beaver Creek Residential







of 4,580 and an estimated 6,530 for Dry Gap Pike and Central Avenue Pike, respectively. Central Avenue Pike extends north under I-75 and south intersecting Dante Road.

Regional Access

Dry Gap Pike intersects Emory Road (S.R. 131) to the north. Emory Road is currently a three-lane facility classified as a secondary state route and as a minor arterial in the Knox County Major Street and Road Plan. Its posted speed limit is 40mph. The 2000 ADT traveling this facility is 16,890. Extending northeast and southwest adjacent to the proposed development, Emory Road provides extensive access to primarily residential land use east of the project site and commercial land use to the west in North Knox County. The Tennessee Department of Transportation is currently constructing a five-lane urban section for Emory Road from I-75 to Dry Gap Pike.

Dante Road, south of the site, is an east and west facility. Dante Road is classified as a minor arterial and becomes Callahan Road east of I-75. Callahan Road extends east to Clinton Highway (U.S. 25 W.), and Dante Road extends west to Dry Gap Pike. Dante Road and Callahan Road have ADT's of 6,290 and 13,070, respectively.

Interstate access is provided by Interstate 75, extending north and south near the proposed project site. The 2000 ADT on Interstate 75, south of Emory Road, is approximately 48,630. This facility is designated as part of the federal interstate system intersecting Interstate 40 to the south, which is an east and west facility running through Knoxville. Interchanges are available from Emery Road, north of the site, and Dante Road, south of the site.

EXISTING TRAFFIC CONDITIONS

Existing Traffic Control

Currently traffic control within the study vicinity consists of a stop controlled intersections of E. Beaver Creek Drive at Dry Gap Pike and Central Avenue Pike.

Existing Traffic Volumes

This traffic impact study addresses the intersections of E. Beaver Creek Drive at Central Avenue Pike and the site access. A peak-hour turning-movement count was conducted for the intersection of E. Beaver Creek Drive and Central Avenue Pike. The peak-hours were identified from 7:30 to 8:30 and 4:30 to 5:30 for the AM and PM peaks, respectively. A 24-hour directional traffic count was also conducted on E. Beaver Creek Drive adjacent to the site. Adjacent to the site,

January 15, 2002 Traffic Impact Study

the average weekday traffic is counted at 6,995. Figure 3 illustrates the traffic volumes for the AM and PM peaks at the study intersections.

Signal Warrants for Existing Conditions

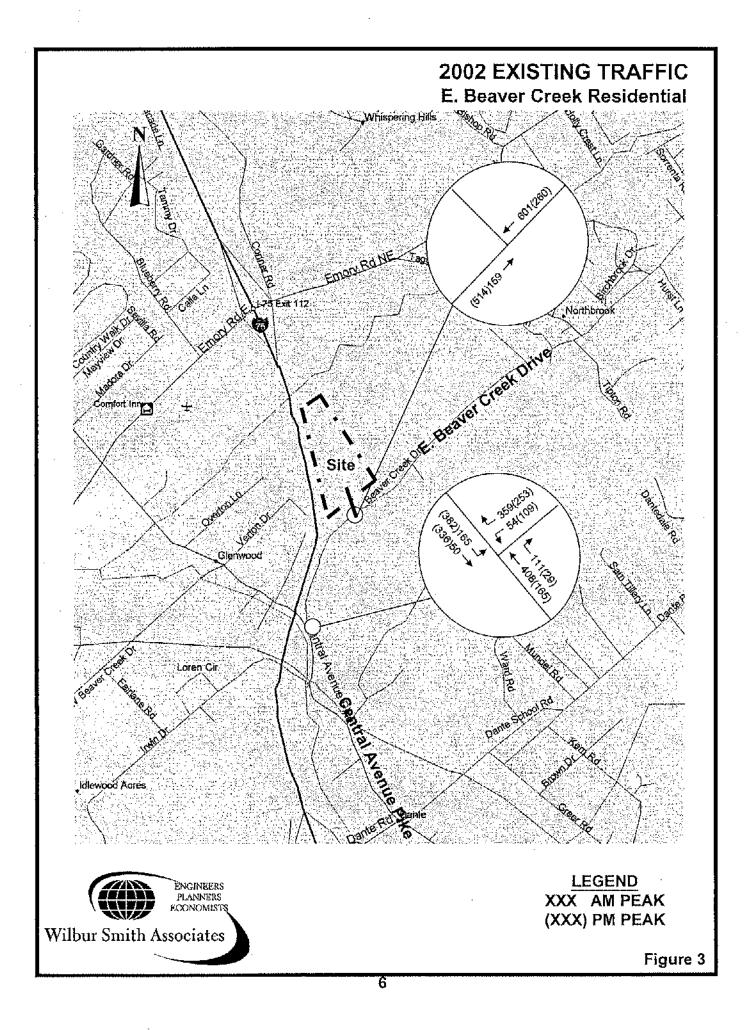
The intersection of E. Beaver Creek Drive and Central Avenue Pike was examined for traffic signal warrants. There are eight warrants published in the updated **Manual on Uniform Traffic Control Devices**, **2000 Edition**. For prevailing speeds of 40mph or less, signal warrants were evaluated. Three traffic volume warrants were examined with the first having three separate criteria. Warrants include the Minimum Volume (Warrant 1A), Interruption to Continuous Traffic Flow (Warrant 1B), Combination (Warrant 1A & B), Four-hour (Warrant 2), and Peak-hour Volume (Warrant 3B). Each of these warrants examines the varying traffic volume conditions for E. Beaver Creek Drive and Central Avenue Pike. Any part of Warrant 1 must be met for a minimum of eight hours. Warrant 2 must be met for four hours, and one hour must be met for the Peak-Hour Warrant (Warrant 3B).

For existing conditions, a traffic signal is warranted. Minimum Volume is essentially met for 6 hours. Further analysis of hours not counted could possibly find additional hours meeting the Minimum Volume warrant. The Four-hour and Peak-hour warrants are fully satisfied. A signal design will require consideration of limited sight-distances. Plans may require near- and far-side auxiliary signal heads and possibly an advance signal-ahead flasher.

Existing Capacity and Level of Service

In order to evaluate the current operations of the traffic control devices, capacity and level of service were calculated using the 2000 Highway Capacity Manual, Special Report 209 published by the Transportation Research Board. Signalized and unsignalized intersections are evaluated based on estimated intersection delays, which may be related to level of service (LOS). Level of service and capacity are the measurements of an intersection's ability to accommodate traffic volumes. Levels of service for intersections range from A to F. A LOS of A is the best, and LOS F is failing.

For signalized intersections, a LOS of A has an average estimated intersection delay of less than 10 seconds, and LOS F has estimated delay of greater than 80 seconds. A LOS of C and D are typical design values. Within urban areas, a LOS D, delay between 35 and 55 seconds, is considered acceptable by the Institute of Transportation Engineers (ITE) for signalized intersections. Unsignalized intersection levels of service have lower thresholds of delays. A LOS



of F exceeds estimated delays of 45 seconds. For urban arterials, minor approaches mayfrequently experience levels of service E. A full level of service description for unsignalized and signalized intersections is presented in Tables 1 and 2, respectively.

TABLE-1
LEVEL-OF-SERVICE (LOS) DESCRIPTION
FOR TWO-WAY STOP INTERSECTIONS

LOS	AVERAGE CONTROL DELAY PER VEHICLE (seconds)	DESCRIPTION
Α	≤10.0	No conflicting traffic for the minor movement.
В	>10.0 and <u><</u> 15.0	
С	>15.0 and <25.0	•
D	>25.0 and <u><</u> 35.0	
E	>35.0 and <u><50</u> .0	
F	>50.0	

SOURCE: 2000 Highway Capacity Manual, TRB Special Report 209

TABLE-2

LEVEL-OF-SERVICE (LOS) DESCRIPTION
FOR SIGNALIZED INTERSECTIONS

LOS	AVERAGE CONTROL DELAY PER VEHICLE (seconds)	DESCRIPTION
A	<u><</u> 10.0	Very low delay with extremely favorable progression. Most vehicles don't stop.
8	>10.0 and <u><</u> 20.0	Generally good progression. Increase number of stops from that described for LOS "A" resulting in higher delays
С	>20.0 and <35.0	Fair progression with increased delay. Number of stopping vehicles become significant; however, many still pass through the intersection without stopping. Stable flow.
D	>35.0 and <u><</u> .55.0	The influence of congestion becomes more noticeable. Longer delays resulting from unfavorable progression, longer cycles, or high V/C ratios. Approaching unstable flow.
E	>55.0 and <u><</u> 80.0	Limit of acceptable delay. Long delays associated with poor progression, long cycles, or high V/C ratios.
F	>80.0	Unacceptable operation resulting from oversaturation (flow rates exceed capacity). Poor progression, long cycles, and high V/C ratios.

SOURCE: 2000 Highway Capacity Manual, TRB Special Report 209

Analyses were conducted using the Synchro Software, developed by Trafficware Synchro analyzes intersections for capacity and level of service. Table 3 presents the unsignalized and signalized analyses of the existing traffic conditions.

TABLE-3 2002 EXISTING LEVELS OF SERVICE

		AM PEAK		PM PEAK				
INTERSECTION	V/C	DELAY	LOS	V/C	DELAY	LOS		
E. Beaver Creek & WI	B-L/R1 -	53.3	F	٠,	240.9	F		
Central Avenue Pike SI	B-L1 -	7.6	Α	-	6.3	Α		
Į wi	B-L/R ¹ -	23.9/24.1 ²	C/C²	_	186.8/11.3 ²	F/B²		
SI	B-L1 -	9.3 ²	A^2	-	8.8^{2}	A ²		
Signa	elized 0.64	5.8	Α	0.89	15.5	В		

Note: Average vehicle delay estimated in seconds

Unsignalized intersection approach and movements.

The study intersection of E. Beaver Creek Road and Central Avenue Pike was determined to operate at an unacceptable level of service. The analyses assumes a single lane approach for E. Beaver Creek Drive because of the very limited storage provided for the right-turn lane. Due to traffic queues, the right-turn lane is inadequate. Additional unsignalized analyses were conducted with separate left-turn lanes provided for the intersection, resulting in reduced delays. Signalization of this intersection would result in LOS A and B for AM and PM peak hours, respectively.

BACKGROUND TRAFFIC CONDITIONS

Background traffic is traffic that can be anticipated regardless of the proposed development. Traffic within the study area should continue to grow due to other developments and continued growth of Knox County. This traffic must be developed and analyzed for the purpose of establishing a baseline.

Background Traffic Volumes

Using the growth rate from historical traffic count data, an annual growth rate of 5.5 percent was estimated to project background traffic. For the purpose of this study, background traffic was projected for the year 2005. Completion of this development will depend largely upon market considerations; however, a three-year build-out seems reasonable. Figure 4 illustrates the resulting

⁽¹⁾ (2) Separate left-turn lanes provided for unsignalized analyses.

2005 BACKGROUND TRAFFIC E. Beaver Creek Residential _Whispering Hills EMMARANE TOO (ROBINES Exit 112 Northbrod Cearonile Constitution 63(127) (Rej_{Tes} (30/156) Glenwood Loren Cir Idlewood Acres **LEGEND** ÈNGINEERS XXX AM PEAK PLANNERS ECONOMIST (XXX) PM PEAK Wilbur Smith Associates Figure 4 9

2005 background traffic. This traffic is obtained growing existing traffic by a total of 16.5 percent

Background Signal Warrants

Another evaluation of the intersection of E. Beaver Creek Drive and Central Avenue Pike for signal warrants found that the two additional hours of the Minimum Volume warrant is essentially satisfied with traffic exceeding 90 percent of the required volume.

Background Capacity and Level of Service

Utilizing the projected background, unsignalized and signalized analyses were conducted for the AM and PM peak to determine the anticipated level of service prior to the proposed development.

TABLE-4 2005 BACKGROUND LEVELS OF SERVICE

		AM PEAK		PM PEAK				
INTERSECTION	V/C	DELAY	LOS	V/C	DELAY	LOS		
E. Beaver Creek & WB-L	/R1 -	159:4	F	-	645.1	F		
Central Avenue Pike SB-L	· -	8.2	Α	-	7.1	Α		
WB-L	/R1 -	34.1/46.1 ²	D/E²	-	555.4/12.3 ²	F/B²		
SB-L	.¹ -	10.0 ²	A ²	_	9.32	A ²		
Signaliz	ed 0.80	8.2	Α	1.02	39.4	D		

Note: Average vehicle delay estimated in seconds

(1) Unsignalized Intersection approach and movements.

(2) Separate left-turn lanes provided for unsignatized analyses.

The resulting capacity and LOS analyses determined that the unsignalized delays continued to increase. Analyses with turn lanes did not result in acceptable LOS. Signalized analyses determined acceptable levels of service can be obtained; however, delays did significantly increase and LOS fell during the PM peak. The volume to capacity (V/C) ratio indicated that intersection capacity is exceeded, suggesting that additional intersection geometry is necessary to adequately accommodate the traffic volumes for critical movements.

DEVELOPMENT IMPACTS

Project conditions are developed by generating traffic based on the proposed land uses, distributing the trips to the transportation network, and conducting analyses for capacity and LOS.

Trip Generation

Project traffic for the single-family units was determined using the publication, Trip Generation, 6th Edition. The Trip Generation reference is published by the Institute of Transportation Engineers (ITE) and represents national data collected for many different land uses including industrial, residential, and commercial uses. Trip Generation is an essential tool in calculating the traffic, which may be generated by a proposed development. From the trip generation calculations, the proposed site may generate approximately 2,300 daily trips. Table 5 presents the trip generation of this proposed site.

TABLE-5

TRIP GENERATION										
LAND USE	L.U.C.	Units	DAILY TRIPS	AM PE		PM PE ENTER				
Single Family	210	238	2,302	44	132	150	84			

Trip Distribution and Assignment

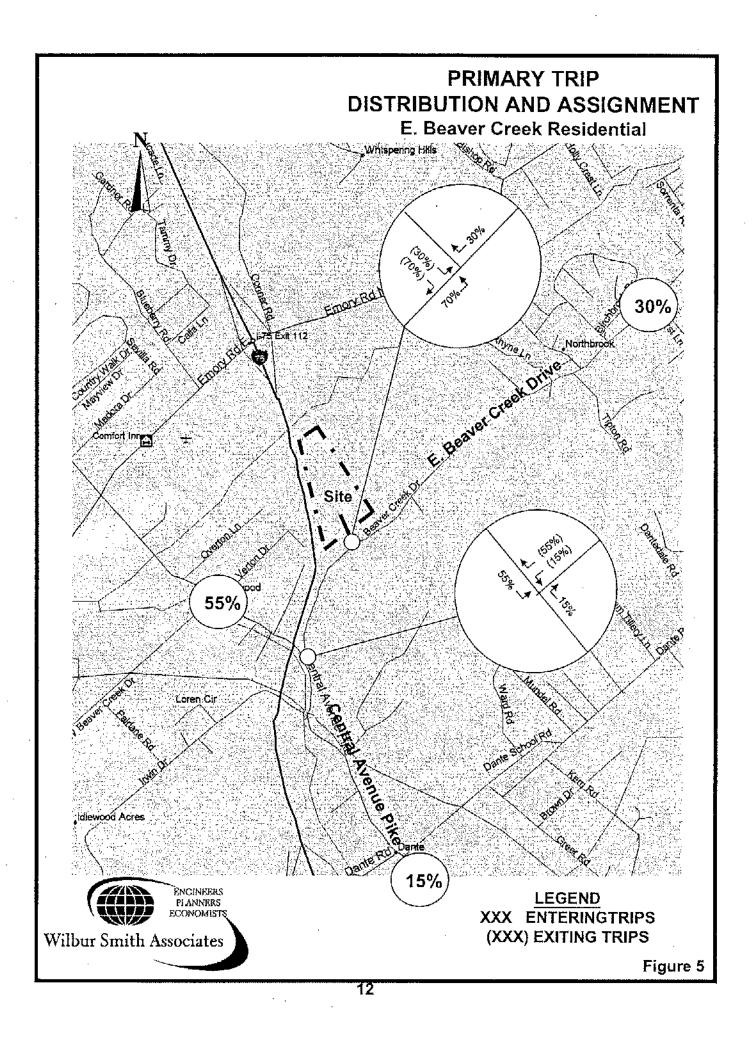
Using the count data and the character of the development, traffic was distributed to the street network. The 24-hour machine count conducted for E. Beaver Creek Drive suggests that approximately 30 percent of the residential trips will turn to the east and 70 percent to the west. To the south, trips were distributed with 55 and 15 percent to the north and south on Central Avenue Pike, respectively. Figures 5 illustrate this distribution and assignment.

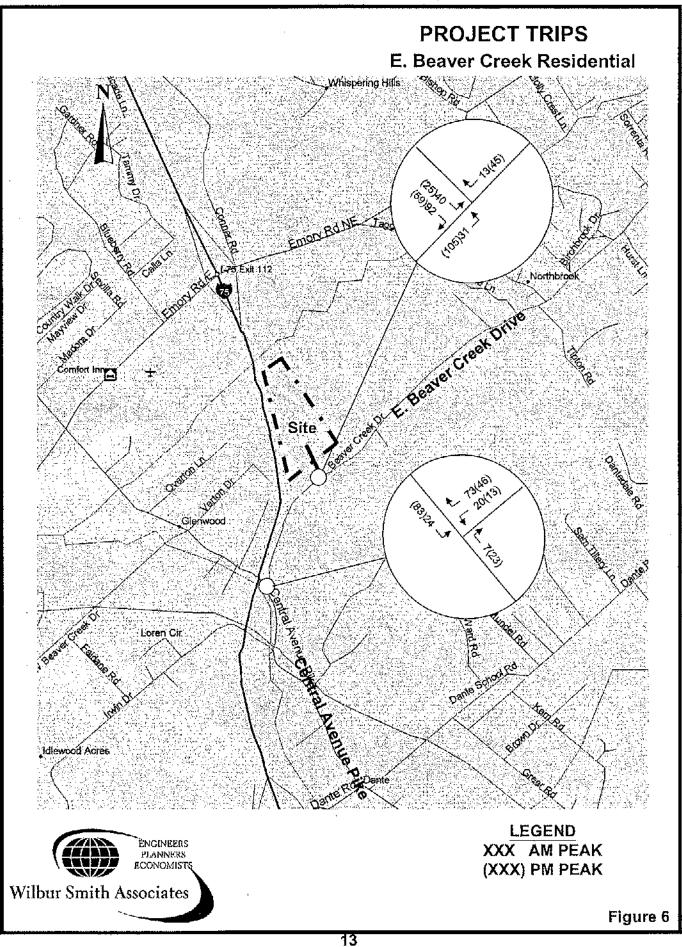
Project Traffic Volumes

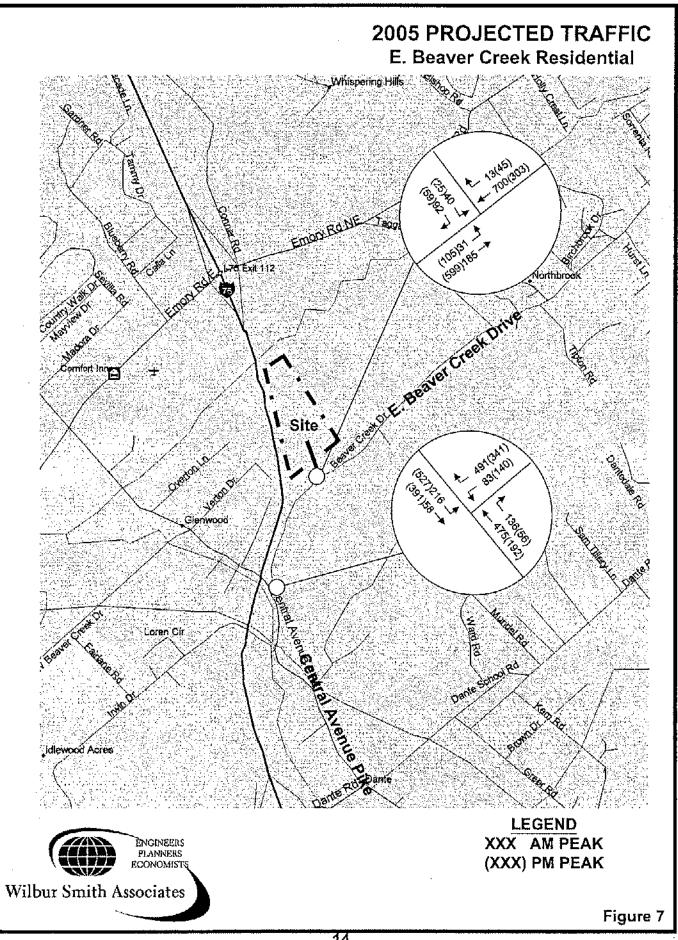
By multiplying the trips generated by the distribution percentages, the project traffic volumes were determined. Figure 6 illustrates the resulting project traffic volumes associated with the proposed project.

Total Projected Traffic Volumes

Background and project traffic volumes were added together to develop post-development traffic volumes for the year 2005. Figure 7 illustrates this 2005 projections. Using this projection, mitigation measures including traffic control devices and roadway and intersection geometry can be determined.







be evaluated. The projected 2005 average weekday traffic (AWT) on E. Beaver Creek Drive may become approximately 8,840 to the east and 9,760 to the west.

Using the Knox County and AASHTO criteria for the requirement of left- and right-turn lanes, the resulting left-turning and right-turning volume on E. Beaver Creek Drive to the site access will require turn lanes.

Signal Warrant Analysis

Analysis of signal warrants for the intersection of E. Beaver Creek Drive and Central Avenue Pike determined that one additional hour of the Minimum Volume is fully satisfied. No additional warrants are met.

Projected Capacity and Level of Service

Analyses for the projected background plus project conditions were conducted. Tables 6 presents the results of the capacity and LOS analyses of the 2005 traffic conditions with the proposed development. Unsignalized conditions continue to have increasing estimated delays and unacceptable LOS. With signalization, delays do increase and LOS may be lowered to an E during the PM peak. The V/C ratio is increased to 1.15. In order to mitigate this ratio, the provision of left-tun lanes for Central Avenue Pike and E. Beaver Creek Drive were analyzed and found to result in very good level of service.

TABLE-6 2005 PROJECTED LEVELS OF SERVICE

			AM PEAK			PM PEAK	•
INTERSECTION		V/C	DELAY	LOS	V/C	DELAY	LOS
E, Beaver Creek &	WB-L/R1	-	299.4	F	-	>999	F
Central Avenue Pik	e SB-L1	-	8.6	Α	-	8,2	Α
	WB-L/R1	_	48.0/82.9 ²	E/F²	-	>999/13.3²	F/B²
	SB-L ¹	-	10.2²	В	-	10.0 ²	A^2
	Signalized	0.89	14.2	В	1.15	76.4	E
	Signalized	0.83^{3}	7.0^{3}	A^3	0.80^{3}	9.43	A^3
E, Beaver Creek &	SB-L/R1	-	22.5/16.8	C/C	-	28.1/10.6	С
Site Access	EB-L ¹	-	1.7	Α	•	2,4	Α

Note: Average vehicle delay estimated in seconds

(1) Unsignalized intersection approach and movements.

(2) Separate left-turn lanes provided for unsignalized analyses.

(3) Separate left-turn lanes provided for signalized analyses.

Table 7 presents a summary of the capacity and LOS analyses conducted for this study. With signalization and improved geometry, the proposed development has a minimal impact on the intersection delays and LOS is A for the peak hours of the day for both background and background plus project traffic conditions.

Sight Distance

The project access is proposed along E. Beaver Creek Drive, with a roadway width of approximately 18 feet. The road's speed limit is currently posted for 40mph. Measured sight-distance to the southwest is approximately 350 feet and less than 200 feet to the east. The required distance is 305 feet to meet the minimum stopping sight-distance for American Association of State Highway and Transportation Officials (AASHTO) and 400 feet to meet the Knox County minimum corner sight-distance standard. The sight distances are restricted by horizontal geometry, trees, and other vegetation. The sight distance may be increase to the southwest with some clearance of the vegetation on the south side of the E. Beaver Creek Drive through the horizontal curve. The grading and clearing of the site should result with 400 feet of sight distance to the east. The proposed site access, therefore, should meet both criteria and should be acceptable for safe operations.

RECOMMENDATIONS

The analyses conducted and the review of the traffic volumes identified the following recommendations:

- Minimize landscaping, using low growing vegetation, and signing at the street access to insure that safe sight distance is maintained.
- Use a minimum intersection radius of 25-foot for the efficient and safe ingress and egress of the site.
- Provide separate left- and right-turn lanes for the site access.
- Provide a 100-foot left-turn and 50-foot right-turn lanes on E. Beaver Creek Drive at the site
 access street.
- Post the proposed street with a STOP sign (R1-1) at E. Beaver Creek Drive.
- · Intersection design should conform to the recommended standards and practices of the

TABLE-7
CAPACITY AND LEVEL OF SERVICE
SUMMARY

		INTERSECTION	E. Beaver Creek Dr. &	Central Avenue Pike			E. Beaver Creek Dr. &	Central Avenue Pike	with improved geometry		Site Access &	E. Beaver Creek Dr.
		PERIOD	AM	Z d.	AM	PM	AM	PM	AM	PM	AM	PM
	20	N/C	•	t	0.64	0.83	r	ı	09.0	0.56	ı	i
מ	2002 TRAFFIC	DELAY LOS	53.3	240.9	5.8	15.5	24.1	64.1	5.3	5.5	1	;
SUMMAKY	21	SOT	1 1.	ŭ.	⋖	Ф	t o	* _	₹	₹		
	2005	V/C	1	1	0.80	1.02		t	0.69	0.71	ι	1
	2005 BACKGROUND	DELAY	159.4	645.1	8.2	39.4	44.5	175.7	9.9	6.3	ı	1
	ONDO	FOS	ţ.	ů.	₹	Q	т́Ш	*	₹	⋖	1	1
2005	200	N/C		ī	0.89	1.15		t	0.83	0.80	1	ı
	2005 PROJECTED	DELAY	299.4	666<	14.0	76.4	77.8	2919.8	7.0	9.4	18.5	15.8
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* Minor Street Approach Level of Service

NOTE: Average vehicle delay estimated in seconds Unsignalized Analysis / Signalized Analysis.

American Association of State Highway and Transportation Officials, the Institute of Transportation Engineers, and the City of Knoxville Public Works Department.

 Provide signalization and left-turn lanes for the intersection of E. Beaver Creek Drive and Central Avenue Pike. Left-turn storage on E. Beaver Creek should be approximately 250 feet and approximately 500 feet on Central Avenue Pike. The signal design must consider any sightdistance limitations.

CONCLUSION

The study of this proposed residential development evaluated existing, background, and project traffic conditions. Background traffic was determined using a 5.5 percent annual growth rate until the year 2005. Traffic associated with the proposed project was then generated and distributed to the existing transportation system. Using the identified turning movements for the existing and projected traffic conditions, unsignalized and signalized capacity and level of service analyses were conducted using the 2000 Highway Capacity Manual. Capacities and delays, for the intersection of E. Beaver Creek Drive and Central Avenue Pike were found to be unacceptable with and without the proposed project. Signalization of the intersection should be considered. The signalization of the intersection will require the addition of left-turn lanes. With signalization and improved geometry, the proposed development would have a minimal impact on the intersection's delay and resulting LOS.

The proposed development will require left- and right-turn lanes on E. Beaver Creek Drive at the site access street. Resulting access LOS is C. With the recommendations of this report, the efficient and safe flow of traffic should be provided.

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APPENDIX

TRIP GENERATION
CAPACITY AND LOS ANALYSES
SIGNAL WARRANT EVALUATIONS
TRAFFIC COUNTS

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LAND USE	EU.C	Size	ENDALY STRAFFIC	ENTER	AM PEAK EXIT	AVERAGE TOTAL	POSANCE RESERVED	PMPEAK EXIT	A TOTAL	
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Lane Util. Factor	1.00	1.00	1.00	1.00	1,00	1.00	market and a market of the angle of the property of the proper
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Satd, Flow (RTOR)	/////////////////////////////////////		27	ANGER DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE DE LEGE D L'ANGER DE LEGE DE LEGE DE L'ANGER DE L'ANGER DE L'ANGER DE L'ANGER DE L'ANGER DE L'ANGER DE L'ANGER DE L'ANGER	Silvateri në Market Pilotina est ve ili Iliyate de al-de il	Çarşılığı (typt) iği Otz Pişki in ili siyası yarını Ayrıdan in gazılığı AV A	
Headway Factor	1.00	1.00	1,00	1.00	1.00	1.00	BOT STORES AND A COMMUNICATION OF THE STORES AND A STORES AS A SECOND A LANGUAGE BASIN MADE OF THE STORES AND A STORES AND A SECOND AS A S
Link Speed (mph)	30	ellegen, het gefangel Josephine der Santen Lychtellegen er der Josephine Herrich	∭30⊪	den Bull MACAUP Geroepe Presidentischen Vertrag Georgesternen der Adamie Georgesternen der Teilen		∰30 <u>.</u>	
Link Distance (ft)	2420	· · · · · · · · · · · · · · · · · · ·	1573	,	7	2672	- Anna Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman Caraman
Travel Time (s)	55.0		35.8	angga sajanga anggang alam ngapagang nagga Quyu alamaga digina Kanggangan	Riging State (1, 2 pr. 6 m) quaighean shall y gallas in quaigh agus an deal shall shall shall man Auga Shallas a cast	60.7	n kerdi kemana dalah permendakan dan sebagai perdapat dan perbagai dalam perdapat dalah sebagai dan perdapat d Berandan Perdapat dan perdapat dan dan dan perdapat dan perdapat dan perdapat dan perdapat dan perdapat dan pe Berandan perdapat dan dan dan perdapat dan perdapat dan perdapat dan perdapat dan dan perdapat dan perdapat da
Volume (vph)	109	253	165	29	382	336	A CONTROL OF THE ACT OF THE SECRET CONTROL OF SECRET AND PROPERTY OF THE SECRET AND ACT OF SECRET AND ACT OF SECRET AND ACT OF SECRET AND ACT OF SECRET AND ACT OF SECRET AND ACT OF SECRET AND ACT OF SECRET AND ACT OF SEC
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	me en la proposition de la companya de la production de la proposition de la proposition de la production de l La proposition de la proposition de la production
Adj. Flow (vph)	118	275	179	32	415	365	ል. ለመቀረት መመስ መመስ ነገር ነገር ነገር ነገር እንደነጋር እንደነጋር የመመስ የመጀመር መስፈመር የመመስ የመመስ ነገር የመመስ ያለት የሚያስ ተለማ ነገር የሚያ መመን መመ መመስ መመስ መመስ ነገር ነገር ነገር ነገር ነገር ነገር ነገር ነገር ነገር ነገር
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Total Split (s)	20.0	0.0	50.0	0.0	50.0	50.0	
Total Split (%)	29%]	0%	71%	0%	71%	÷71%:	(a) Designation of Astronomy Engineering Conference of the Section of Conference of the Conference of Conferenc
Maximum Green (s)	16.0		46.0		46.0	46.0	
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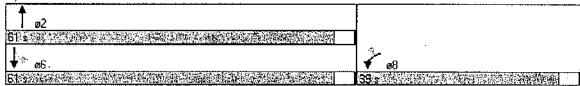
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50th %ile Term Code	Max		Max Max	THE STATE OF THE S	Ş.
30th %ile Green (s)	11.3	32.6	32.6 32.6	an i marin kumunya ya mara i kana a mara mara kana kana kana kana kana kana manin maninda kana kana kana kana k	iv
30th %ile Term Code	,,,Gap	Hold :	∰:"Gap"Gap ⊹ "	A CONTROL OF THE CONT	Ç
10th %ile Green (s)	6.3	24,8	24.8 24.8	TO SEE TO SEE THE SEE	#1
10th %ile Term Code::	Gap	[[//] Dwelf : [[]]	Dwell Dwell	The state of the s	i i
Stops (vph)	204	59	548	10 91 m / 1 m / 2	
Fuel Used(gal)	para di Santana da San	as et maistas manguista i sem et nodi, attença e etak etak memiegiska manguista etak etak etak etak etak menalari manguista etak etak etak etak etak etak etak menalari etak etak etak etak etak etak etak etak	paniakan katan br>Katan katan ka Katan katan ka	Her Pfrinders. 2 January 1997 - Marie Mar	ž
CO Emmisions (g/hr)	760	200	1426		24
NOx Emmisions (g/hr)					19 19 10
VOC Emmisions (g/hr)	176	46 markar Mangartha mai digilik kang kang kang kang ka	331 	nar oktorenga agrakska prokjetik-policikova (1 kolovi narba polici narba polici polici polici polici polici p Narioktorenga agrakska policikova policikova (1 kolovi narba polici narba polici polici polici polici polici p	-:
Dilemma Vehicles (#)		na - e u Tele e Harbata () de la diciente e Tra el manda de la diciente () de la destada () de la diciente del diciente del diciente de la diciente del diciente del diciente de la diciente de la diciente de la diciente de la diciente de la diciente de la diciente de la diciente de la diciente de la diciente del dicie	de la ville di Pina de la Mina de la digita (De la calente e minimise de la lace de la dispersión de la dispensión de Lapaditation en resolución de la dispensión de la dispensi	n ender Affilieren en gestelle (1915), AAS (EU), BBC (1915), ABC (1916), ABC (1916), ABC (1916), ABC (1916), A General Landston (1916), ABC (1916), AB	S
Queue Length 50th (ft)	96	0	232	istootis talikis hätistät liin piäsines, erituopa va taminya esterrin ava taminyksistättistätistätistä.	==
Queue Length 95th (ft) Internal Link Dist (ft)	#232 2340	4402	#509		N.
50th Up Block Time (%)		1493	2592 3mai: 1882-1882-1882-1883	Barran Barran Barran Barran Barran Barran Barran Barran Barran Barran Barran Barran Barran Barran Barran Barra Barran Barran	di.
95th Up Block Time (%)			Altu Folio: Casarisatana	n 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 co	ě
Turn Bay Length (ft)	l Orași (15 Mai de Artheus (16 Mei) John Maria (16 Mei) (16 Mei)	en tije 10. Anna 1755 polikuno polikana sana sana sana sa na pagang salanga manakan mana na mbasa mana sa	, and property of the rest of the control of the co		ġ.
50th Bay Block Time %	tion where the same of the same	Salenteros (s. netiki apporansiyatabah).	manusias production of all the second of		Ä,
95th Bay Block Time %					Til.
Queuing Penalty (veh)	And the state of t	Rasinas, 1574/3140 Inong 1574 y 1380 4050 v	1	E E ZAMERSKE KRIMET TRAKTERION MET 14 SER MET 15 EN 1900 E 15 OKT 15 OKT 15 HET HET MET HET HET HET HET HET HE Franke eskel hemmet trakterion met 15 Ser Met 15 OKT 1	67
Intersection Summary	শ্বাবানসভাৰ । স্বাধান্ত বাবানসভাৰ । প্ৰায়ুল্য কৰি প্ৰায়ুল্য বিভাগ ।	MOST TO NORTH SERVER SERVER STORE			Si
(N - 11			in over 18 man de parier en same entre servició de servició. Parametros establicados en el como de servición de servición de servición de servición de servición de servición		2
	Other	thrasan randi) sabhanii thrada a ceir medali tarahwe Balath ngagi isa daga halifag di meteybalia (1865) sabhas na k	: The following wildling to the book beauth against to that, who wild since the control of the following the control of the control of the following the control of the following the control of the following the control of the following the control of the following the control of the following the control of the following the control of the following the control of the control of the following the control of the following the control of th		
Cycle Length 70	ringeringering RA 7	aurene unterstuden er andere State in der er Gertagnische Greutschlächer (f. 1864) Gertagnische Greutschlächer (f. 1864)	ି ବିକ୍ରା ଲୋଗିଆ ଓ ମାନ୍ତି ପ୍ରତି କଥିବା ବିକ୍ରମ ବିକ୍ରା ହେଉଁ କଥିବା । ଅଧିକ କଥିବା । ବିଭିଲ୍ଲ କଥିବା ପ୍ରତି ପ୍ରତି ପ୍ରତି ପ୍ରତି । ପ୍ରତି ଅଧିକ ଅଧିକ ଅଧିକ ପ୍ରତି ଅଧିକ ଅଧିକ ଅଧିକ । ବିଭିଲ୍ଲ କଥିବା ଓ ଅଧିକ ଅଧିକ ଅଧିକ । ପ୍ରତି ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ ଅଧିକ ।		Ú
Actuated Cycle Length: Natural Cycle: 70	OU.Z Karangozan				3!
Control Type: Actuated	Lincoordin			egy transportung at her volum sest persone er state in between de en met bedar de bedar between between her be De en en en state in de en en en en en en en en en en en en en	W.
Maximum V/c Ratio 0.8					2
Intersection Signal Dela	District Control and State of the	Militaria (m. 1904)	Intersection LOS: E	on on the state of the control of the control of the control of the control of the control of the control of t	ě.
Intersection Capacity U		7.0%	ICU Level of Service	· · · · · · · · · · · · · · · · · · ·	Ä
90th %ile Actuated Cyc	e: 70			TA TO THE BOTH STATES OF THE STATE OF THE STATES OF THE ST	ži
70th %ile Actuated Cyc		on internit ja yazışınış pülü yel vette CCL ülürmikiyel Bayıldığını ile yazışınış pelinde kirili ile ile ile ile ile ile ile ile ile	, promotici i metromon (citi i come compressoratem) Mandressorat i inglico (citi i come compressoratem) Mandressorat i inglico (citi i compressoratem)	Tarakti kitali (m. 1. il. 1974 de 1980), beran institutu di Barberill alla di Barberilla (m. 1984), beran institutu di Arabi (m. 1984), be	01 151
50th %ile Actuated Cycl		գտուն ազագությունքուն եր և արելդիցերին և	edokraf Urius salamininininininin Uriushan Maseerunder beseerare	ን መመስ መመስ መመስ የመስከተለው ተለያዩ የተመሰው ነው። የተመሰው ነው። የተመሰው የመስከተለው ነው። የመስከተለው ነው። የመስከተለው የመስከተለው ነው። የመስከተለው ነው። የ የመስከተለው የመስከተለው የመስከተለው የመስከተለው ነው። የመስከተለው የመስከተለው የመስከተለው የመስከተለው የመስከተለው የመስከተለው የመስከተለው የመስከተለው የመስከተለው የመ	41
30th %ile Actuated Cycl	e: 51.9	garasını görgi ette İşgiliye Yarasını yılındırını yılındırını ili oʻr iyleri Yaran ildi, ildi ilmini seri etti derili ilmini terili ildi ildi ilmini ildi ildi ildi. Yarasındırın ildi ildi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi. İldi ildi.	ga (2015) yang pinggan bergapan Asia (2015) yang bergan dibakasan. Terjah sebagai yang Sepantah Bergan Bandaran Sebagai yang bergan belanda Sepantah Sebagai yang bergapan bergan bergan Sebagai yang bergan bergan bergan bergan bergan bergan bergan ber Sebagai Sebagai Asia Sebagai Perungan Bergan Bergan bergan		4
10th %ile Actuated Cycl	e: 39.1		e e come a comenta de la constituir a la transferio volda las elevaciones con come es	and the same of th	•
# : 95th percentile volui	, and prompt of the property of	in - 经过程位置的的第三种企图		Ф Profedition и и постоя в село и быть и при при при при на при на при на при на при на при на при при при при	į.
			smay be longer an war	TO METER AND THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF THE CONTRACT OF T THE CONTRACT OF THE CONTRACT O	Ŷ.
Queue shown is max			inay be longer as we		6
	dmum afte	r two cycles.			
Splits and Phases: 1:	dmum afte				
	dmum afte	r two cycles. · Creek Dr & Centi			
Splits and Phases: 1:	dmum afte	r two cycles. · Creek Dr & Centi	al Ave Pk		

	*	*	†	1	\	↓	
Lane Group	weL"	WBR.	NBT	NBR	SBL	SBT	
Lane Configurations	¥	7	1>		ሻ	†	
Ideal Flow (vphpl)	1900	1900	りゃくだんきゅう トラリップ	1900	1900	.1900	old Hall (1775) 166 (no) 1874 (1875) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896) 1896 (1896)
Total Lost Time (s)	4.0	4,0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50		50		. 50	50	
Trailing Detector (ft)	0	0	0		0	0	
Turning Speed (mph)	iski kulturi (1864 5 kuni antist misir eri (1 5 li Piri misir kedima (1986)	9		9 ,	115	ga ya pagago ya ya nefeki a ne pesingagiji pilipi i i i i i i i a ya ne a salama ke i i sa a ji ya a ne ne a salama ke i i sa sa sa	March destruction of the control of
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850	0.971	a complete mental men - yang dagan penda - yang dagan pendagan		A STATE OF THE STA	Parket and the state of the sta
Fit Protected	0.950	is the action	an ar Li Brizhana	us automotivas <u>12 4</u> ais.	0.950	dana Larentana	15-18-15-19-15-15-15-15-15-15-15-15-15-15-15-15-15-
Satd Flow (prot)	1770	1583	1809		1770	∴18 6 3	The second secon
Fit Permitted	0.950	. T = M.Alex	enu maranta		0.329	이어에도 보고: 시작시	Aleksiyaran esikkeleri katoo sikkiyarin, yakiya kayaa bayoo dhiran ee karaan ahaa ayaa ka maraan ahaan maraa see sa
Sald, Flow (perm)	1770	gingan gangang	.1809		613	1863	
Right Turn on Red	JANES SANGER SANGER SEE	Yes	edereka arab	Yes	SECURATE A MALE NATION	LIE a no Chit (Li Tourse a rese	TETT TY 1994 19-40-1494 4 CONTROL DEPARTMENT OF A SEA TO STATE COME PLANT A DESCRIPTION OF THE RESERVED FOR
Sald Flow (RTOR)		390					A Company of the Comp
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	C2 (1730) (እ. C) ቀርፎ በመመመስ መጀመርያ የመታወቀም የምምታር የተለያ የሚያስፈ ነውን የመመመመጀመር የመጀመር የመመመመመ መመመመ ነው ነው።
Link Speed (mph)	30		4572			30	。 1. 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 197 1. 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 1975年 - 197
Link Distance (ft)	2420	ing ng mga kanggan s	1573 പ്രകാരത്ത	viidajāidijaus pārdid) platokaritii (tas.)	2672	[[[[[[]]]]] [[[[]]] [[[]]] [[]] [[]] [
Travel Time (s)	55.0	359	35.8 408	7 4 4 4	400	60.7 •	and an artificial state of the Management of the Control of the Co
Volume (vph) Peak Hour Factor	54 ∜⁵0.92∜	0.92		111 0.92	165 0.92	50 0.92	**************************************
Adj. Flow (vph)	⊪υ.9∠ 59	390	443	121	179	54	
Lane Group Flow (vph)	59 59	.390∭ 	443 ₩564⊞	121 (121	179	04 Salesta dele	
Turn Type	oaroneen (17 - 17 (1907)	Perm	, , , , , , , , , , , , , , , , , , ,	Outploy of anii-	Perm	(16 a 16 a). The Griffighia Grant Program of the Oley Michie	
Protected Phases	94	76000		o del Afrikada como de Este ser Verdi Servico	reni Serik	ation et al	
Permitted Phases		8 8	in Spano 772	KUMANJA	6 (1887)	(en ingeliebe geograph)	
Detector Phases	4 .	74 A		10240140	64	e e	
Minimum Initial (s)	4.0	4.0	4.0	के Active विद्योग करते होते हैं -	4.0	4.0	27. 18 12 (2015) [12] [13] [14] [15] [15] [15] [15] [15] [15] [15] [15
Minimum Split (s)	20.0	20.0	20.0	darkovala ve Viili sõemeli	20.0	20.0	er trock i skrivet en met grott på 1973 till med i sid sidsgenen komstendig til albestig i sid vikk i bligte s I skrive sperke trock i skrivet en med sid med sperke halle skrivet sid et skrivet skrivet sidskrivet skrivet
Total Split (s)	39.0	39.0	61.0	0,0	61.0	61.0	· 中央中央主要企業的研究。2015年的1920年的自然的企業的企業的企業的企業的企業的企業的企業的企業的企業的企業的企業的企業的企業的
Total Split (%)	39%	39%	61%	0%	61%	61%	o de la companya del la companya del la companya del 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 d
Maximum Green (s)	35.0	35.0	57.0	OMEE ATALY	57.0	57.0	对我的感染就是他们现在是有10 的时间就会是一种感觉的感觉的思想是是一种,但是是一种的感觉是一种感染的一种,可以是一个人们是一个人们是一个人们是一个人们是一个人 第一天
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	त्र च्यानकाव्यक्तिकार दशकार वा विकास स्थान का स्थानका क्षेत्रका विश्वास के अस्ति है। इसकार विश्वासकार स्थान क् व
Lead/Lag			(Augustus, 1641, 1467) (B.) Berlin (B.C.) (B.) Berlin (B.)	sin pi niigopaspalas Alegun yyst nep ise Engelskiya (i igapili)	Djardenia, 16. doga Repaira a approvision Santago di America	gerineasyon) North daesan an anta a middhaadaidhead Gasaidhe mariad markini	
Lead-Lag Optimize?		The state of the s		describe of the original	erifezet zuterut zuerzei	o en chimier isolatica	ta din masandan da din da din kasala din wasanda kata kamanda da masanda din masanda din din din din din din d Tananda din din da din din din din din din din din din din
Vehicle Extension (s)	3.0	3.0	3.0	Lighted in the comment Historial Production lidens of the comment of comments of the comment	3.0	3.0	
Recall Mode		None	Min		Min	Min	TO SEE THE PROPERTY OF THE PRO
Walk Time (s)		5.0	5.0	endirentario Properties Properties	5.0	5.0	Scholm Leiter and Berner (S. E. E. Berner (E. B.) (1998). An Artificial Methods of the company of the Artificial Methods of the Artificial Method
Flash Dont Walk (s)	11.0	11.0	11.0	a	11.0	11.0	
Pedestrian Calls (#/hr)	*****	togram Arraman a commercial		en Tiller		0	
Act Effct Green (s)	7.9	7.9	17.7	uthing an artist and	17.7	17.7	
	, 0.23	the territory of the second of	erectories and account of	shiel mytti sekali a sideri (filantis) hossik (filantis)	ARELIEF OF 1818011	present of the end observed	en er en en en en en en en en en en en en en
V/c Ratio	0.14	0.59	0.60	Aum desk skrevenskrand	0.57	0.06	Control in the Control of Control
Uniform Delay, d1				oner in Angelen († 1921) Sener Ling († 1922) Sener Ling († 1922) Sener Ling († 1922)	toff activities in the 18 feet	3.9	 A second of the s
Delay	12.7	2.5	5.9	EZANTARISERANISTE	7.0	4.4	・ アニップの関連的ないできません おきまる in the control of the cont
LOS	B B	A.		15.05 Sp. 20.05 15.042 Sp. 34.15		PERSONAL PROPERTY AND PROPERTY	
Approach Delay	3.9 359005 4 1100	(40)440/3005	5.9	ggregis is tisznek	597.47564 C.S.C	6.4	情報機能 (MAT COME TO THE POSSESSES COME TO COME AND THE COME OF COME
	15 4			eigisətənin ağlayı Compulyet (1984) Compulyet (1984)	24 C	74.A	
90th %ile Green (s)	15.1	15,1	34,3		34.3	34.3	

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Lane Group	WBL	WBR.	NBT	NBR	SBL	SBT				responding to the second
90th %ile Term Code	Gap	Gap	Hold	rei oggis odstirjends om oskera modelini omerativ koledasi	Gap	Gap :	Tan acade Communication	Mag.	a cegorios. 2 - Lat. la 19 a cegorios. 2 - Lat. la 19 ceg. acomos 1 de 1945 2 - 2	
70th %ile Green (s)	8.0	8.0	18.4	Anyone or the edge at the	18.4	18.4	e in in in die e alle bibliefe destille e	are acerts trishermade	e harvaran in encompressio	्यक्रीप्रकेशवर्तां ताति है है इसे वर्गाति है इसे सी है है इसे स
70th %ile Term Code	Gap	. Gap	Hold	รัฐบัญหัวราช พิเศษากระที่กับ ประชาชาติ (วิธีจากสารศักดิ์) เราะนิศมาราช (ค.ศ. 1969) (ป	Gap	∛ Gap ≟	Mariana Mariana Transportation	girki Siliyarako na kalake ka manginsi Sabayar manasa ya Mandanako Harai Manasa Manginsi Manasa Siliyar	Collision de Noigle, comune La Collision de Noigle, comune La Collision de Collision de Noigle de La Collision de Collision de Noigle de Collision d	
50th %ile Green (s)	6.3	6.3	12.9		12.9	12.9			P. S. S. S. S. S. S. S. S. S. S. S. S. S.	личникованан ев
50th %ile Term Code	Gap		Gap	ing photograf (1200) (120) of the distribution of the control of the distribution of the control of the distribution of the control	Hold	Hold	engeligie May 175	aggin i jaggin jaggin og saggin gjaggin i jaggin jaggin og saggin gjaggin i jaggin og saggin og saggin gjaggin og saggin og saggin og saggin og saggin og saggin og saggin og saggin og saggin og saggin og saggin og		spool deel and what own beden of Shift Egypto you give neglect much perfect the server and of the perfect of the control of the server and of the server of the control of the server and of the server and of the server of the control of the server and of the server
30th %ile Green (s)	5.7	5.7	10.5		10.5	10.5				C. A. SECTION STREET, SECTION OF
30th %ile Term Code	Gap	Gap	(Gap		Hold	Hold	आने के प्रियमी गुणानी न्दर्भ हैं के उन्हें के दिल्ला के प्राप्त के अने के देखें कार्य के प्राप्त के प्राप्त के किया है कि किया की किया की किया की किया की किया की किया की किया की किया की किया कार्य की किया की किया की किया की किया की किया की किया की किया की किया की किया की किया की किया की किया की किया क	e Carriera (I. Santon el I. Santonio el Il Pinche della Roma del Carriera	hine die openie Argent Amblinis de Christian Amblinis de Christian	SCROTTER TO STATE OF THE PARTY
10th %ile Green (s)	5.5	5,5	15.5	c. sam ampangang	15.5	15.5	n vasa resauce naere envelar la min	t with cold to be outlineau agreement	TOTAL CONT. C. C. C. C. C. C. C. C. C. C. C. C. C.	
10th %lle Term Code	Gap		Dwell		Dwell	Dwell	Berger Karlender School Stock School Carles Berger		e de Composition (de la composit	
Stops (vph)	39	49	236	na provi bengatikanat	99 sidifidas en accide	20	e Vilhagia i e Nai aus ante insi Aulteit	statistics of the	ant offic reducing to the control of	Sekakan dan menangan berangan dan pertangan dan pertangan dan pertangan berangan berangan berangan berangan be
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Splits and Phases: 1: E. Beaver Creek Dr & Central Ave Pk



30th %le Actuated Cycle: 24.2 10th %ile Actuated Cycle: 29

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Lane Group	WBL	.WBR	NBT	NBR	SBL	SBT	
Lane Configurations	75	74	1>		ኣ	†	
Idea Flow (vphpl)	<u> 1900 </u>	[1900]		1900	1900		
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Leading Detector (ft)	50	50	717 5 0		50	50	
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Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1.00	ant instructions (statement of the introduced instruction cases becomplying an application) and statement of t The instruction of the international of the introduced instruction of the international
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Satd. Flow (prot)	1770	1583	1825∜		1.770	1863	
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Link Distance (ft)	2420	: 4:.7f 12842A74627A28	1573	gyregin e jenniggig	Sudition of State on aftire	2672	LLANGER SERRENGETTE BEGET ER FOSTENBERLIKHEN KOM ETTENEN FILD NES FLEDRICKEN LANGE FREI DAR SPERKE FRU SVERKE
Travel Time (s)	55.0	A Strang Selection (Rose - 1 - 12 Selection (Rose - 1 - 1 - 12 Selection (Rose - 1 - 1 - 12 Selection (Rose	35.8	оннарва, «Ст. Эсту Бинарва, «Ст. Эсту Биларван и и изглаз		60.7	
Volume (vph)	109	253	165	29	382	336	es, no controlle de con unaverde excresión, suppressible e establece de encidente de entidênte de Cretative for
Peak Hour Factor	0.92	0.92	0,92	0.92	0.92	0.92	e designation (Test of the Artest Principles of the Artest
Adj. Flow (vph)	118	275	179	32	415	365	erranden er samt var ste kan det eine kommunier eit fan de dat beste ken besten fen fan fan fan fan fan de ser Besten de samt var ste ken fan de fan de fan de fan fan de fan de fan fan fan fan fan fan fan fan fan fan
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Minimum Initial (s)	4.0	4,0	4.0	a a campina Angele C	4.0	4.0	e Profesion (1916) in the training and continued along the character (1906), but a continued in the continued and continued and the contin
Minimum Split (s)	20.0	20.0	20.0 ···	Ant and Desidojske divisionenda napolistajen	20:0	20.0	
Total Split (s)	26.0	26.0	49.0	0.0	49.0	49,0	• 1980 telephotation recommended and confidence of the product a special production of the production of the confidence
Total Split (%)	35%	35%	65%	0%	65%	65%	Err (d.) Billion of George (n.) Confidence anglighten Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Part from Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Conf Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.) Confidence (n.)
Maximum Green (s)	22.0	22.0	45.0	. d. Vajid	45.0	45.0	- теления компенсия об от от от от от от от от от от от от от
Yellow Time (s)	3,5	3.5	3.5	of year i A rte A rea A re Care - Are is malau area Armit Care inj. Arabajit Arabajit arabijato tu	3.5	3.5	School Minder Manager and School and Scho
All-Red Time (s)	0.5	0.5	0.5		0.5	0.5	The second secon
Lead/Lag	orani programa Belluk beras					minimateurinisis — eril Isan girli 1454158, see, d Horling raise og mines	Additional Control of the Control
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	re 1918 ili versione del productione del production
Recall Mode	None	None	Min		Min	Min	
Walk Time (s)		5.0		Birg Hand (Size of Alexand Septembly of Condition (September) Size September (September)	5.0	5.0	
Flash Dont Walk (s)	11:0	11.0	11.0		11.0	11.0	
and the company of th	# 0	. [,0	0				
Act Effct Green (s)	8.6	8.6	25.3		25.3	25.3	
Actuated g/C Ratio	0.21			Color Carriery		0.64	
v/c Ratio	0.32	0.51	0.18		0.56	0.31	
Uniform Delay, d1	×14.2	les 200217	3.0	merekan mengan dan dan dan dan dan dan dan dan dan d	4.6	inicial muchilim feeds. This	ware or opener on the calculation and the second of the se
Delay	14.7	3.2	3.9		6.1	4,6	
LOS	. B	WA:	73:077: 846-415 (319-19)	emiceant for big STILL ASPERTA		A Target and A Target Con	
Approach Delay	6.7		3.9	a franklist men	totalisas for the soft med -	5.4	and resident a blanche derivative section of the se
The state of the s	A_{ij}	ikida oo isahoi iyosa iyabi	N.A.				 Andrew Marketter (1998) and the profit of the
90th %ile Green (s)	13.2	13.2	37,5		37.5	37.5	<u> </u>

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Lane Group	WBL.	₩BR:	NBT	NBR ,	SBU!	SBT		Committee of the Commit		
90th %ile Term Code	Gap	Gap	Hold	To be constituted in the second secon	Gap	Gap		Courte from the tradition of a 5-15-144 Commonwhellougers & 0-15-144 Commonwhellougers &	A to the territory of the state	u, mice de la frima La la contrata de la frima La la contrata de la frima
70th %ile Green (s)	9,1	9.1	23.0	maniem istaik	23.0	23.0	or entraces denegratively if	distanting property and the second of the se	(25 m.) ફિલ્લો એ પ્રત્યાલન એ હતો છે. તેની એક	
70th %ile Term Code	Gap	Gap.	Hold		Gap	Gap	v op dette samespig vene ledvenir av 12. 3. vene vene ledvenir av 12. 3.	odiochym (r. 1944) od tipkomisio Gallywar o'r Wierwer Gallydd (r. Gallydd Charles (r. 1956)		Factor (Chinades) No fachiación (Chinades)
50th %ile Green (s)	7.4	7.4	16.3	id iddina idir asa 187	16.3	16.3	>2512252525418354184664184	PROPERTY VICEOUT HETERANDAMENTE	Manager Aller and Aller Aller and Aller and Aller and Aller and Aller and Aller and Aller and Aller and Aller a	Si. Jir SACI6(Jil) SI SA
50th %ile Term Code	: Gap	_Gap	- Hold 🖟		Gap	Gap 👯	organistic de la companya de la comp	Îgrade Privil Marca (1944) de Anglij Parte (1949) differentier (1946) differe Nation (1946) differentier (1966) different Order (1946) differentier (1966)	*\$5167,\$18167110.6813050813 \$511,53,55,53,50,7181,00,7181	Care open sywydd Care open sywydd
30th %ile Green (s)	6.3	6.3	12.4	***	12.4	12.4	THE RELEASE STATE OF THE STATE	TOTAL TRANSMISSION PRINCE	.to_ сестем в со двирину двужина ний	PEHIL ASPES SCOT
30th %ile Term Code	Gap	(Gap	Dwell	engenscher Geleichte Schweitzer Geleichte Gestaus Gestauffelt	Dwell	Dwell 👢	A SPACE OF STATES	No. 7 (Sept. 1989) had a species of the sept. Se		international referencessations and remarkables
10th %ile Green (s)	0.0	0.0	37.1	,	37.1	37.1				
10th %ile Term Code	-/Skip ⊹	Skip		g aktiv (2002) figir (1840) a Mazik (2002) aktiv (1860) Handay (2004) figir (2004) Jakim (2004) aktiv (1860)	Dwell	Dwell	To the second se		ร์สารัสท์ ([ครามหลายระหว่างทั้งแห่ง หลักการใ 2 รัฐมีผู้เหลายการให้ ระทำ สุดสภาพระบุ ปกรีสเต เลย เรื่องที่สุดแหล่ง ให้ว่า สิงค์สารุสาสาร์สารัสที่ 3 รัฐมีสาร์สเต็มและเป็นสูงคราว (โดยเมลาสุดสุดสุดสุดสุดสุดสุดสุดสุดสุดสุดสุดสุดส	- muzikazi eri eri er Tauziari ere (2005) Omorazi harinek (20 Entir jarilari)
Stops (vph)	82	40	67		213	140				
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CO Emmisions (g/hr)	229	432	203	Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de C	672	565	# TE # The F T T T T T T T T T T T T T T T T T T	FBJ 19 to disconnection arms		h No.adlkoober.ha
NOx Emmisions (g/hr)	45	84	39:1	nich dam i segledenen in der Schiller († 4 Austra gewändigen die Austra	Air at 1	9110 <u>2</u> 15	reining stein in er von der Lander sie der der von der der der der der der der der der der		The second of th	Paraditaké da AP AP 151 Moderakén Agarasikahan
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Splits and Phases: 1: E. Beaver Creek Dr & Central Ave Pk



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tC, 2 stage (s)								Transfer of a particle		- 100 - 200	2
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A CONTRACTOR OF THE PROPERTY O	real transmitters of the control of	negregoried		romente de la company			STADES IN STAD			agarugik (izuki pirike)	, mar

Movement WBL WBR NBT NBR SBL SBT Lane Configurations ↑ ↑ Sign Control Stop Free Series Stree Grade 0% 0% 0% Volume (veh/h) 0 700 0 0 185
Sign Control Free Free Tree Tree Grade 0% 0%
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Volume (veh/h)) 0 1 700 0 1 0 1 185 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92
Hourly flow rate (veh/h) 0 761 0 161
Pedestrians
Lane Width (ft)
Walking Speed (ft/s)
Percent Blockage
Right turn flare (veh)
Median type None
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vC_conflicting volume 962 761 761
vC1, stage 1 conf vol vC2 stage 2 conf vol
tC, single (s) 6.4 6.2 4.1
tC, sage (s) 0.4 0.2 4.1
tF(s) 3.5 3.3 2.2
p0 queue free % 100 100 100
cM capacity (veh/h) 284 405 851
Direction Lane# NB1 SB1
Volume Total 2761 201
Volume Left 0 0
Volume Right
cSH 1700 1700
Volume to Capacity 0.45 0.12
Queue Length (ft) 0 0
Control Delay (s) 0.0 0.0
Lane LOS
Approach Delay (s) 0.0 0.0
Approach LOS
Intersection Summary
Average Delay 0.0
Intersection Capacity Utilization 43.4% ICU Level of Service

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cSH	1700	1700			A 27871271 \$. 144	SPACE STATE AND A SECOND ST	19.5 Wall Class 6.1.09.	n⇒t 40 it 100 ± 6.4×1×0	Salder (m. 12) Sald teatheriff	11247804047124313131313131	ks precenszijane witchen 191 dite.
Volume to Capacity	X 0.19	0.38		ร้างกลับครั้งกากรู้ได้เ เมื่อให้สู่เป็นใช้สู่สูงกับเกิด เหตุ พุทธิ์ทางสามสัตย์แก้ เพื่อให้เป็นใหม่	erining and a sign of the second of the seco	allinger (f. 1920). E Distriction (f. 1920). Anno Section (f. 1920).				(i projektoria) Sanjak Prisaki iliji	กระวันใช้อยู่นักมาใช้สายใหญ่ของสังเลยใช้ เหตุ (พ.ศ. 1945) เกระที่ (พ.ศ. 1945) เหตุ (พ.ศ. 1945) เกรียบ (พ.ศ. 1945) เกรียบ (พ.ศ. 1945) เกรียบ (พ.ศ. 1945)
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Lane LOS	12000 1 1 4 212	na ar earl ann an an ann an		. In the section of the							
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Intersection Summary	Company of March of the company of t							90.25 8 1988 2 1989 11			
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Intersection Capacity Uti	lization	3	7.6%	: IC	U Leve	of Sen	vice"		A		

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Lane Group WBL WBR NBL NBR SBL SBT Lane Configurations Y ↓
Lane Configurations
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 Leading Detector (ft) 50 50 50 50 Trailing Detector (ft) 0 0 0 0 Turning Speed (mph) 15 9 9 15 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00
Leading Detector (ft) 50 50 50 14 50 50 50 50 50 50 50 50 50 50 50 50 50
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Lane Util. Factor 1.00 1.00 1.00 1.00 1.00
Frt
Flt Protected 0.994 0.963
Satd. Flow (prot) 1635 0 1809 0 1794 1794
Flt Permitted 0.994 0.344
Satd. Flow (perm) 1635 0 1809 10 0 641
Right Turn on Red Yes Yes
Satd Flow (RTOR)
Headway Factor 1.00 1.00 1.00 1.00 1.00
Link Speed (mph) 30
Link Distance (ft) 2420 1573 2672
Trave Time (s) 55.0 35.8
Volume (vph) 63 418 475 129 192 58
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92
Adj. Flow (vph) 68 454 516 140 209 63
Lane Group Flow (vph) 522 0 656 0 0 0 272
Turn Type Perm Protected Phases 8 2 6
Permitted Phases 6
Detector Phases
Minimum Initial (s) 4.0 4.0 4.0
Minimum Split (s) 20.0 20.0 20.0
Total Split (s) 25.0 0.0 50.0 0.0 50.0
Total Split (%) 33% 6% 67% 0% 67% 67%
Maximum Green (s) 21.0 46.0 46.0
Yellow Time (s) 1. 3.5 3.5
All-Red Time (s) 0.5 0.5 0.5
Lead/Lag
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
Recall Mode None Min Min Min
Walk Time (s) 5.0 5.0 5.0
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Act Effct Green (s) 11.8 24.7 24.7
Actuated g/C Ratio 0.25 0.53 0.53
v/c Ratio 0.76 0.67 0.80
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90th %ile Green (s) 21.0 46.0 46.0

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Lane Group	Wet	WBR (NBT)	NBR SBL	SBT		
90th %ile Term Code	Max	Hold.	Max			in the second of
70th %ile Green (s)	18.2	39.0	39.0	SEQUEL 928 CONTRACTOR SUCCESSION OF	-ининая сереза (ССР <u>МАНИЯ применя 2</u> 004) (HANDERS OF THE SECOND PROPERTY OF THE SECOND
70th %ile Term Code	Gap	Hold			A MARIA CAN DE CANADA C	CANACA SANTA SANTANIAN SAN
50th %ile Green (s)	10.1	22,1	22.1	22.1	eponen en prepare, en 100 (110 (110 (110 (110 (110 (110 (110	A head of a positive of restilled the first of the transport of the second of the seco
50th %ile Term Code	Gap,	Hold	, ∰Gap	Gap :	Bill and the second of the sec	The state of the s
30th %ile Green (s)	6.3	13:6	13.6	13.6	e word of the designative name and a state of the control of the c	Prisaute (Empreson prisas susa Righter Primmer in 1974 (Primer)
30th %ile Term Code	Gap .	Hold	Gap	Gap		en Abar — Alap — Legajden Layer in Grant and Sa Grant — Alap — Carlor — Alap parent Medical — Vi San Haraja (1941 - 14) dalap kanagani — Alap
10th %ile Green (s)	5.5	9.8	9.8			Service and the service of the servi
10th %ile Term Code	Gap.	Dwell	Dwel	Dwell	The second secon	Company of the compan
Stops (vph)	147	296	PÅRIGGER GET SKALLER SKALLER SKALLER SKALLER	174	Regional del mare del mare del montro de la companiona della companiona della companiona de	University programment to be a second
Fuel Used(gal)	**************************************	10	ing energy plan act of the first		a para di mangantan di mangantan di mangantan di mangantan di mangantan di mangantan di mangantan di mangantan Bangan mengantan di mang	The state of the s
CO Emmisions (g/hr)	873	696	o to a sello del del porte montre l'agres	476	na mpangangan kalangan kanangan pangan kanangan kanangan kanangan kanangan kanangan kanangan kanangan kanangan	et et villet en 2000 200 av de la villet et essent en verte en en en en en en en en en en en en en
NOx Emmisions (g/hr) VOC Emmisions (g/hr)	- 170 202	135 ₂ , 135 ₂ ,	(Principle of a Shift of Edition (Control of E	93		Bern Gegen gewinnen der State der St
the company of the control of the co	ZVZ Jagovije Oraz V Parozeig Oraz V	161 	2002/2014/06/49	110 6940878	ention (Constitution)	eringeren en en en en en en en en en en en en e
Queue Length 50th (ft)	28	64	क्षेत्र मान्य क्षेत्र के क्षेत्र के देश है है है है है है है है है है है है है	40		chisch in the design of the control
Queue Length 95th (ft)			r riadio des centrales à les Jules (125 de 15. A Charles et Selecter (126 de 1818) (128 de 1	#215	data was a sa sa sa sa sa sa sa sa sa sa sa sa	
Internal Link Dist (ft)	2340	1493		2592	State (CSAL) Carry Carlot and CSAL CARRY	Action of the second se
50th Up Block Time (%)			Singa Si nganggang syang sanggang Danggang nganggang Si nganggang Danggan nganggang			
95th Up Block Time (%)	ALEXZI ELEDERLE VO	CTSOUGHUREELANGWARAAAA	overa da jakki sakisten 1860	Bessel stanting examinating (2)	e go silve di did rotra e severale e lede inde a delle e la grande di 1915 m. http://www.district.com/activity.com/activit	
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95th Bay Block Time %		The state of the s		orfer – Grengsk Alfighieldsky i Lucidens Borden (1986) og freke brygging i Statist Pristration (1986) og freke brygging og freke signing	Desir er geregen bereit in de Britanis de Sant Britanis Prince de Sant Britanis (Sant Britanis de Sant Britanis Prince de Sant Britanis (Sant Britanis de Sant Britanis de Sant Britanis de Sant Britanis de Sant Britanis de	and the second state of the second se
Queuing Penalty (veh)		7 77 11 200 200 200 200 200 200 200 200 200	HILL BUT DE COLTET CHE CECTO HICE CHE STREET CHE CONTROL		ministratura (2014) il 1844 di afaretament (2014) (40) est	MAGGA 2.A SAIIIID ABARDA (BATSI BAARDAY BATIRAHISIN KA
Intersection Summary		Appropriate to the part of the				
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Actuated Cycle Length: 4	16.3	tono no Contra de Contra de Contra de Contra de Contra de Contra de Contra de Contra de Contra de Contra de Co				may a management of the property of the proper
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Maximum v/c.Ratio 0.80		1- Alei Bulletti (1785) of Lat 22 (178) Bulletti (178) of Lat 22 (178)	policy of the section of the first terms of the section of the sec		Barrana (Barrana) (Parasa) (Barrana) Barrana (Barrana) (Barrana) (Barrana) Barrana (Barrana) (Barrana) (Barrana) (Barrana)	ne in terminal de la companya de la companya de la companya de la companya de la companya de la companya de la La companya de la companya de
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Intersection Capacity Utili 90th %ile Actuated Cycle			Maria ICU Lev	el of Service		A THE RESERVE OF THE PARTY OF THE PROPERTY OF THE PARTY O
70th %ile Actuated Cycle		Siegen Arbeit auchter und eine geführte finde gestellt. Siede Siegen im Beiter gestellte gestellt er führe der Siegen	r. Taleste (1900 (1905) (1906) (1906)			NOTE: Note: The section of the secti
50th %ile Actuated Cycle	or retrieve to extraordizations.	iki, podpistori i da 1946 bili pod propistori Pina podpistori propistori propistori i da 1920 da 1920.		Security of Marian Control of Security Control	The second of the second secon	s en la communicación de la communicación de la communicación de la communicación de la communicación de la co La communicación de la communicació
30th %ile Actuated Cycle		Artin spinon (Cantor Francis) and control of the Cantor State of t	9939 III. 1994 III. Verrane on antique Alvey History og 1942 III. 1984 Antique og 1944	territorationalismenter (1519) gartorus accombination (1519)	ing (A-CROS) salah kecamatan 12.000 reservi angkan Managan Angkan angkan salah salah salah salah salah salah salah	Althorities and a service of the second substituting and a second
10th %ile Actuated Cycle		мм енинян <u>старода (недво</u> ск <u>и</u> да	en jarat es sous y andre all just an eres			
# 95th percentile volum		ds capacity gu	eue may be	onger	Anadan yang Angeles kalang dari 170 yang 180 yang 180 yang Anadan Salah Salah yang dari 170 yang banga bang dari 180 yang 180 yang bang 180 yang dari 180 yang bang dari 180 yang bang dari 180 yang bang dari 180 yang bang dari 180 y	
Queue shown is maxi	mum afte	er two cycles.	villa et iller 1900 mail 11 (et septima fille 2a	ologiad 🐸 i Beliv Brossofilladjinji ijuga Aj	sze ineküleszentet isztojak fejt izzveletőji telétez:	Control of the state of the sta
Splits and Phases: 1; §	E. Beave	r Creek Dr & C	entral Ave Pl	ζ		
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DUST TO STATE OF THE STATE OF T	の意味がある。	The State of the S		 ₹		
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Lane Group	than the second the	WBR :		NBR:	"SBL	SBI	
Lane Configurations	ኢተ የጀላለስሙል	SANGE:	₽	መስለል የመስ	SPARAS	€ 3000 €	Ender 1945 de 1944 frances en regeral de la composition de la composition de la composition de la composition
Ideal Flow (vohpl)	1900	1900	1900		read and and an interest	1900	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	er i kaladara pendapagandan dinahan salada annasa salaman menerengan 1970 pada Amarka sebesti berakka Aka
Leading Detector (ff)	50		50		50	50	An article of the control of the con
Trailing Detector (ft)	0 	ana eeraan	0	Sugariani	0 45/48/46/ - 67	. O Hariyangan kabulan	한 클릭하는 National (1985) 1985 (1985) 전문 Authority of the Authority (1985) 1985
Turning Speed (mph)	15	### 9##			3015		end standing the second of the second
Lane Util. Factor	1.00 0.906	1.00	1.00 0.980	1.00	1.00	1.00	under der State
The second of th	0.985	ning of the state	ก.ลงก	ilginez erribilat i filologi gilaken ilgelen ilginat i gilaken ilgelen ilginat i	Herrica de la como de	0.974	in Baker, van de een die geste die geste de eerste de eerste de eerste de eerste de eerste de eerste de eerste De gegeneers de eerste de eerste de eerste de eerste de eerste de eerste de eerste de eerste de eerste de eers
Sald Flow (prot)	0.965 1662		**************************************	iii:::::::::::::::::::::::::::::::::::	ascore no	0.974 4814	。 第一直是其一种人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人员的人
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Right Turn on Red	VUZ	Yes	9444 M	Yes	awaya		
Sald. Flow (RTOR)	142		### **27 77	I GO San Fersikan	ad in Spiritera (1989) Walio Markata	tulatowkie	
Headway Factor	1.00	1,00	1.00	1.00	1.00	1.00	AND ACTION OF TAXABLE SERVICES AND ACTUAL SERVICES AND ACTUAL SERVICES.
Link Speed (mph)	30		1.30 30'		raftariil	30	n nga siya ka 1 ki mata 1 ki ka 1 ki ki ka 1 ki ki ka 1 ki ka 1 ki ka 1 ki ki ka 1 ki ki ka 1 ki ki ka 1 ki ka Pangan langan ka 1 ki ka 1 ki ka 1 ki ki ka 1 ki ka 1 ki ka 1 ki ki ka 1 ki ki ka 1 ki ki ki ka 1 ki ki ka 1 k
Link Distance (ft)	2420	<u>Zenigovi iziroja</u>	1573	Court Court age of	philippe and the	2672	[2] [2] [2] [2] [2] [2] [2] [2] [2] [2]
Travel Time (s)	.55.0	Zuglode Gergo zijengo Marijako oktoryje prijedno Oktoryje potestičeno	35.8	dicenchilo de Josephia de Augusta de la Carlo de la Ca	of Armadin dakis syara Armada (1994) aris i Bilitik (1994) aris sa	- 60.7	
Volume (vph)	127	295	192	уттанкеныя: 34	445	391	unner dan eine er von der eine er eine Statten der eine enter mittellen. Er der eine Mette Statten eine Freisig
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	
Adj. Flow (vph)	138	321	209	37	484	425	・お子にはなる。日本の日本の日本の日本のできた。これできないできた。日本のようなとは、日本のは、日本のは、日本のは、日本のは、日本のは、日本のは、日本のは、日本の
Lane Group Flow (vph)	459	0.5	246		(0.00	909	And the second of the second o
Turn Type					Perm		The proof of the p
Protected Phases	8	Coldinado, Cara Maria en 1991 Sen Option Societado	14 2 ·	lell iere ver bårsvist. Historie til de seksis Historie de seksis	All your Assettions are an experienced	6.	5. S. A. C. A. C. A. C. De de descrite à refression de la respectat
Permitted Phases					6		
Detector Phases	8		12		6	6	M. Charles J. M. W. Walter and S. W.
Minimum Initial (s)	4.0	san and and	4.0		4.0	4.0	
Minimum Split (s)	20,0	e de la marrie de la la la la la la la la la la la la la	20,0		20.0	20.0	
Total Split (s)	20.0	0.0	55.0	0.0	55.0	55.0	Индереметок в 1998 годи структура (1908 год 11 год 11 год 18 год на пред при пред применения и предпатавления
Total Split (%)	. 27%	0%	73%	0%:	73%	73%	ing personal programme and the control of the contr
Maximum Green (s)	16.0	árandagu szeke	51,0	est machantme action	51.0	51.0	ik 1881 bilak las las kalamanan sandari laguarita araya dian inganomina mengindak metangan da
Yellow Time (s)	ျူးသည္။		3,5		3.5		THE PRODUCTION OF THE CONTROL OF THE
All-Red Time (s) Lead/Lag	0.5 WAREBOOK	NEW WITH THE	0.5	NETTEROPEN HEL	0.5	0.5	·····································
Lead-Lag Optimize?	PHINESON		entro y a yashirka		SECTION OF THE	Edita (1996)	のでは、 のでは、
Vehicle Extension (s)	3.0	enggazak iragi gandarak	3.0	a seguina de como de A seguina de como de Los alconas de como de como de	30	3.0%	
Recall Mode	None	OHANA	Min	et dividisi Diyent (Min	Min	12 14 15 15 15 15 15 15 15 15 15 15 15 15 15
Walk Time (s)	₹₹5.01%	din di Aliyeni, efi (filoso Betiget (filosof) (filosof) Signification (filosof)	5.0	ni Colyndadila Megha diben ar heradila Megha Maradila Meghadila Meghadila Me	5.0	5.0 ×	The Control of the second of t
Flash Dont Walk (s)	11.0	di idal sa igasidan	11.0	inii (CC) brasi brasi	11.0	11.0	2018-2019、1919-1919-1919-1919-1919-1919-1919-1
Pedestrian Calls (#/hr)			0				pere de la companya del companya del companya de la companya del companya de la companya de la companya del companya de la companya de la companya de la companya del compan
Act Effct Green (s)	16.0	************	51.0	terbiorrærede refett er	salida iz ita (ribik-abuna)	51.0	** Made a recent contract to the contract to the contract to the contract to the contract to the contract to t
Actuated g/C Ratio	0,21		0.68	ar a a agus agus agus agus A agus agus agus agus agus Agus agus agus agus agus Agus agus agus agus agus agus agus agus a	di politicopi de la la cita del descripció de la cita especia de la cita de la como discolo de la cita de la cita de la como de	0.68	The first of the second property of the property of the second of the se
v/c Ratio	0,98		0.20			1.02	
Uniform Delay, d1	20.2	n kulikan in italia. Kara dari in inanan Kara in inggan	3.9			12.0	[22] O. Andrewski, Brahman dendendenne hand spieler in den den gesteller in den den den den den den den den den de
Delay	52,0	L. LINCORES .	4.0		LI C. J. Dawns I w	42.7	71247 TO 18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS	i p		A			, D	
Approach Delay	52.0	of propagation of	4.0	r arakal injakomiselet	adteledista in de	42.7	
Approach LOS	NI D		, A	Arabi di Egyadia Arabi di Egyadia Arabi di Egyadia Arabi di Egyadia	i qi bashi shekara ili na mahishinin sa mar sansabaqi qiyasi sa		。 《大学》,"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
90th %ile Green (s)	16.0		51.0		51.0	51.0	

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Lane Group	WBL	WBR	NBT %	NBR	SBL	· SBT	
90th %lle Term Code	Max	on both both or do so or oth to neighbors for each	Hold	Communication (declared and a communication an	Max	: Max	Andrew Marie Company and Company of the Company of
70th %ile Green (s)	16.0	owins teleproperations	51.0		51.0	51.0	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2
70th %ile Term Code	Max	ha da la lapabaga pagan Kabaha Jawasa da dan Kabaha Jawasa da dan	Hold	Anster in 65 opens Gelegischen Leiter Weiselstein (1905)	Max	-Max	ACA SECONDA DE LO CASA DE LO CASA DE LA CASA DE CASA DE CASA DE CASA DE LA CASA DE LA CASA DE
50th %ile Green (s)	16.0	. Sel militer have cleame	51.0	u n-Anthineora (51.0	51.0	 ** OPPO - OP A CONTROL OF THE STATE OF THE S
50th %ile Term Code.	_Max -	gara narasan suur supa Selisi (Kasan) suud sala Hassa kasan na jagaan ji Loo Ansan na jagaan selisi	Hold	i "Praka zaki digabi Praka Pr	Max.	Max	
30th %ile Green (s)	16.0		51.0		51.0	51.0	THE RESERVE OF THE PROPERTY OF
30th %ile Term Code	::Max	ALLONIAL PARTY (N. 1910 PARTY) (P. 1915 PARTY)	Hold		Max	Max	And the property of the control of t
10th %ile Green (s)	16.0	salmimosamososos o	51.1	iggerterne om kval	51.1	51.1	ii 72 dalaania ay agagay kaasi 175 yaa ii 1800 maa ay ay ay ay ah ah ah ah ah ah ah ah ah ah ah ah ah
10th %ile Term Code	Max		Dwell		Dwell	Dwell	Application of the second seco
Stops (vph)	404	rateritani asa	65	eatro 9950 daldes en el tro 975 como foto est	a No. 10 (Standard, a character) Frank (Standard, a Character)	910	en en en en en en en en en en en en en e
Fuel Used(gal)	*: 16 ° 1144	rin innivitaria di perin 1956, Abbi in sepitaria 1956, Abbi in sepitaria	727	China andalay 44 Sobjected Astes	5,4 Musici (12,13) (13,13) 78/ <u>410</u> /1556 (1255) (1	30	The first of the state of the s
CO Emmisions (g/hr) NOx Emmisions (g/hr)	223	iumeraq _e ite	· 232 常将5脚。		i georgaanii gagagayan. Mada sanakii dagagayan g	2077 404	
VOC Emmisions (g/hr)	265		54	Description of the second	A. A. HERETE	481	The state of the s
Dilemma Vehicles (#)	200	a is a a minoria Madairtíograf		ari-i - ////ari-ibb ari-ir typ: (odler)			
Queue Length 50th (ft)	153	scentral enhancement	27	igifac calciardidi)		~389	
Queue Length 95th (ft)	#341	and the second of the second o	48		egga (Tarasa) Agga (Tarasa) Agi marakang agangsan Gan makang agangsan	#672	
Internal Link Dist (ft)	2340	essit is supplementations of	1493	CHAILE HAR-Y-HAREI	are nevertonamento	2592	eardin oo oo ahaan isaa waa isaa ahaa ahaa ahaa ahaa ahaa ahaa ah
50th Up Block Time (%)	(Shritma ngeliyaman) mangungan mangungan mangungan Mangungan Mangungan	der (a) frain ∦it wise en 1 (a) frain 1 (a) frain i (a) frain (Sach (1677), pt (1674) - 1775				(2) The second of the secon
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Turn Bay Length (ft)	Colorador Sanda Talla Sanda Sanda III de Sanda Talla Sanda Sanda III de Sanda Sanda Sanda Sanda III de Sanda Sanda Sanda Sanda III de Sanda Sanda Sanda Sanda Sanda Sanda Sanda III de Sanda San	and terrorisms (27). Principality on 1-10 (19) Physical (17)	ariker bedi i Marenezi Bridhelladigi i maren Krei harzottu maren (b	Marian - Estado Carantes de la Carantes (s. 1 Carantes de la Carantes (s. 1	Allonia († 1864) Allonia († 1864)		The state of the s
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95th Bay Block Time %		HAPPE CHEST OF CASE	न्त्रीयक्षणकारम् । इत्यासम्बद्धाः । १९८१: स्थितिकारम्	n en hji kiligu lisasika vogasn paraja Kira vermani etterine its	o grandigi iliyan darak		A CONTROL OF THE PROPERTY OF T
Queuing Penalty (veh)	ት ከተያዩ የመስከተና መጠና ነው።	ugrisysper general	an green step day to the seque	gets mit i Alaguesaan	PRONUNCIA COMPANIA	NSBS9 43/43/42/7	(2005) (አምክርት የተመሰቀው መስመር መስመር መስመር መስመር መስመር መስመር መስመር መስመ
Intersection Summary			रुक्ष रे की रिन्हें कि है। तो स्ट्राइट पर रूप रे जिल्हें में है कि की स्ट्राइट एक कार्य के उन्हें के कि	A Comment	esterna fluor pare a ser a serie a se	de l'esta de de la la la la la la la la la la la la la	。 《大学》:"我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
	ther	ar Berahastel Britanistas	ifa Yesin safireng Israels.	g by This Let I this Mark (N	ggi-ensugarangken	50-0029-05/04/9/04/9	መጀመሪ መምፍር ጀምና በገር እና መምረር ነው ነው ነው ነው ነው ነው ነው አለው እንደነገር የመጠር መመስመው የተመታወደ የመደረጃ መስለ መስለ መመስመው ነው ነው ምን ነው ነው የመመሪ መምፍር ጀምና በገር እና መምረር ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው
Cycle Length: 75 Actuated Cycle Length:		n de sala de la composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition de				avara nega karanga 1944 ayan da baranga	開発的回答をよう。「Action of Service Table 1997年
Natural Cycle: 75	/ 3 Varynalista		alaa Siida ka ka ka ka ka ka ka ka ka ka ka ka ka	cazázsköbs	grade de l'insurité de Sisse de l'insurité de	ใกลเกล้องสำคัญสำคัญ และเป็นสามารถสายสายสาย	中的时代,其实是普通自由的主要的特殊的。
Control Type: Actuated-	I Incoordi	mated	ng an municipality and a second a second and a second and a second and a second and a second and	gara da seriente de la labella Aspertatoria de la seguina de	áite a eadáirtílósaíái uting∧can jentustall	foresit veranadiski ki Veralda hili şişliyi karşı	
Maximum v/c Ratio: 1.02		Martine Commission	oder og transferreder og det Krall er oder broke krallender				
Intersection Signal Delay	to the contract of the contrac	a ethi cha <u>llaga (ili</u> gina	r Usest Havet verkise Lie	ini	ersection	n LOS:	
Intersection Capacity Ut	ilization 9	9.7%	Programa Augusta	i ic	U Level	of Serv	VICE ESPECIAL CONTROL OF THE PROPERTY OF THE P
90th %ile Actuated Cycle	e: 75						
70th %ile Actuated Cycle	a: 75	Definition of the Control of the Con	นเกิดใหญ่เมือนจะ (1400) การขุดเรียบพ.จะครูสสา ครูสเป็นสารสาร (1415)	olianolista (n. 1465) 1916: Estados (n. 1465) 1850: Estados (n. 1466)	Eugenology († 144) Herricher Rechter Herricher Rechter		
50th %ile Actuated Cycle	e; 75						,
30th %ile Actuated Cycle	2.75 W	indi ili en trasse fill indi ili en dero ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero il ili en dero ili en dero il en	លោក ការប្រជាជាក្នុងការប្រជាជិតិ សម្រាប់ប្រជាជាក្នុងការប្រជាជិតិ សម្រាប់ប្រជាជិតិការប្រជាជិតិការប្រជាជិតិការប្រជាជិតិ សម្រាប់ប្រជាជិតិការប្រជាជិតិការប្រជាជិតិការប្រជាជិតិការប្រ				
10th %ile Actuated Cycle		<u>Tarang salah ang Palaba</u>	<u>erngan er</u> nnyakas	والمراجعة والإرزازان	<u>a . 44 a zakijigunjanik</u>	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	rangan pangangan pangangan ang pangangan pangangan pangan pangan pangan pangan pangan pangan pangan pangan pan Pangan pangan pangangan pangangan pangangan pangan pangan pangan pangan pangan pangan pangan pangan pangan pan
Cuous charre in Table	pacity qu	eue is ti	neoretica	ally infil	nte.	ลากลักระที่รู้เก็บได้ เคือ ครั้ง แบบสงคากระที่ เราสะ เก็บแหล่งรัฐโรงแบลแบบลัยเ	
Queue shown is max	IJE Niumi	sı iwo c de oobo	ycies. Sikelene	ongal gravitate iliterat Ministrativa esta esta esta esta esta esta esta est		tel spirite, destalare Les ca experience	
Queue shown is max	mrim att	ar two c. dafaaha	ncjes reitāš Afrič	ue Hid	Y ne lot	YELK W	TO THE CONTRACT OF THE CONTRAC
SCOOL CHOMILIS HILL	mrum att	U. 1770 C	, ulus.				

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Lane Group	wei.	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	*	7	1 >	(10) (10) (10) (10) (10) (10) (10) (10)	Ì ς	*	
Ideal Flow (vohpl)	1900	1900		1900	1900	1900	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	14-11-1-3-1-4-1-1-4-1-1-4-1-1-1-1-1-1-1-
Leading Detector (ft)	50	50	50	manusia yang dalah Manusia dalah dalah Manusia dalah dalah dalah	50 j	501	ACTION OF THE CONTROL
Trailing Detector (ft)	0 0	0	0	192 Streetting Streets	0	0	上面,在1944年1945年,1944年,1945年,1945年1945年,1945年,1945年1945年,1945年,1945年,1945年,1945年,1945年,1945年,1945年,1945年,1945年,1
Turning Speed (mph)	······································	9	Carrente de començación Carrente de Carrente Carrente de Carrente	9	12.45		A CONTROL OF THE PROPERTY OF T
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	manadeta.com and also control per personenta profession (大きにから) でんじがり (大きにから) からに (中のの) (自然の) (大きには (大きに) (大きに)
Fit a district of the control of the		0.850				Singa (8072 X+160 43) id Colo nalione, carbode d Anniue acho Asia (844) d	energy the second of the energy of the energ
Flt Protected	0.950	in a distribution of the state		-	0.950	gallanaskijtska jilogojan (k. Viĝigo)	。 1977年,1978年1978年(1978年1978),1978年(1978年1978年),1978年(1978年),1978年1978年(1978年1978年),1978年(1978年)(1978年)) 1978年(1978年)
Satd. Flow (prot)	##1770 \	1583	1809	11110	1770	1863 🖟	The second secon
Flt Permitted	0.950				0.308	*** ***********************************	· · review remarked · · · · · · · · · · · · · · · · · · ·
Satd. Flow (perm)	1770	1583	1809		574	1863∄	
Right Turn on Red		Yes		Yes	,000 1000000000000000000000000000000000		
Satd Flow (RTOR)		369	.::39		การ รัฐการการ และสุดิส เราะสาย เราะสาย เกราะสุดิส เราะสาย เกรารที่การให้เล่าสุดิส เราะสุดิสตร์ เกราะสุดิสตร์	រប់ការចំពេញ និងប្រើប្រើស្វែកប្រើប្រើ ប្រើប្រាស់ មានប្រើប្រើប្រើសារបានប្រ ប្រើប្រើប្រើប្រើប្រើប្រើប្រើប្រើប្រើប្រើ	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Link Speed (mph)	er (eta antiba) rul irvas reina (30 irul ir selikas jirtain (30 irulisa ndinisaksika (30 irulisa)	and a state of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section second section second section second section second section second section second section second section second section second section second section second section second section sectio	30	Alfordi lote il pro- Sondi lattiga situaci Rollini lattiga situaci Rollini lattiga situaci		#\$30E	1 in the second of the seco
Link Distance (ft)	2420		1573			2672	
Travel Time (s)	55.0		35.8		ar construction of the second	60,7	The state of the s
Volume (vph)	63	418	475	129	192	58	
Peak Hour Factor	0,92	0.92	0.92	0.92	0.92	0.92	ere ere er er er er er er er er er er er
Adj. Flow (vph)	68	454	516	140	209	63	
Lane Group Flow (vph	F 15.A	454	656	10	209	63	The state of the s
Turn Type	onversers and size of the second	Perm	rsáásk nem Lámks	ny ventoù boare' ann ev	Perm	vinamin vinamini silang anyon	g 1977, till gen for hanne given skriver flæder. Stæder klade flat flat det det klade klade klade om det til det hanne til skrive med helde skrive
Protected Phases.		72 Carlo 1200	22	en en en en en en en en en en En en en en en en en en en en en en En en en en en en en en en en en en en En en en en en en en en en en en en en En en en en en en en en en en en en en en	gangang panggan Salapang panggan Salapang panggan Salapang panggan Salapang	6.	
Permitted Phases	Militar B. Normal Pro. 144 (Cossilla	8	naerii A.Y. — iiddan	CASTANA MASSASSASSASSASSASSASSASSASSASSASSASSASS	6	storitoakoistat 1150s	om grang og att og grandet helle finne skoller med sækkere. Det blev kallet fille de kreikere kreikere fre det Det grangsjorg og att og grandet helle finne kreikere sækkere. Det blev kallet fille de kreikere kreikere krei
Detector Phases				la 71.7.00 full Sold val. Lot	6	47. 6. 19	en 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 co
Minimum Initial (s)	4.0	4.0	4.0	sáidh mantasacai	4.0	4.0	
Minimum Split (s)	20.0	20.0	Barrier, de l'Irrita de la cardida.		20.0	20.0	数数据数据 (1915年) 1917年 -
Total Split (s)	21.0	21.0	44.0	0,0	44.0	44.0	oleogra - Analego - Anthono obrastikomer poleografikom obrastikomer poleografikom produktiva obrastikomer poleografikom produktiva poleografikom p
Total Split (%)	47.0	32%	68%	. 0%	68%	68%	THE CONTROL OF THE CO
Maximum Green (s)	17.0 Madalica esse	17.0	40.0 跳血角器	Set chrostal/ses yet	40.0 මෙයන්ම	40.0	ren in 1888 in 1888 (1888) (1888) i secretare escribitat de maio de construir de proposa de construir de cons
Yellow Time (s) All-Red Time (s)	0.5	0.5	ა.ი 0.5	len I mir mirieb kort gan regen (a	J. J. J.		
	U.U Alija daktarija	U.J Brands	U.S Maringanan	isējanagainaan etz	0.5	0.5	最近的であることが、Martin and Antonio Anton
Lead/Lag Optimize?	DESTRUCTION				ered Trivaeli		
Vehicle Extension (s)	3.0	(4.3. U.)	11 A A	NZÁROZSKA:	een nee	ee a need	The second secon
Recall Mode	Chapter in the P. C. Chira, 55	None	Min	(n.D.D. Branch) program (n.D. Branch (n.D. Branch) (n.D. Branch) (n.D. Branch (n.D. Branch) (n.D. Branch) (n.D. Branch)	Min	Min	在自己的 经未证的 医克里氏 医克里氏病 计记录 电流电流 计自己的 经经济证据 医电影 医电影 医电影性 医电影性 医电影性 医电影性 医电影性 医电影性 医
Walk Time (s)				n real and Associated Graphing and Associated			
Flash Dont Walk (s)	11.0	11.0	11.0	Wagner (Speed Speed Speed)	11.0	11.0	图 中国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国共和国
Pedestrian Calls (#/hr)							
Act Effct Green (s)	9.5	9.5	20.6	biografi, Avergok, s	20.6	20.6	paragrama. Vis. 15 and 1600 of the respondent and discontinues and design and the second second second second
Actuated g/C Ratio			0.52				er og forstalle for til det er og forstalle for til det er og forstalle for til det er og forstalle for til de Henning og forstalle forstalle for til det er og forstalle forstalle for til det er og forstalle for til det e Henning og forstalle forstalle for til det er og forstalle for til det er og forstalle forstalle for til det e
v/c Ratio	0,16	0.68	0.68	and game and participa	0.69	0.06	************************************
Uniform Delay, d1				Granda da seria da seria da seria da seria da seria da seria da seria da seria da seria da seria da seria da s		4.217	The first state of the state of
Delay	14,7	4.7	6.6	emercassessibles	8.7	4.8	t too etems autoputo yuugung mga mga mga mga gugang ati mara ati, autopet yog at ga sa sa sa ga ga ga ga ga ga Tangang ati ga ga ga ga ga ga ga ga ga ga ga ga ga
LOS Constitution of the Co	film defend B ford	A		aumaterate	ij a	AM AM	
Approach Delay	6.0		6.6		- viraninista (Missia)	7.8	e a non-neuropour every reservation est annotation and entitle and a self-discovery fact, a self-table and applying filler
The state of the s	A?		₽ A #		รร์กุลสัตร์ เก็บรับ (2.55) ช่องกรุงกราชการสาธาร์ หลังสัตร์ เลาเราสัตร์ หลังสัตร์ (2.55)	Baginski et kamandin Banga kamandi Banga kamandi Banga kamandi	en yet senten dien de fer in die de de de de de de de de de de de de de
90th %ile Green (s)	17.0	17.0	40.0	· · · · · · · · · · · · · · · · · · ·	40.0	40,0	THE E THE ENGLISH BEAUTIFUL AND AN ARTHUR AND AN ARTHUR AND A STATE OF THE STATE OF

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Lane Group	WBL	WBR	NBT	NBR S	BL S	SBT		Mariana kapuman magaga Mariana kapuman magaga		
90th %ile Term Code	⊥Max∴	Max	Hold		re. 1mg:e0119	/ax :: ###		Lings Eligibility	Colored Carlotter (1995) (1995) (1995) Colored Carlotter (1995) (1995) Colored Carlotter (1995) (1995) (1995) Colored Carlotter (1995) (1995) (1995)	2013113 201313
70th %ile Green (s)	13.2	13.2	27.1	and a residence hear the property of the co	Construction of the property of		Antonio and Antoni	Alfanish Amerikan Amerika	AAM AMERICAN AND AND AND AND AND AND AND AND AND A	Post Cala
70th %ile Term Code	ືGaρ∵	Gap.	Hold :			Зар 🗀 🚟	weging (State) Tinggi (Pagan)		รูป (เล้ติกัน) เกาะรับมีเกาะสถาชการสายเรียกรับไม่ 2 เกาะสายเลขาว เกาะที่ การกับสายเกิดเกาะสี เกาะรับที่ 1 กับ เลขาว เกาะที่สายเกิดเลขารับมี	26-21
50th %ile Green (s)	7.5	7.5	16.1			6.1	Assistanting of ATACAL AND	SANGER TERRITOR CONTRACTOR	Province String String Continues	KEMIARA
50th %ile Term Code	Gap	Gap :	.Gap .		old H	loid + /5 ii.,		Planething the material of the control of the contr	Rain a Rieks (1947 augst 1947) er d Jognafouk aug (2008 augs) å (1770 a Johnson (1977 av 1977 augst 1977 av 1977	PIONENA LETTERS
30th %ile Green (s)	5,8	5.8	11.7	1:	1.7 1	1.7	CONTENT THE STATE OF THE STATE	hards to be to be a common return	(1480, 64° 60°, 90° 1914 - 1.84 4436 t.A.12 ib 1°).	REMARK
30th %ile Term Code	Gap	Gap	Gap	n, Colonia, projekt kon (*) Sa na nasijena vaska (*) Serengendra (*) Serengendra (*)	old - F	loid 👙 🚜		Same Berlinder von der Berlinder in der Gebeurgen der Gebe		Abstrace Hand Corn History Inch
10th %ile Green (s)	5.5	5.5	12.4			2.4		AIII II II II II II II II II II II II II	and the second s	**** ** i.i.s
10th %ile Term Code 🚐	Gap		Dwell .	to many historical policy and the first of	/ell∵Dγ	(m)、1、140年では成界。前年金分元を120年	Projection (C. C. C. C. C. C. C. C. C. C. C. C. C. C		SAN TOTAL INFORMATION OF THE SAN THE S	
Stops (vph)	45	99	296	1	30	23				,
Fuel Used(gal)		74.11°	10.	olige fort Nodolie (2001) Kilipart (Nodolie Anne)	5.			va vygjejak ettilet aliet selekcii ketis pava kattimi it datogi jovi grip it territalismi komitis vetje va pak kattini nikalisia komitis i etj	The leaf of the second	
CO Emmisions (g/hr)	132	736	689	COLUMN TO THE MINE OF CALL THE	54	. 97 604. – OPEN ON HIDARIO	Colon parkin ne sou trave ventoristi	o Alcagam nagaran ni daga ma	namentalisti (m. 1815), contessas i	nastrie:m
NOx Emmisions (g/hr)	26	Francisco	134	.7.4.1	69	19	escoller (1990) als escheristikationistik 1990 (1990) ett ett ländineristiksikationistik 1990 – 1990 (1990) als kirasik ramiikka		ngengen er vog statet betatt Den statet havde de statet betatt Bens in den statet betatt betatt betatt	
VOC Emmisions (g/hr)	30	170	160	niogidik yelihingesi	82	23 ####################################	na drazon erre salamentaria.	jásápásás (A) megegynesssar	nander weide delengt die Effektein	ages use
Dilemma Vehicles (#)	0,	014	0.		0	A Description of the Control of the		Tellines of the new Season library.	A HUSA BATAR BATA PARALEY TARAK BATAR BATAR MERALAN I	i ja 14 ja ja 1911 politik Markatoriak
Queue Length 50th (ft) Queue Length 95th (ft)	9 376/410	11 	46 182		22 30334	4 Maja Mariikkinikki	ազությարգը, - տեղափագությեր ժուղեր ու Հայուսիան թուրագրություն արջել է	nigerani og kanede en den et Helende næden vilker i en sk	Salah salahan salah dibak salah	
The section is also because in the contract of	2340	22109	1493	negar parametera parameter de recipios de parameter de la como de recipios de la como de la como de recipios de la como de la como de la como de recipios de la como de la como de la como de recipios de la como de la como de la como de recipios de la como de la como de la como de recipios de la como de	16	000000-000-000000000000000000000000000	resident i de la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la prima del la pri		ere en dem kennet stroppin i Be- ere en Gren kennet stroppin i Be-	ACCULATION OF THE PARTY OF THE
50th Up Block Time (%)	2340 @W.W.W.W.	oregreens.	1493 Mindi	SAUBERS-IA-CATA		59 2 6674214 essenio	eneroenen	i Braidh a leachtaigh ann an Tha Chaigh a tha an taigh an taid	40525N47895N4856594	±1050
95th Up Block Time (%)	sezikkii.	edia (in provincia) Si pisto e La li ing		giladirinin silaniaranda di Assaulta Anadoridan silaniaran di Assaulta di Anadoridan	សិកស៊ីជាទៀបប្រជាជនជា ភេសភា សិសភិបិតិសិត ស	allinger and and deliver and socialist different and social states all the social social social social social states and sociali		or to the control of		(100-1146) (5)1198-19
Turn Bay Length (ft)	dericksky er energie Verbigh, 190 i jes	undarson Marchine rede Jersen State (N. 1).	0.5/200m - 1.2/44/18 1000/4/18/18/19/19/19	(Aliania) Bartanasa matabangan		inger Skerder denge ursk byld Bereitster van de gebruik byld	หลัง เป็นสิ่งสีนี้ใน เป็นสารใหม่สีนั้น สีของคนายใช้ จะกัจสังเก็บ เป็นสีนั้น	207 (1.1824) A 2019 (1.184) Pay (1.1824) A 2019 (1.184)	l a May bel yez i i diamakan sasari da Madeeda ka i i es Adeed ka ka isala a j	
50th Bay Block Time %		i sainanak	S. V. F. Marit Political S. V. S. Marit Political S. V. S. Marit Political			նացի նուրդներ համարական հարկանին ինվակ ներհանձերի թաժար անհանդեր հայա	richini di di di di di di di di di di di di di		ining the state of	STEAR STATE
95th Bay Block Time %	osta ya pagawajika A Galeranga mesana 1871 Marandesia Salashi	ر در ده کام ده در خرج کوده در در در در در افزایش می در در در در در در در در در در در در در د	os iga, gardang gap os panagras page t ka dipelahan dalah	ing the property of the proper	ne colon strictus The strictus	ondide Krist til kirdinande då Print Frida bligger		Carrier 1	AND THE PROPERTY OF THE PROPER	guera year Silvert Sil
Queuing Penalty (veh)	લું પ્રેનિકિટનો(પ્રેલફેન્ડિક્ટ) -	igif (Qui rig real gib) (Auroli	ir a Sest elsettet tesa.	atin kir kirkir bibakkilidi	White Street St.	iossimi concatuanan	ann i na taithean an Aire an Aire ann an taite an ta		PERCEPTION STANDON	M+306
Intersection Summary	ng orang salah dalah Kalendarah dalah salah Kalendarah dalah dalah	विश्वतेष्य अस्य प्रस्तापुर्वास्त्रको भागम् (१९५५) १९०५ स्टब्स्ट्रिक १५० वर्षे वे १९५ मृत्युक्त होह	areas in the second second second second second second second second second second second second second second	allwee getal surplace all govern the body of section of select troops by the section of	gasasinggas nga s gasasinggas nga saga gasasinggas a saga ga ga saga ga ga saga ga ga saga ga saga ga ga saga ga ga saga ga ga saga ga ga saga ga ga ga ga g			e water and the second of the	eng sa gjan engil Angel Naley (1915). Na Sangara (1915). Naley (1915). Na sangara Na Sangara (1915). Naley (1915). Na sangara (1915). Na sangara (1915).	
Area Type: Ot	her						40. 12.10.20 TENE BAR 12.			
Cycle Length: 65					rio di e.V., della Logi Doga Casa, i Milango Garaga	Carlon (I.C. Carlon (I.C. Carlon Carl	us granda da sense en el Reconsola en el deserva de la composición	ti ingeria da garaga yang birilgan Si Si Birila da Laggara da garagan da garagan da garagan da garagan da garagan da garagan da garagan da garag Si Birila da garagan da garagan da garagan da garagan da garagan da garagan da garagan da garagan da garagan d	adh Parit a chumainn coile cean bar h Aine Saffara ann baite, mar mainn ac fair ead lin talailte ag i saide i an an	0574713 242745
Actuated Cycle Length: 3	9.3	an editorio e delegadados	-m-m1 V-n2 (0022) 140	on, was salva wara manasa ne		ed-"ir mi'man> na 'S bac'.a		enessasta na nastrua liikudii	orgospilitoiter ACAbaliek rezitiek 492 a	ecassa <u>s</u>
Natural Cycle: 60	i knûm irkiziyanî bijin 14 leks arşiye û biş Lingkerê dekir kirkin Lingkerê dekir kirkin	ក្នុង ត្រូវបានប្រជាជាមួយ ប្រជាជាមិ ទីក្តីប្រើក្រុង Commission ប្រកិត្តប្រកិត្ត ទីការសារ នៅប្រជាជាមួយ ប្រជាជាមួយ សារសារ នៅប្រជាជាមួយ ប្រជាជាមួយ	ekoplonacija (19. goden) 19. grpnosi (19. goden) 19. grpnosi (19. goden) 19. grpnosi (19. goden)	il end sign of Proteins in a list con of State or on all the of a sign of the control of the sign of the control of the sign of the con-	lin, škir je dibligaji je - Ardi i lidikarje distinc Karlini, kiralija je istinc	vider milija ildes hadd ild ild ild Neka barda ji gregot (1600), 440 U dhiya ild ild ka ka ka ild ild ild	CTA-1 Svojekija dijeleki 1130-1157 - 1154-1160 (1154-1166) 2014-1279 (1166-1166)	To Mercent and Applications	Angelen 1985 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 i Na company in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in 1986 in	
Control Type: Actuated-U		nated				2		mes macros 12 cm in 1100 04	CONTRACT SOUTH AND AND AND AND AND AND AND AND AND AND	
Maximum v/c Ratio: 0.69						SELETATORES LEPLANT ACTORNA Large Seria Companya Serian SELETATORES SERIA (ASTORES Capital Companya (ASTORES)	Noistad Cambridge (1.572.1151) California dell'Education (1.522.1151) California dell'Agrico (1.522.1151) California dell'Agrico (1.522.1151)	en en en en en en en en en en en en en e	i Indiana de Inglasia de Salara Para de la Salara de Caraca Para de Salara de Salara de Caraca	
Intersection Signal Delay	6.6			Inters		LOS: A	.,			
Intersection Capacity Util	zation	70.5%		ICU L	evel of	f Service C	iliango Koltz	n e ga andre de la companya de la co		
90th %ile Actuated Cycle		n a kun korumban	. may =toway ona	Approximation (see a see Year)	· No arakaka artige	ra i na rene en monen en en en en en en en en en en en en	aga a magnigga ya sanasa san	Name of the Astronomy contract according to the		OF 12.320
70th %lle Actuated Cycle		And the bearing and and and and and and and and and and	kultari (ili Livationi				e St pit garietist in de la company de la company Englandor de district de la company de la compa	eren in 1900.		ingen er er ingen er er ingen er er er
50th %ile Actuated Cycle		Carve Servandeaco	teastoriorean viza a	SAMPLET TERROPLOSE CRESSANIA		onara sa estado en estado en estado en estado en estado en estado en estado en estado en estado en estado en e		omer Secretarism and Alberta	ing (gapes - art energy not see second) a	le[sevam
30th %ile Actuated Cycle						egese Massage Avend Sentence a service			and the state of t	प्रिन्नेद्री, स्था प्रदेशकी स्था
10th %ile Actuated Cycle	25.9								•	
Splits and Phases: 1: E	. Beave	er Creel	CDr & C	entral Ave	Pk					
†						T		1		
I 92	Life the water Par	NE SEE SE	eriera en en en en en en en en en en en en en	in the second second	(n)S)	<u>.</u>				
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4456 1935 1995 Decision 2010 2015		70 Vatili	o Para			<u> </u>	78476686			

	€	*	†	<i>></i>	/	↓
Eane Group	WBL	WAR	NBT	NBR	SBL	SBT
Lane Configurations	<u>*************************************</u>	#	ĵ,		*	
Ideal Flow (Vphpl)	:1900	1900	1900	1900	1900	
Total Lost Time (s)	4.0	4.0	4,0	4.0	4.0	4.0
Leading Detector (ft)	0 	્.50ે.	50	TY. V	0 50.	
Trailing Detector (ft)	0	0	0 0	frie: Breidengebnig	0	
Turning Speed (mph)	32815km	## 9 #	ere na Bras	en a		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1,00
Fit State of the Control of the Cont	na frincialitata (ne 25-27) de la granicia de 15-27 de la granicia de 15-27 de la granicia de 15-27 anos	1.50 1.850	n 080 🟗			
Fit Protected	0.950			8934448494849	0.950	1. 19 10 11 11 11 11 11 11 11 11 11 11 11 11
Satd. Flow (prot)	1770	1583⊕	1825			1863
Fit Permitted	0.950		orthodulous have the	2 firm rimaning con-	0.600	
Satd: Flow (perm)		1583	1825		1118	
Right Turn on Red	interactions.	Yes	(Var. Service Control of Con-	Yes	b dyballagur gurgyinat	#####################################
Satd. Flow (RTOR)	n de la esta esta de la esta esta Prima de la esta esta esta esta esta esta esta est	321	※》りつう 144			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30	rings competed the same of the same subjections	30	Gregoriation for the Control of the Control Control of the Control	orthicas and annual of	30
Link Distance (ft)	2420	ANGEACHANNESS IN	1573	gung , yang dilayang.		2672
Travel Time (s)	55.0		35.8			60.7
Volume (vph)	127	295	192	34	445	391
Peak Hour Factor	∂0.92		0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	321	209	37	484	425
Lane Group Flow (vph)	138	321	246		484	425
Turn Type	editions of any little shall	erm		A	Perm	2. 公司的公司,可以共享的支持,中国的公司,不可与的人的中国,如此的主义的主义的主义的,但是是不是一个的主义的,但是是一个人的主义的,但是一个人的主义的,但是 第二章
Protected Phases	323 8 33		# 2 10	Caronago (Carona Caronago (Carona)		A CONTRACT OF THE CONTRACT OF
Permitted Phases	eren in der ein	8	Property and Part	I MARKETT EATTH	6	11、11、11、11、11、11、11、11、11、11、11、11、11、
Detector Phases:	8	318	4.1.2 T		6	6
Minimum Initial (s)	4,0	4.0	4.0	218u2g(31717)1-1519	4.0	4.0
Minimum Split (s)	20,0	20.0	20.0	Carlo Barbara a salah Carlo Barbara a salah Carlo Majaraka a jarah	20.0	20.0
Total Split (s)	25.0	25.0	60.0	0,0	60.0	60.0
Total Split (%)	29%	29%	71%	୦%ଁ	71%	7.1%
Maximum Green (s)	21.0	21.0	56.0	80-11-CERTA-1-15-18-4	56.0	56.0
Yellow Time (s)	3.5	3.5	3.5	TO AMERICAN AND AND AND AND AND AND AND AND AND A	3.5	
All-Red Time (s)	0.5	0.5	0.5	Section 1 and the marks	0.5	0.5
Lead/Lag			Chamballa (1974) (28) 1980 (1986) Art yezhoù 1980 (1986) (28)	e franchischer (* 1885) et gest Daginger (* 18 et Begregenting (* 18		The Control of the Co
Lead-Lag Optimize?						A many of the comment
	3.0	3.0	3.0		3.0	3.0
Recall Mode		Vone	Min		Min	Min
Walk Time (s)	5,0	∄5.0⊪	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0.	0 :	0 1	n CAPTERS (E.S.) C. C. Living (E.S.) C.S. C. C. Gottor (E.H.) Construction (G. C.) Construction (E.S.)	0/3	
Act Effct Green (s)	9.4	9.4	28.2		28.2	28.2
Actuated g/C Ratio	and the second in		0.61		0.61	0.61
v/c Ratio		0.56	0.22		0.71	0.38
Uniform Delay, d1	15.6	0.0		and make policy in the contract of the contrac	5.8	
Delay	19.1	3.6	3.8		7.0	4.7
LOS	B.	Ą	in Ab,	Crace Military of Crace Military of Crace Control	A.	在中国大学的大学,在1995年中的,在1995年的1995年的1995年的1995年的1995年的1995年的1995年的1995年的1995年中国大学的1995年的1995年中国的1995年中国1995年中国1995年
Approach Delay	8.3	. ngagana. name	3.8	പ്രത്യരി അത്രം വാ	amagata da serenerio	5.9
Approach LOS	MA W	many photographs	X A			
90th %ile Green (s)	16.1	16.1	51.7		51.7	51.7

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Lane Group	WBL	WBR	NBT	NBR SBL	SBT	
90th %ile Term Code	Gap	Gap		Total Gap	∵Gaρ	
70th %ile Green (s)	10.6	10.6	31.4	31.4	31.4	
70th %ile Term Code	Gap (Gap:	Hold	Gap:	Gap	is makemating open, Angaring melaksisasi in NA keringan salah salah salah salah salah salah salah salah salah Makemating menggaran salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah Makemating menggaran salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah
50th %ile Green (s)	8.2	8.2	21.9	21.9	21.9	2000年7月中國的日本公司的基本的政治的日本公司的日本公司的日本公司的日本公司的日本公司的的国际的国际的国际的基础。2013年1月1日日本公司的国际的国际的国际
50th %ile Term Code	Gap.≝	[™] Gар	Hold	Side Villago	Gap	The state of the s
30th %ile Green (s)	6.7	6.7	15.1	15.1	15.1	2000年6月1日 - 1975年6月 - 1975年6月 - 1975年6月 - 1975年6月 - 1975年6月 - 1975年7月 - 197
30th %ile Term Code	Gap :	Gap	Hold 🖔	, i≗	Gap	
10th %ile Green (s)	5.5	5.5	24.6	24.6	24.6	The state of the s
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Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
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Volume to Capacity	1.58	0.39	0.25	n Sabiliana (myteisen) a Janueri (Merika) Mittionia — Kelingala Mittionia — Kelingala					Challenger (1964), (1965), (1974), (1974), (1975), (1974), (19	Segrada (Front Adadle (1917 Add Talah da (1917) (Frent Hollan) Hali herikal (Frent Hollan)	idani ilia iliaka nikimina akari nakapakan iliak
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Lane LOS	F **************	rice constanting	A Ostanbio resident	ana kanasaga mpaga.	Som discount (Sieco)	Stanforder americanist Standard	s ent little state i 100 et le 160 et	Capital and Capital State (Aug Capital	: inic.2.e.e. computer.orga	ter and the course article rations	and the second second second
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Movement	WBL	WBR	NBT	NBR	SBL.	SBT	
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Volume (veh/h)	40	92		13.	31	1185	and the self-of-state and the self-of-
Peak Hour Factor	0.92	0.92	0,92	0,92	0.92	0.92	4.5. 3.5. 3.6. 4.6. 4.6. 4.6. 4.6. 4.6. 4.6. 4.6
Hourly flow rate (veh/h)	43	:::100	761	14	34	201	
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Lane Width (ft)		กร้างเร็จได้เกิดเกิดได้เกิดเล้า เร็กไซท์ เกิดได้เกิดเร็กเล้า เกิดเกิดได้เกิดได้ เกิดได้เกิด (เกิดเกิดเกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิดได้เกิด	inakina da ingila Marajara Marajara	Sięcelie Karlikoj Gwel i Bekijska	Ölföjäväldillä (AKA-eK nagriografia) augustionagrafia		
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vC, conflicting volume	1029	761	ni fi filo i said. Q/ Najija Said said said said said said said said s	periodical section of the section of	775	Parties of the control of the contro	And the second s
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tC, single (s)	6,4	6.2	rodus elfun e liners	J. Tata. Arianas	4.1	idiniaro.com, 73: 44	AND STREET, NO. 1911 AND STREE
tC, 2 stage (s)	ar soften en istera. Octoball herens softe			ing the state of t	All and Color for Liveries Hillian Color (Springer) Checkland (Color)		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
tF (s)	3.5	3.3		essenta tancara	2.2	kan era era era era	. В стор и гра на катарий проток стор до 1.0. М. надажения на проток принципа и принципа на принципа н
p0 queue free %	83		ilidas Arasalas Abgar II (2012) Salvas Abgar II (2012) Salvas		96	er et delige Hedel Visit er en delige Visit er en delige	A CONTROL OF THE PROPERTY OF T
cM capacity (veh/h)	248	405	DESTORIO (PALACI	There indicates also	841	1-51 1- 4755% 1-1-1-1	orestelle that the control of the co
			arigaerosta alaga 4 de mereta de la como	de Goan Priva de A Caloarrigia (Social)			
Direction, Lane#	WB 1	WB 2	NB-1	NB 2	SB 1		
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Volume Left	43	0	0	0	34	Philips was characteristic	maan waran kadaa waxay oo u dagaa madaa waxay ahaa kadaa ka dagaa ka dagaa ahaa ya ya ya dagaa ka dagaa ka daga Maan waxay kadaa waxay oo u dagaa madaa waxay ahaa ka dagaa ka dagaa ka dagaa ka dagaa ka dagaa ka dagaa ka da
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cSH	248	405	1700	1700	841		an reservoire and the contributes reservoir and a trainer and the property of the property of the contributes of the contribute
Volume to Capacity	0.17	0.25	0.45	0.01	0.04	edo o glospia de Sistema epitemo e Sistema epitemo e Sistema especial	
Queue Length (ft)	16	24	0	0	3		. The state of the
Control Delay (s)	22.5	16.8	0.0	₹0.0₹	51,7.5	Pinton P. C.	
Lane LOS	С	С			A		
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Average Delay			2.7	o comprehensive	er Green Valley (1946) (1949)	-4009706	

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Movement	WBU	WBR	NBT	NBR	SBL	SBT		77 (3902) 126, 5 X TU 65			1000 M 1000 M 1000 M 1000 M
Lane Configurations	347		1>			4	2 112 112	,			<u> </u>
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Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		744 774 D44 184 (D11 18 18 18 18 18 18 18 18 18 18 18 18 1	ecama, paya quees, ,	erico parec estabalica a señastra tida 68)75e -
Hourly flow rate (veh/h)	152	371	209	61	573	425	Marine district and a second s	Gilland, Brach (Argange) - Prepriation of the real factor A retain for the real Board A light the residence of the			
Pedestrians											
Lane Width (ft)			7 (2001)2[004]31944-01034 2. ((000)2031]314-1134-113 3. ((000)2031]315-1134-1134-1134-1134-1134-1134-1134-1	grande ingrande ingra Proposition ingrande Proposition	(Kalininginisis) Nymenyty in ma	TO COMPANY (CONTRACTOR) TO COMPANY (CONTRACTOR) TO COMPANY (CONTRACTOR)		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			
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Right turn flare (veh)	igiti je sek ti tik komonomijo	e n (eller) (eller)e	Гоан у к аларының алы	112 1010 01 11 01026-46)	poutaine Enumeration page	i de la composition de la composition de la composition de la composition de la composition de la composition	W.FULUS.SERVENOVA 20 (18)	egystenseeteers en en en en	የኒስፈሮስኒስስኒክስስ፡፡፡ <u>፡፡</u> ደድር ነበታታ	#9#45##FreePervale/#u-4.it/S/Leva	unau.
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vC, conflicting volume vC1, stage 1 conf vol	Moturi	. 534	an mangina se per se pe e regulario areas se castor	egy ist om galling and allege of the employed and angles of the employed and angles	Hala a fall and	Choir a harbaracht i de la Mainteanacht a an caideacht	Control of the second	urkonin (tinden 1. bila) permisi terres (l. 1715)		independent in the second of t	2018
vC1, stage / conf vol			en i milione d'Africa milion des Miliones de la Recolation de	ing kanalar		erenaniera. Orași de la productiva de la companiera de la companiera de la companiera de la companiera de la companiera de	littler (m. 4. i H. Sersakka) (filos Littler (m. 4. i H. Sersakka) (filos		74976547658	Newschier termerster	995)s
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p0 queue free %		54		Angulannuganungan Santunggan Palannugan (palaba)	₩756.0	/ugha denocam antiques massandra supricisand i materialment describe	helichinterrakenskinetti Hilbritariasionettilasionit	la prêmen û navên û kara. El distribusiyê û salê û salê û salê û	orak erikan di kana Cerengan erikan kana	erenen er er er er er er er er er er er er er	73
cM capacity (veh/h)	48	800	58.75+359 89636 95 0	lang pipapagan kan di	1294	invingentelini sidele:	erkanskaret da Vikanski	Million por the designation of	Biotoro (Control	ocach data nghabat deaghlaigheachta	XCT
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Volume Right	371	W 61W	0.	ga nguya yagarangida yar Jagar Afgir ayay yanangi Jagar Agarifesi yating itok	Charles de Harristan (n. 11. an Graffani et araba de sa para La de transportado de significa	te agrestiárfeli. Notar csitár la turnager is le este la espazione la la espazione activa de la color		eling. Kedahiring Aka Percining dia hijira		en ur egenurganggaga belanggagan Janggangganggang Janggangganggang	Annon Annon Salari
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Control Delay (s)	Err	0.0	. 8.2	har jaya di sakaba yan jirilay kaciga mara ya di sangaran gapiran kaciba di yaya kaciga gapiran di sangaran	al i Mi-Pi-Pi-Pi i il promoto Ba-Pi-Pi-Saliva Pi-Pi-Pi-Pi-Pi-Pi-Pi-Pi-Pi-Pi-Pi-Pi-Pi-P	erzentykolekolek (etaky) a nyakolekolek (etaky) anal nyakolekolyakolek (arabia) nyakolekolyakolek (arabia)		igiping gyir pasagitar didir nationg mening pagagan and Ministration didirection and USA: All Madellers of his manager		isidier (* 1394) Albertonia (* 1314) 1502 - Children Marketonia (* 13	-445i -46i -61i
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Intersection Summary					PARTY IN						7
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Lane Configurations	ች	7	*	7		र्स	
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Volume (veh/h)	25	59	303	45	া 105∄	599	TO THE PART OF A CASE OF THE PART OF THE P
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	e y en en en en en en en en en en en en en
Hourly flow rate (veh/h)	27	64	329	49	114	651	A second
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Lane Width (ft)				Air (Straightach (1936) ind Guidean (1916) in Airm (1946) Guidean (1946) in Airm (1946) Guidean (1946) in Airm (1946)	girde Symulyskeric giroveka – Amerika Limitya di Astronia Limitya di Astronia		AND THE REPORT OF THE PROPERTY
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Right turn flare (veh)) 200 <u>1 (171-141) 2.1</u> 94988	k.√a€a anksobulesa	ellenforskarværstel	orlandere Buddenseder	Tablesini (Carlos)	unga asambaa Maraya	HATTALINE TI CONTRACTIONE CONTRACTORES AND A CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR
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vC1, stage 1 conf vol	1209		MENTALIN INCOME.	८ वर्षक्रम्य (चीन अस्तिकी है) हर्ना की इ. अर्थ-इन्द्र का सम्मितिकार विकास है	(d)) UJ. O nes Geologia (de la deco)	All San Ar Alla Sa	
vC2, stage 2 conf vol	ा वाद्यानुस्तृत्व गाँव द्रिष्टुन्युर्वे के स् इ.स.च्यानुस्तृत्व गाँव द्रिष्टुन्युर्वे के स् इ.स.च्यानुस्तृत्व स्थापित स्थापित	gete o parežejest group j graj jedna produktajej dintarional kontraktajej	of old type on fing the p the figure to be displayed and the	ockreg yr greffeddingog roll Glacher Greffeddin Gelland Glacher Greffedd Gelland		**************************************	
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tF(s)	3.5	3.3	(1969) - (1969) - 1969) - 1969)	estende e e constituition	2.2	aştı cəni 16.8 şənşifiliyi ilin	6.55.000 (1994) 1995 (1994) 1995 (1994) 1995 (1995) 1995 (1995) 1995 (1995) 1995 (1995) 1995 (1995) 1995 (1995) [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995] [1995]
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cM capacity (veh/h)	182	712	. , , , , , , , , , , , , , , , , , , ,		1180	***************************************	and a single of the second of
		CALCADA DE CARRAS DE CARRA	e i delenisti er er fil Generalis delenis er Generalis delenis	ราชา การที่สาราช รัชส์สาราช พ.ศ. (ขาวการการ ราชาชิสัต ราชส์สาราช ราชาราชา			
Direction, Lane #	·WB 1	WB 2	NB 12	NB 2	SB 1		
Volume Total	27	64 、	329	49	765	arsonistaren Martietaren	
Volume Left	27	0	0	0	114	THINDING JOE SOILS	entronomia. La compositation mentro este esta esta esta de mais la militaria de la compositación de la composi
Volume Right	0	64	美美点的 00000000000000000000000000000000000	49	0.3	ር መቅር ያለቀው የተነኛ አስተልነት ነው የአባር የተነያ መጣቢ የተፈጠኝነት በተመቀተ ነው የአባር የመጀመሪያ የታነያ የአስተልነት ነው የመመር የነገር የተ	Particular Schrift (1997) A. C. B. S. S. S. S. S. S. S. S. S. S. S. S. S.
cSH	182	712	1700	1700	1180		
Volume to Capacity	0.15	0.09	on water and the contraction of	0.03	0.10		The state of the s
Queue Length (ft)	13	- 7 244.432	0 അക്ക	0	8	e aga jedyb e lybebogsyby	Куру и статура и туру и туру түрүү түрүү түрүү түрүү түрүү түрүү түрүү байтуу туруу туруу туруу туруу туруу туруу
Control Delay (s)	<u></u>	10.6	0.0	0.0	2.4	Sirver 15	
Lane LOS Approach Delay (s)	D ⊈15.8⊈	B Watersaa	0.0	FMT Page Upil Sid	A ∂dhadario	5/4/05: (0):14:54	。 (14.17(4.67年)(14.17)(14.17)(14.18)(4.18)(14.18)(14.18)(14.18)(14.18)(14.18)(14.18)(14.18)(14.18)(14.18)(14.18)
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Intersection Summary				Tanana da ka		orus (
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Intersection Capacity Ut	lization	46.H297	1.2%	in ic	U Leve	of Sen	vice

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Lane Group	WBL	WBR	NBT:	NBR	SBL	SBT	
Lane Configurations	¥¥		\$		<u> </u>	4	and the state of t
Ideal Flow (vphpt)	∰.190 <mark>0</mark> "	1900		1900	1900		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	例如此可能的指数的数据,但可以是不是不是不是一种的数据,如此是一种的数据,但是是一种的数据的数据,这种数据是一种的数据的数据。
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Trailing Detector (ft)	0	CORY INCOMES CONTRACTOR	∞,σ.σ.σ.σ.σ.σ. 0	90\$40444590594 3 44	ಣುಕಾಸ್ತ್ರಾಪ್ಯ 0	2000 (100) (1000 (1000 (1000 (1000 (100) (1000 (2004年2月2日1日2日1日1日1日1日1日1日1日1日1日1日1日1日1日1日1日1日
Turning Speed (mph)	555	15.299	lakalları de ili denke ist ilberleriyi engeyire bilibili ilbilik ilk eleriyere bili ilkili	66 M 9 3	15		Palacas International Palacas (Section 1988) and Committee (Section 1988)
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	(AXAMMATA)
Free to a light of the later of	≢0.884 ·		0:970	er State Community of the Community of the Community Community of the Community of the	i Alimbia de la como de la como programa de la como de la como programa de la como de la	artinyatan'i Naginanaman Bardatan'i Naginanaman Bardatan'i Panginanaman'i Angin	
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Sald. Flow (prot)	1635	(45 O	1807	0.8	\$4.0	1792	
Fit Permitted	0,993	SALLE ELECTRON NO. NO.	Special contract of Market	Bernand Star 1949 HA	ande HCS) Bus Acid	0.317	。 1985年 -
Satd. Flow (perm)	1635	in the state of th	1807	93.0	:::×0	590	The state of the s
Right Turn on Red	iy), k vişti mişk oyranış Şiştifilli	Yes	MC13634-1-4-1364/77701	Yes	differential	(19) End, broudbook	文本的文学等性的主义在12000年至1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1964年,1
Satd. Flow (RTOR)	367		36	A CONTRACTOR OF THE CONTRACTOR	นไว้จังใช้เรียกกับแล้วกับ เกิดใช้เรียก (สิทธิเมติกับ เกิดใช้เรียก (สิทธิเมติกับ		om visit i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1970 i 1 Programa de la compania de la compania de la compania de la compania de la compania de la compania de la compa
Headway Factor	1.00	1,00	1.00	1.00	1.00	1.00	አቀመን የመሰጥ መመመለት አስፈቀቀም ተስቀመለ መስለፍ መመር መስያት የተመሰነት የተመሰነት ነው። የተመሰነት ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው ነው
Link Speed (mph)	30.00		30 (30	PART TANAN MELAPAK MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN M PART MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENANGKAN MENAN
Link Distance (ft)	2420	KANTA DIRAKSAN DANI SINI	1573	Construction and and order	Prince Sec	2672	 - 2 miles professional description of the complete of the complete profession of the comp
Travel Time (s)	55.0	ርመተመ የመስያዘመው ነው። የሚያምም አም የአስታቸው ያለም የመያም የሚያምም ያለው የ	35.8	ground i syngopula g groungsfort and this groundstyllatt, pigd jo	ner nyoé/nyoé kas no ngo palah na des ngan danah na des	60.7	
Volume (vph)	83	491	475	136	216	58	and the second of the property of the property of the second seco
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	90	534	516	148	235	63	Net perfect anywer is environ to the province This begins and any instance in the first Scholles and different
Lane Group Flow (vph)	624	0	- 664	1 0 N	\$44 0	298	
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Permitted Phases					6		raks, kalada kalada kalada kalada 1976 militari 1979 sebiah dan 1997 sebiah 1997 rata kembalan menghabung mena
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Minimum Initial (s)	4.0		4.0		4.0	4.0	And the state of t
Minimum Split (s)	20.0		20.0		20.0	20.0	4.50. The Control of Approximate for the presentation of the European Sequence of the Approximate for the Control of the European Sequence of t
Total Split (s)	25.0	0.0	50.0	0,0	50,0	50.0	A CONTRACTOR OF THE PROPERTY O
Total Split (%)	33%	.0%	67%	0%:	67%	₹67%	
Maximum Green (s)	21.0		46,0		46.0	46.0	
Yellow Time (s)	3.5	i de glande en de Breite de de en en de terment lift yn die en e en de keit jede fin de de de griggetting gelik joere de e	3.5	tar. Tiff him America. It till Brankler america. It till Tiff and Inc.	3.5	3.5	[10] J. W. W. W. W. W. W. W. W. W. W. W. W. W.
All-Red Time (s)	0,5		0.5		0.5	0.5	
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Lead-Lag Optimize?							
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Recall Mode	None	generale i mayersan	Min		Min	Min	
Walk Time (s)	5.0		5.0	o omerija vilotika Politika vija politika Politika vijaka vilotika		5.0	The control of the co
Flash Dont Walk (s)	11.0	eticonologie ocurs de	11.0	unavaren era urain	11.0	11.0	The state of the s
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Actuated g/C Ratio	* 0.28		0.57	ila dijilgalik bezira Pilogolog ili sessisi Pilogologolog	and the second of the second o	0.57	
v/c Ratio	0.87	((<u>8</u> 84) 1985 (162)	0.64	rejo – ya 1986aya iliyaya ayile	hbor firmyfyswyran gry	0.89	MARI MANIERY AND ESTABLISMON DE POR DA CAMERO MARIO MATERIA A DESCRIPCIONES EN PROCESSO DE CONTRA DE CONTRA DE
Uniform Delay, d1		મેન્યો સાથે પણ કે કે કે કે કે પૂર્વ કર્યા કરવાની કુ મેન્ય પૂર્વ કર્યા પણ માટે કર્યા	7.5		ray projekt i projekt sellej na objekt sellej i projekt na objekt sellej i projekt projekt na objekt sellej i projekt projekt projekt projekt projekt projekt projekt	10.4	的电影,"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
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90th %ile Green (s)	21.0		46.0		46.0	46.0	

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Dilemma Vehicles (#)	200 ####@D		0.5	igžkojiki, kuljakioji sportija poznacje ir		133	
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# 95th percentile volun	ne excee	ds capacity, o	gueue may	y be lon	ger.	
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Splits and Phases:	1: E. Beaver Creek Dr & Central Ave Pk	
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	***************************************	7		riofic Trade Pier	<u> </u>	<u> </u>	
Ideal Flow (vphpl)	****1900	1900°	::190 0 :3	1900	1.900	1900 S	
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Ert		0.850	0,970	ર્રાત ફિર્મિક પૂર્વ કે ભાગમાં કરવા છે. - તુંધીનું ત્રામાં દૂર મુખ્યત્વેન કે, જિલ્લામાં આવેલા કે જોવાની સ્થાપ પ્રતિકૃતિ અને જોઈએ જોવાની કિ	ស៊ីន (មុខប្តីកំណាម ពីកំពុំរក្ស សម្រាប់ (កំពុំរក្សានៃ) ប្រកម្មា ពិលម៉ាងលោក (កំពង់ស្រីង) ស៊ីនស្រីសំពេលប្រកម្មាំ (ស៊ីនេស	อรักได้ที่เกิดให้เกิดให้เกิดได้เครื่องให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดให้เกิดใ ให้เกิดให้	
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Flt Permitted	0.950				0.299		
Satd. Flow (perm)	1770	1583	-1807	ngar especiationari	557	1863	
Right Turn on Red	Mercon de l'encomment de company	Yes	Section 150 acous	Yes			
Satd: Flow (RTOR)		∂3 6 8⊈	38	Sapt Kir Hashigan da Caratterin Bashida Marajanin Bashida Marajanin Bashida	ក្នុងស្ថិតិស្វាល់ ស្វាល់ ស្វែក ក្រុមប្រកិត្តិស្វាល់ ស្វែក ស្វាល់	adam a sa sa sa sa sa sa sa sa sa sa sa sa s	The second secon
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	ridasseuttissä etä ylisa ja jallikontykkivannohimmistetti ykken. 2015asta jallinassi etä tili ja avas esitti m
Link Speed (mph)	30		30			30	
Link Distance (ft)	2420	eserra-cremina	1573	300.0733 9099	19-00/97am NR 1250/	2672	of 4.27% и 25% год опроводательно учений при муниции при в технерова и проведения и при в надатель было при мун
	55.0	10 To 10 May 10 To	35.8	A A A	CAR	\$60. 7	The state of the s
Volume (vph)	83	491	475	136	216	58	olina i Harri (1112 - 2004). Al elle de l'errore dels electrons d'Art deligios l'extrapes e hacumbrables estationals
Peak Hour Factor	0.92	0.92	0.92	0.92	Salar Commence of the Co	0.92	、中国中国的《新闻》是一个"大学"的"大学",是一个"大学",并将这种"大学",并不是一个"大学",是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",这个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",并不是一个"大学",这个"大学",并不是一个"大学",并不是一个"大学",这个"大学",并不是一个"大学",这个
Adj. Flow (vph)	90 (17/00/20 0 0/28	534 ·	516	148	235	63	#25.5000.000 (ICANO)
Lane Group Flow (vph) Turn Type	Produced Prilities Guera A. Prabi	534 . Perm	664	0.	235 Perm	63	The state of the s
Protected Phases		renn Marka	Bedara o as	de 18. oktober 1947. Galde militar 1947.	reun Hassaan	primero de la referi Por rispesso Al referi	
Permitted Phases	(i) (1.1. melga ji) ji Qeryelle (i) serila i Serila haveda 224	Control (1964) At 12 Hollow Box Q	er in de State de La company Perspensibility des States de States Perspensibility de la company	palatan Perakan kahir dalah dalah Kalangar Lapus April daran Prop	6	Man 1	3. 工程的设计,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 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
Detector Phases	fill and	្រែក្រុ	7440. 7 %	200 kari jalah sari May Jalah sarjangan sajara		504 151 6 104	(1) 11年1月20日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 - 15月1日 -
Minimum Initial (s)	4.0	4.0	4.0	क्षित्रम् प्रेर विकास स्ट्रिक्ट्स स्थान-विकास स्थापना । जन्म	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0			=.0 ≣20.0 ⊪	E Securito de Securito de Campana de Managara de Campana de Campana de Campana de Campana de Campana de Campan Establica de Campana de Campana de Managara de Campana de Campana de Campana de Campana de Campana de Campana d
Total Split (s)	23.0	23.0	47.0	0.0	47.0	47.0	
Total Split (%)	33%		67%		67%		ende en sectiones de l'impresser de la company de la company de la company de la company de la company de la c L'année de la company de la company de la company de la company de la company de la company de la company de l L'année de la company de la company de la company de la company de la company de la company de la company de l
Maximum Green (s)	19.0	19,0	43.0	enisi i Arik Anio I	43.0	43.0	
Yellow Time (s)		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	egginaamaeasta	0.5	0.5	。 《大学》中的《古典》,《大学》,《大学》,《大学》,《大学》,《大学》,《大学》,《大学》,《大学
LASAN ACTIONS AND AND AND AND AND AND AND AND AND AND	opirult: - 18 i ir Gos isštilli 1 i i i i i i i i i i i i i i i i i i				ACDIVIDATION		The first of the second of the
Lead-Lag Optimize?	nieleierle uzur seurwerkij i		(- p		and the production of the proof	MARKET THERESES THAT	ere en generang was envelere de meir it en mein femele en blede plekenten fand die de et et et et de en de fall blede
Vehicle Extension (s)	3,0	3.0	3.0	a diga sepakagi pang magazin ng pilonga magazin ng pangan magazin ng pangan	3.0	%73 '0.	to the second se
Recall Mode	None		Min		Min	Min	and a series of a series of a series of a series of the se
Walk Time (s)	5.0	5.0	3.5.0		5.0	5.0	A STATE OF THE PROPERTY OF THE
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				en en en en en en en En en en en en en en En en en en en en en en en	\$ 10		restanti (1916) serre restanti di terre dell'estanti di terre di terre, problemento di severe menere, dibbi solici di terre di te
Act Effct Green (s)	12.6	12.6	25.0		25.0	25.0	
Actuated g/C Ratio	0.27	W-6" : - 44"409	shilly and the fact from the	Comodition (Pisos gai la Repart Comodition) Repart Comodition (Pisos Post Repart Comodition (Pisos Post	0.53	an art a desarra de transferació	
v/c Ratio	0.19	0.77	0.68	Acceptance	0.80	0.06	A CONTROL OF THE PROPERTY OF T
Uniform Delay, d1			6.8		8.0	4.8	的现在分词 "我就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们 我们就是我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是 我们就是我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是
Delay	17.2	8.9	7.6	ar sigamicsolonicum	14. 1	5.4	
LOS TON MENTAL CONTROL OF THE PROPERTY OF THE	B B		MAR 76		.	MAR	And the second of the second o
Approach Delay	10.1 ::::B:::	gusta despositivas de c	7.6	Singer and the same of the sam	erione de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión d	12.3	en kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada ka Kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanada kanad
Approach LOS	San Carlo Service - All Services		42 C		42 C	42 D	の表現である。 の対象を対象では、 の対象を対象では、 の対象を対象では、 の対象を対象を対象を対象を対象を対象を対象を対象を対象を対象を対象を対象を対象を対
90th %ile Green (s)	19.0	19.0	43.0		43.0	43.0	

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Lane Group	WBL	WBR :	NBT.	NBR SE	ie s	BT			Carrenage as the day to street at the
90th %ile Term Code	Max :	Мах	Hold	is a second of the second of t	A 1 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	/lax. ^l obe	The part of the state of the st	Andread - Alband and Andread - Alband and Andread - Alban	100 - 75 - 46 - 50 - 50 - 50 - 50 - 50 - 50 - 50 - 5
70th %ile Green (s)	19.0	19,0	40.7	40		0.7		LATELIAN DELIKERATIFANYAN MINTEN	en prinsipa koma ng Kitina ng Aktorika na karang ang Pilipan in Anti-Bosto
70th %ile Term Code	Мах	Max 🐇	Hold "	Grand Control of the		Sap 📜		in the light of the constant o	
50th %ile Green (s)	12.8	12.8	24.5	24		4.5	Elligi tala ottora	१९५८ र १५७६ मध्य सम्बद्धाः स्टब्स् क्रुक्ताः स्टब्स्	В потращителя по под применя по под применя по под под под под под под под под под
50th %ile Term Code	Gap		Hold 14.1		p. G			Alternation (Spain and Park Constitution of State (Spain) Security of the Author (Spain) Securi	
30th %lle Green (s) 30th %lle Term Gode	7.2 Gap≗∜	7.2 Gap	14.1 ∰old∷	14 2000 - 14		4.1 Sapisassas		ngasaprokarnganggan.	ra francisch feigeleichen deil frieden nie zu eine Leiten sollen. Der 15 Bengente 24 je abrilder für 15 februarie (15 februarie).
10th %lie Green (s)	2391111 6.1	6.1	9.7	G. Sandan and A. S. S. Sandan and A. S. S. S. S. S. S. S. S. S. S. S. S. S.	128885 .7	9.7		Commence and the second of the	
10th %ile Term Code		Gap :			 all. Dv		adiliy dirijilky xiy xoy. Sangoo malida are ya Sangoo malida are ya		રામાં ભાગભુન કે પ્રાપ્ય ભાગમાં આવેલા છે. પ્રાપ્ય અને કે મુખ્યા કર્યા કર્યા છે. ત્યારા માને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય અને કે પ્રાપ્ય
Stops (vph)	58	159	310	Certification and included and included	пана <u>ин</u> да. 33	22	the problem of the control of the co		
Fuel Used(gal)		13	110	amader gesagttigene et gelekte e Hengrich nach mageter gesete er Amadèka gentjeen de bestel et se er BES-SE-MEL-HOMANS Gestlands	6	A North Right Country		्राच्या प्रतिकृति के भाग स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापन स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापना स्थापन	
CO Emmisions (g/hr)	176	910	709	4'	And a secretary contraction	97			the the Color of the second of
NOx Emmisions (g/hr)	使用的 化二甲基甲烷酸	177	138	Philipping and an interest of the control of the co	11,	19.55	i a di di seri di seri di di di di di di di di di di di di di		Service Committe
VOC Emmisions (g/hr)	41	211	164	to the second of the second of the second design	7 Augustus	23	.b/a525.6345.47 v 4nbûr	istisaileituutusettiisikilaponneut	· Congruing Maryld v.大子dv Vivogentijas 20を目標問題で発
 Matter Commons of the Section and Commonstrate Problems 	47	∵ 0,∜ 34	`;;}`0∷; 82	ELIK DELIKATION AND PRODUCE ME	0;;; i2	T. Urest Care.		Strangering Strangering Squared Strangering Strangering Strangering Strangering Strangering Strangering	(Communication of the Communication
Queue Length 50th (ft)	17 ≅63⊖		02 204	- 1418/14/18	200 C 200 M	/ ioonaliiniiii	Alfan sambayo qiqiba karigo Alfonkadamiqiq	d 17gʻug gandiga, my icialar ng 28 Yugʻay - Chillei Shikaring Lugʻi	
	2340	TANGE	1493		ra daestiiia della	592	and on the desired		New Teachers of the State of th
50th Up Block Time (%)					MANAGER STANK			i General Sandra (1985)	greign i valde innegropieselling fra den syrtematik kennedig Manaka hali holde i valde greign breignen og plende greige fla De beskriege greige flam i gjerde blei i valde greige en skrivet i sterior i skrivet.
95th Up Block Time (%)	an individual Paris		100 - 1 - 20 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		HIDA (1994) HIDA (1111)	tariya yazar gili A	Constant Control		STANDOR OF THE PERSON OF THE P
Turn Bay Length (ft)	indication of the contract of		enter an arabitation of a contraction of the state of a contraction of the state of	Maria III. a maria 1869 Maria 1869 Maria Maria III. a maria 1869 Maria 1869 Maria Maria Maria 1869 Maria 1869 Maria 1869 Maria 1869 Maria 1869 Maria 1869 Maria 1869 Maria 1869 Maria 1869	Traki na Sastinia Marandarini Marandarini	gelan gelerationen Hannste verma seine Valoret USA erskete	AGINGULANIS ESI Namendari		त्रकृतिक प्रदेश हैं के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्व इस्तरिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्व इस्तरिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्वर्धिक के स्व
50th Bay Block Time %	2.4,5			in the street of		1	Pareca : Lieux II red Lary (dy ag	oningen i septembrite accese vas es e a a a	a 44. edika (A.econe 14) milani dinda edikina (da. 1241-1241
95th Bay Block Time %	Amel Tillice of 2 septime allowed they the of the Amel Tillice of the test of Historical Society	iga galani ya disingilika ing Manasa galani ya Manasa Manasa katalon da katalon Manasa wa Manasa katalon	il a Tapak i ikang paga Pika a peraktera paladak ikan arawa 1914 i ikang indaka marawa i ikang indaka	Algebra (1975) (1976) (1976) Algebra (1976) (1976) (1986) (1976) Algebra (1976) (1976) (1976) (1976) Algebra (1976) (1976) (1976) (1976)			Sign (19) (nici (Mercile Anegolius) (Cradicaste Anegolius enekor (Atorica (Arenda) (Arenda)	
Queuing Penalty (veh)									
Intersection Summary				等。 第二章 第二章 第二章			CONTRACTOR		
Area Type: Oth	er					.000.00	V. C. and taxonic concessions		
Cycle Length: 70				The state of the s	r entrophysical in the criticach i forming nacrephysical	(sair is 24M ann 16 mar 17 Island Sheepers (Sheepers) John Charlesse (Sheepers)			देवी के बहुत होता है है है कि बात के बात है के कि है के कि है के कि है के कि है के कि है के कि है के कि है के बात के कि कि कि कि है के बात को कि बात के कि बात के कि है कि है के कि है कि है के कि है के कि है कि है के कि ह इस है के कि कि हो कि बात के कि बात के कि बात के कि बात के कि बात के कि है के कि है के कि है कि है के कि है कि
Actuated Cycle Length: 47	'.2 Natawasan	Lancescape sco		TETEVOTEKRIPOTOT PARKETERA	SARINGTEURITES	SANGETSON AZISANDA GE	DUDN DERDÖRAFFERSKE		TAGANSINZIN AMPALISAN MITS MITS AMALIJAH
Natural Cycle: 60	The Body Seek in a pro- physical seek in the		okasa padapa padapa ngangsasi pasa ngangsasi				n saidheadhaidh ga ear cog athraidh ga ear ga e		
Control Type: Actuated-Ui Maximum v/c Ratio: 0.80	1COOFGII	nated Markovit		t ngan PalistaransiYaminidali siya Marata nga Sulas Marata Kalaban	olitik siyatidi adiliy ki Kinasiye tabil istal	เลยเปลียลี, คละเบมรัฐเกิดการรั โดยเกิดเกิดสิทธิการเปลี่ยน	Dien Gewale 14 (2018) Selle Astroni Cost Scot	Short Standard Galage	
Intersection Signal Delay:	ASSUMBS O 1			Inters	20049886 Potion	LOS: A	organism in del labor de Chief, "Ellocator de Care		
Intersection Capacity Utili		5 9%					C	i polityje, suk ta moneyskam name ad kos Charles da polity na samen ad kosta Oranjen polity na samen polity ad kosta Polity suk ad kostanian polity namen Polity suk ad kostanian polity namen	ration militaria in construction de la construction
90th %ile Actuated Cycle:	70	Towns of the second	activation of	Control of the second	ಡುಗ್ರಹ್≬ಹೆತೆ	an weren	, taskisepitikki	And the first of the second	
70th %ile Actuated Cycle:		rrae (a. marronalea) Nas Archine (Aldah) Nas Archine (Aldah) Nas Archine (Aldah)	era i decide er nede ngad este Alexien i meter 1960 de kalterien fartete ikiel eran streditannastrik in	er (pr. 16. m. eg et gregor) yn gregoriaeth (pr. 16. m. eg et gregor) gen gregoriaeth (pr. 16. m. eg et gregor) gregoriaeth (pr. 16. m. eg et gregor) gregoriaeth (pr. 16. m. eg et gregor) gregoriaeth (pr. 16. m. eg et gregor)	galiniyadii siyata dan saya basiyadi wa saya dayaday		g 40 gayasındanıyı derili Siyesi Serbiyya'n bir ili Seğinyalın alındını ili ili Silan ildi birlikleri ili		
50th %ile Actuated Cycle:	45.3				·				Alternating and the state of th
30th %ile Actuated Cycle.				and programmer by a	n es amoraci Televidos Televidos	n (Dan Helisang) (Liber Arrisan) (Hazari Alisa Ang Taghlagang Cabb			
10th %ile Actuated Cycle:			none Louis de Sous Anno	SANDONIO ENVINDA LLOS ESTAS INTE	MIII 2.2.12.13.14.	to a sixteed fit and Partition	ELLOW ANT TRUBER NO. 100	nucere umacanum e na nama a verana a	A Line Brightenic Co. A Hermany, Wyler in Congression
# 95th percentile volume				eue may b	longe		Tagons (Sept. Sept.) Exclusive trail to set	on the state of th	to manyon desident basen altra distilla (Pillace Bedelfich) to se en hammer desident in a microsident placebox y talent in his Section am altra distribution in branch manyon distribution and in publication in an altra distribution in the contract of the section in the section
Queue shown is maxin	ium atte	er (wo c	cycles.						
Splits and Phases: 1: E	. Beave	r Creek	Dr & C	entral Ave	Pk				
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	*	#	7.		*	*	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	er er mannen anset francok er u. Am som klade u. e. e. e. de de de de de mannen anderen annen de anne britable belodet er de de de de de de de de de de de de de
Leading Detector (ft)	50	50	50 ,	ANTAKO MATA	50 %	∦,∀50	
Trailing Detector (ft)	0	0	0	•	0	0	
Turning Speed (mph)	15	9		4.9	15		[24] A. S. Andrewski, A. S. Andrewski
Lane Util. Factor	1,00	1.00	1.00	1.00	1,00	1.00	
F#####################################	or the state of the state of the state of	0.850	0.970	i i i i i i i i i i i i i i i i i i i	. Maria and Maria 112 . San San San San San San San San San San		and the second s
Fit Protected	0.950		nicional a marine i		0.950	on an alta la cara	A CONTRACTOR OF THE CONTRACTOR
Sald. Flow (prot)	1770	1583	1807	5 No. 1 - 1 - 21 Lat 2" No. 1 - 1 Lat 1	1770	.1863	of the family of the second of
Flt Permitted	0.950	بعابد بدائدات	08034 4		0.589	erra incidentalismi	PACENIA BERBANA NA NAMARANIA MENAMBANA NA NAMARANIA NAMBANA NAMBANA NAMBANA NAMBANA NAMBANA NAMBANA NAMBANA NA
Satd. Flow (perm)	1770	1583	1807	A	1097	1863	
Right Turn on Red	ichworzmaniany, for pysylljeli	Yes	200000-3 A 020	Yes	estada lighting est ed est e	rantamentananes-	Before interpretation of the control of the contr
Satd. Flow (RTOR)		371	420	Programme and the control of the con			2006年1月1日 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 19 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 - 1906年 1906年 -
Headway Factor	1.00 30	1.00	1.00 ***********************************	1.00	1.00	1.00	TO SHERRY STORES AND A SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET SHEET
Link Speed (mph)	end (1945)中心。"在广播电影		30M			30	
Link Distance (ft)	2420 55.0	5-67-58-638	1573 35.8	1987-19 17-1 08	6 20 S alvijanos (878)	2672 60.7	「 「今~最後を見る方で、「本意では異なる。」では、「本意では、「また」というできる。 「
Travel Time (s)	35,0 140	341	192	56	527	391	** Proposition of the Section (**) (**) ** Proposition (**) *
Peak Hour Factor	0.92	°0.92∂	0.92		ວ∠≀ 0.92⊕	७७। 20.92	
Adj. Flow (vph)	152	371	209	0.32 61	573	425	A Company of the Comp
Lane Group Flow (vph)		371∄ ∷371∄	209 3270 ⊌*	01 3370 no	573∰ ∰573∰	425 425	
Turn Type	China and the province country	erm Perm		religion. Y ear	Perm	WASSE.	
Protected Phases	z z z z z z z z z z z z z z z z z z z		##### 7 ##	inisan ing kanasir 1884 salah salah salah salah	desendo is a en Gregoro istano	nation 6 02	
Permitted Phases		98 WAREN	ng to gradual and a		6	Bran (Central)	等等。2015年1月20日日本中的中国的中国的中国的中国的国际中国的国际的国际的国际的国际的国际的国际的国际的国际的国际的国际国际国际国际
Detector Phases	3-44-8 5		350 10 2 55	ig 17 gant i tradita og sto 1 och ligter takker til fill 1 och storen som som till	31.385 6 35	22 3 6 %	edys redd i dryffog y daelain y daelai a gaelai y gaelai y daelai y daelai y daelai y daelai y daelai y daelai Barto en daelai y daelai daelai y daelai y daelai y daelai y daelai y daelai y daelai y daelai y daelai y dael
Minimum Initial (s)	4.0	4.0	4.0	ida Pilasè Arèndonasi	4.0	4.0	an da ang ang ang ang ang ang ang ang ang an
Minimum Split (s)	20.0	20.0	20.0		20.0	20.0	The second strains are recommended to the second second second second second second second second second second The second secon
Total Split (s)	21.0	21.0	64.0	0.0	64.0	64.0	and a temporal of the part of the base of the properties of the pr
Total Split (%)	25%	25%	75%	0%	∯ 75 %	75%	
Maximum Green (s)	17.0	17.0	60.0		60.0	60.0	nd to a transfer or the second transfer control of the second of the second of the second and the second of the se
Yellow Time (s)	3.5	3.5	3.5	te n tentek	3.5	3.5	(a) The state of the state o
All-Red Time (s)	0,5	0.5	0.5		0.5	0.5	THE THE THE THE THE THE THE THE THE THE
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Lead-Lag Optimize?							
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Recall Mode		None	Min	an and water a second of	Min	Min	
Walk Time (s)	.E008.0000-194	5,0,	ART TO THE THE STATE OF THE PERSON NAMED IN		ellis linaikeisa	5.0	The state of the s
Flash Dont Walk (s)	11.0	11.0	11.0	iPides) (priprii jugici virsi	11.0	11.0	g CE-región e pudes d'amps dos el else em entende menocheria consciné moment a entendada les els membres mais e
Pedestrian Calls (#/hr)	Contribution Contribution of Asset States						a Company and the control of the company of the control of the con
Act Effct Green (s)	10.4	10.4	33.7	METEROLOGICA (METEROLOGICA)	33.7	33.7	Da landalari, la cola 477, i fallede la celero e reger cosse se lan acassembra nacas e sessionar agracia da ca
Actuated g/C Ratio			0.63	ing odkring hidrynk An ing mang his in			
v/c Ratio	0.44	0.61	0.23	San San San San San San San San San San	0.83	0.36	namene este e constante de la compressión de la compansa de la compansa de la compansa de la compansa de la co Compansa este este en la compansa de la compansa de la compansa de la compansa de la compansa de la compansa d
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Delay LOS	23.5	3.8 (A 34)	3.4 ****A***	.4850.00Mp.Janjaksi arana manana manana	8.3	4.5	[2] [1] [2] [2] [2] [2] [2] [2] [2] [2] [2] [2
Approach Delay	9.6		3.4	ASSESSED OF THE TAIL		6.7	
	9.0 3.0 A 3.0	garangan (jagua) Ngjarjanggan	3. 4	Salare and Arrent Salare Brown, Let, Carl	कर कार्यकृति स्टब्स्ट्र (एउटा स्ट	0.7 \$\$\$\ A \$\$\$	
90th %ile Green (s)	第3年 ク 域 17.0	17.0	60.0	contents de d'Induffie Hangelingelige, I sal	60.0	60.0	
COULTAING GLOCKI (S)	17.0	II.U	UU.U		00.0	U.U	

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Lane Group	WBL	WBR.	NBT	NBR	SBL	SBT	
90th %ile Term Code	Max	Max	Hold	en company	Max⊹	Max	The state of the s
70th %ile Green (s)	13.6	13.6	45.9	tan (Mile) - Landillaine	45.9	45.9	anna ann an a-maraidh a' 1911 - 1912 - 1912 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1 Tanna ann ann a-maraidh a' 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 - 1915 -
70th %ile:Term Code.	Gap,,	Gap	Hold, ",		Gap:	Gap ∷	helyka i 144 february a 1750 (1750) (
50th %ile Green (s)	9.2	9.2	29.3		29,3	29.3	A STATE OF THE PROPERTY OF THE
50th %ile Term Code	Gap	DEE	₃Hold"		⊹Gap.⊪	'Gap ⊹_	E. C. C. C. C. C. C. C. C. C. C. C. C. C.
30th %ile Green (s)	7.1	7.1	18.9		18.9	18.9	-
30th %ile Term Code	e la refebración hariama	Gap	(China) minasan i mandah	. Tha CA III III LEAD Coming II BUILD A CAN THE COME COME COM	Gap	-Gap	A second
10th %ile Green (s)	5.5	5.5	19.7		19.7	19.7	
10th %ile Term Code	, Gap.,	de de la contraction de la con	Dwell	መታ ነው። የተመረተ ነጋ ያለው። የመታ ነው። የተመረተ ነው። የተመረተ ነው። የተመረት ተመረተ ነው። የመጀመር ነው። የተመረተ ነው። የመጀመር ነው። የተመረተ ነው። የመጀመር ነው። የመጀመር ነው። የመጀመር ነው። የመጀመር ነው። የመጀመር ነው። የመጀመር ነው። የመጀመር ነው። የመጀመር ነው።	医伊尔氏征 医多二种动物	Dwell	The state of the s
Stops (vph)	110	43	71	LABOR APPRECIA	352	145	CONTRACTOR OF THE STATE OF THE
Fuel Used(gal)	4	8,	4		147	91	The program companies region in the second of the second o
CO Emmisions (g/hr)	314	582	252	i annemarina	966	651	Karangan ang pantang may manggan mong panggan mang panggan ang at at mangkan mangkan mangkan manggan manggan
NOx Emmisions (g/hr)	61	3113	49	Arrista (2. nasilogija) Grave produkta kindrazi Grave produkta kindrazi	188	127	The second secon
VOC Emmisions (g/hr)	73	135	58	-Mascuria de Modra (Adr	224	151	n mellitästekkontratikk og tromanerskemtelsis i inns er sækkontrædeskærerer og er sestembrædet er er er
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Queue Length 50th (ft)	36	0 ::::::::::::::::::::::::::::::::::::	0 ::::::::::::::::::::::::::::::::::::	udski svenovenic	94	43	የምርት ነገኛ ነገኛ የነገር እንዲመኖመ ጀመር መስመስ ነው እና ሲነውቸው እስደ አንስ እና መስመስ በተለያዩው ብ ት በኢትዮጵያ የመጀመር ትንስ. ነ
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Queuing Penalty (veh)	från i Palet Mik Latifickt äftigt skrask/athratickt	ibis grafija die 1864 a. in ibist idiiar seeks sala	ใหญ่เล้าเห็นจะมีรัก ส่วนใช้ ใช้เพื่อ เพลาะเล้าเล้าเกลียกให้เป็นสิ่นใช้	รักโรกเก็บได้กระหากไร ในโดยไปในการเป็นเพื่อส	ramentulik er til i flir frikk i in Les silv rindr i flir trek Afrika	licklinder) โดยหมือนให้เรื่องกับ เมื่อสักลักระบบแก้สักเดิมสักเลยหมือนใ	
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Intersection Summary		4000 A 1889			-10		
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Cycle Length: 85							
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Maximum v/c Ratio: 0.83		mateu Siriwatiwa	a Branco Kart	69697266972869		ongovanski prenista	
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90th %ile Actuated Cycle		Y3.7.49			C. L.CY.F.	77((55) XI	
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Residential Site 15-Hour Generator

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PERSONAL PROGRAMA A SELECTION OF THE PROGRAM OF THE PROGRAM OF THE PROGRAM OF THE PROGRAM OF THE PROGRAM OF THE	PEDESTRIANS GAPS/HOUR
	SCHOOL CROSSING, 20 Xing (YES/NO)
85TH PERCENTILE SPEED: 40	NEAREST SIGNALIZED INTERSECTION:
POPULATION: 10,000	IMPROVE PROGRESSION (YES/NO):
Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	
NUMBER OF APPROACHES:	MAJOR ROUTES (YES/NO)
LANES ON MAIN STREET.	WARRANTS IN 5 YRS (YES/NO)
	WARRING IIV DILING, TECHNOL
LANES ON MINOR STREET	
	ALTERNATIVES TO A SIGNAL EXPLORED YES
	NUMBER OF ACCIDENTS 0
	PEAK HOUR DELAY (VEH-HR)

		MAIN STREE	T	V	IINOR STRE	ET		WARRANT 1		WARRANT 2	WARRANT 3
		PERCENT	PERCENT		PERCENT	PERCENT		INTER-	COM81-		PEAK
	MAIN	OF	OF	MINOR	ĊF	· OF	VOLUME	RUPTION	NATION	4-HOUR	HOUR
- 1	STREET	WARRANT 1A	WARRANT 1B	STREET	WARRANT 1A	WARRANT 1B	WARRANT	WARRANT	WARRANT	WARRANT	WARRANT
HOUR	VOLUME	500	750	VOLUME	150	75	Condition A	Constition 8	Condition A&B		Condition B
24-1	Q	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
1-2	ò	0%	0%	ō	0%	0%	NO	NO	NO	NO	NO
2-3	o o	0%	0%	ō	0%	0%	NO	NO	NO	NO	NO
3-4	ā	0%	0%	Ō	0%	0%	NO	NO	NO	NO	NO
4-5	Ō	0%	0%	Ö	0%	0%	NO	NO	NO	NO	NO
5-6	0	0%	0%	0	0%	0%	NO	NO	NO	NO.	NO
6-7	o	0%	0%	-0	0%	0%	NO	NO	NO	NO	NO
7-8	711	142%	95%	389	259%	519%	YES	YES/NO	YES	YES	YES
8-9	476	95%	63%	256	171%	341%	YES/NO	NO	NO	NO	NO
9-10	0	0%	0%	0	0%	0%	NO	NO	- NO	NÓ	NO
10-11	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NQ
11-12	400	80%	53%	194	129%	259%	NO	NO	NO	NO.	NO 1
12-13	418	84%	56%	225	150%	300%	NO	NO	NO	NO	NO
13-14	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
14-15	511	102%	68%	276	184%	368%	YES	NO	NO	YES	NO
15-16	568	114%	76%	269	179%	359%	YES	NO	NO	YES	NO
16-17	687	137%	92%	301	201%	401%	YES	YES/NO	YES	YES	NO
17-18	881	176%	117%	382	255%	509%	YES	YES	YES	YES	YES
18-19	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
19-20	0	0%	0%	0	0%	0%	NO	NO	NO	ИО	NO
20-21	0	0%	0%	0	0%	-0%	NO	NO	NO	NO	NO
21-22	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
22-23	0	Ο%	0%	0	0%	0%	NO	NO	NO	NO :	. NO
23-24	0	0%	0%	0	0%	.0%	NO	NO	NO	NO	ЮИ
									l		

	A	MINIMUM VOLUME		NO	5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		50
	В	INTERUPTION:		NO			9
NO NE CONTRA	A & B	COMBINATION:		NO	3	N/A	24
2		FOUR-HOUR:		YES	.5	N/A	70
3	Α	PEAK HOUR DELAY:		NO	N/A	NA	, 0
	. В	PEAK.HOUR VOLUME:	A Constitution	YES	\mathbf{z}	N/A	96
4 7 6	No data collecte	ALMINIMUM PED VOLUMES!		N/A	24	24	N/A
5		🖸 SCHOOL CROSSING: 🔙 🔆		NO	N/A	. N/A	· 0
6		CORD. SIGNAL SYSTEM:		- NO	N/A	N/A	0
		ACCIDENT EXPERIENCE:		NO 🗀	8	N/A	. 0.
. 8		ROADWAY NETWORK		NO.	0	N/A	0

INTERSECTION MET BELCENTRAL AVENUE PIKE & F. Deaver Creek Drive (2005) IOB NUMBER PROVESS: 4867.2700

	PEDESTRIANS GAPS/HOUR: 28
	SCHOOL CROSSING, 20 Xing (YES/NO): NO
85TH PERCENTILE SPEED: 40	NEAREST SIGNALIZED INTERSECTION: 0
POPULATION: 10,000	IMPROVE PROGRESSION (YES/NO): NO
NUMBER OF APPROACHES: 3	MAJOR ROUTES (YES/NO)
LANES ON MAIN STREET: 1 LANES ON MINOR STREET: 1	WARRANTS IN 5 YRS (YES/NO): NO NO
LANES ON MINOR STREET.	ALTERNATIVES TO A SIGNAL EXPLORED.
	NUMBER OF ACCIDENTS 0.
A 2013年中央企業主義的企業主義の企業を行う。	PEAK HOUR DELAY (VEH-HR)

		MAIN STREE	T	N	INOR STRE	ĔΤ		WARRANT 1		WARRANT 2	WARRANT 3
	I	PERCENT	PERCENT		PERCENT	PERCENT		INTER-	COMBI-		PEAK
ļ	MAIN	OF	QF	MINOR	OF	OF	VOLUME	RUPTION	NATION	4-HOUR	HOUR
	STREET	WARRANT 1A	WARRANT 1B	STREET	WARRANT 1A	WARRANT 18	WARRANT	WARRANT	WARRANT	WARRANT	WARRANT
HOUR	VOLUME	500	750	VOLUME	150	75	Condition A	Condition B	Condition A&B		Condition B
	1										
24-1	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
1-2	0	0%	0%	0	0%	0%	NO	МÓ	NO	NO	NO
2-3	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
3-4] 0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
4-5	0	0%	0%	0	0%	0%	NO	NO	NO !	NO	NO :
5-6	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO]
6-7	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
7-8	828	166%	110%	453	302%	604%	YES	YES	YES	YES	YES
8-9	555	111%	74%	298	199%	398%	YES	NO	NO	YES	NO
9-10	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
10-11	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
11-12	466	93%	62%	226	151%	301%	YES/NO	NO	ON.	NO	NO
12-13	487	97%	65%	262	175%	350%	YES/NO	NO	NO	NO	NO
13-14	0	0%	0%	0	O%	0%	NO	NO	NO	NO.	МО
1 14-15	595	119%	79%	322	214%	429%	YES	МО	NO	YES	NO
15-16	662	132%	88%	313	209%	418%	YES	NO	YES	YES	NO
16-17	800	160%	107%	351	234%	468%	YES	YES	YES	YES	YES
17-18	1,026	205%	137%	445	297%	593%	YES	YES	YES	YES	YES
18-19	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
19-20	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
' 20-21	0	0%	0%	0	0%	0%	NO	Ю	NO	NO	NO
21-22	0	0%	0%	0	0%	0%	NO	.NO	NO	NO	NO
22-23	0	0%	0%	0	0%	0%	NO	NO	NO	ОИ	NO
23-24	0	0%	0%	0	0%	0%	NO	NO	NO	МО	NO
	ļ			<u> </u>						l	· .

Telebration (A MINIMUM VOLUME:	NO	6	2	60
	B INTERUPTION:	NO	3.5	0	27
A	B COMBINATION:	NO	4	N/A	32
2	FOUR-HOUR:	YES.	6	N/A	84
3	A PEAK HOUR DELAY:	NO.	N/A	N/A	. 0
	B PEAK HOUR VOLUME:	YES	23 (2.1	N/A	144
4 (Ne dina	colleges) MINIMUM PED, VOLUMES:	N/A	24 - 13	24	_'N/A
5	SCHOOL CROSSING:	NO	N/A	N/A	0
6	CORD SIGNAL SYSTEM:	NO.	N/A	N/A	. 0
	ACCIDENT EXPERIENCE:	NO	8	N/A	Ö
8 2 2 1	ROADWAY NETWORK:	ON SECTION	0 1	N/A	0

INTERSECTION CARRIED AVENUESPIKE & ESBEAVAR GRANK DAYE (2005), Prof. Vision Communication (CRINDMBER 1977) (0)

	Permission de la company	PEDESTRIANS GAPS/HOUR
		SCHOOL CROSSING, 20 Xing (YES/NO); NO 1/4
85TH PERCENTILE SPEED:	40 243	NEAREST SIGNALIZED INTERSECTION. 0
POPULATION	10,000	IMPROVE PROGRESSION (YES/NO):
NUMBER OF APPROACHES:	3	MAJOR ROUTES (YES/NO)
LANES ON MAIN STREET		WARRANTS IN 5 YRS (YES/NO).
LANES ON MINOR STREET		ALTERNATIVES TO A COMMENT OFFI
		-ALTERNATIVES TO A SIGNAL EXPLORED YES NUMBER OF ACCIDENTS
		PEAK HOUR DELAY (VEH-HR):
mandation for each on the following change and the representations of sufficients from the property and the section	en en anne i Sankai eile ear definit bleastain.	The man the contraction of a marting discontinuous and a property of the contraction of

		MAIN STREE	T	Ą	MINOR STRE	ĒΤ		WARRANT 1		WARRANT 2	WARRANT 3
		PERCENT	PERCENT		PERCENT	PERCENT		INTER-	COMBI-		PEAK
	MAIN	OF	OF	MINOR	OF	-OF	VOLUME	RUPTION	NATION	4-HOUR	HOUR
	STREET	WARRANT 1A	WARRANT 1B	STREET	. WARRANT 1A	WARRANT 18	WARRANT	WARRANT	WARRANT	WARRANT	WARRANT
HOUR	VOLUME	500	750	VOLUME	. 200.	100	Condition A	Condition 8	Candition A&B		Condition B
24-1	0	0%	0%	Û	0%	0%	NO	NO	NO	NO :	МО
1-2	0	0%	0%	0	0%	0%	NO	NO	NO	МО	NO
2-3	0	0%	0%	0	0%	0%	NO	NO	NO	Ю	NO
3-4	0	0%	0%	0	0%	0%	NO	NO	NO]	NO	NO
4-5	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
5-6	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
6-7	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
7-8	852	170%	114%	558	279%	558%	YES	YES	YES	YES	YES
8-9	579	116%	77%	371	186%	371%	YES	NO	NO	YES	NO
9-10	0	0%	0%	0	0%	0%	NO	NO	NO	ИО	NO
10-11	. 0	0%	0%	0	0%	0%	NO '	NO	NO	NO	NO
11-12	498	100%	66%	258	129%	258%	YES/NO	NO	NO	NO	NO
12-13	51 9	104%	69%	294	147%	294%	YES	NO	NO	NO	NQ
13-14	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
14-15	628	126%	84%	354	177%	354%	YES	NO	YES	YES	NO
1 5-16	702	140%	94%	346	173%	346%	YES	YES/NO	YES	YES	NO
16 -17	856	171%	114%	391	196%	391%	YES	YES	YES	YES	YES
17-18	1,115	223%	149%	501	251%	501%	YES	YES	YES	YES	YES
18-19	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
1 9 -20	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
20-21	0	0%	0%	0	0%	- 0%	NO	NO	NO	NO	NO
21-22	0	0%	0%	0	0%	0%	NO -	NO	NO	NO	NO
22-23	0	0%	0%	0	0%	0%	NO	NO	NO	NO	NO
23-24	0	0%	0%	0	0%	0%	NO :	NO	NO	NO	NO -
			j								

				W 44220		
	MINIMUM VOLUME:		NO .	7	1	70
	I INTERUPTION:		NO .			27
A	B COMBINATION:		NO	5	N/A	40
2	S. FOUR-HOUR!		YES	6	N/A	. 7:84⊹
3	PEAK HOUR DELAY		NO	N/A	N/A	0
	PEAK HOUR VOLUM	/E :	YES	3	N/A	144
4 ≥ (No data i	olleded) MINIMUM PED. VOL	UMES:	N/A	24	24	N/A
5	SCHOOL CROSSING		NO	· N/A	N/A	,, o
. 22 6 20 5 5 7 10 6 1	CORD. SIGNAL SYS	STEM:	⇒ NO ∵∵	N/A	N/A	0
0.4 7 .300.000	ACCIDENT EXPERIE	ENGE:	NO	. · · · · · ·	N/A	. 0
	ROADWAY NETWO	RK	NO	. 0	N/A	/ · · · · · · ·
	和 在 体和 的					

WILBUR SMITH ASSOCIATES INTERSECTION: E.Beaver Creek & Central

DATE: 1-8-02

DAY OF WEEK: Tuesday

File Name: E.Beaver Creek & Central

Site Code : 00000001

Start Date : 01/08/2002

Page No :1

JOB NUMBER:

COUNTED BY: Jack Tatham

	Central Av		E. Beaver C		Central Av	e.	
l l	Southbour	nd	Westboun	ıd	Northbour		
Start Time	Left	Thru	Left [Right	Thru	Right	Int. Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	77777546
07:00 AM	22	7	8	45	79	21	182
07:15 AM	44	19	12	87	113	18	293
07:30 AM	36	17	14	95	137	47	346
07:45 AM	65	9	17	111	69	8	279
Total	167	52	51	338	398	94	. 1100
		V 1	٠.	300 (000	37 }	, , , , , ,
08:00 AM	20	5	11	66	89	38	229
08:15 AM	17	12	9	76	56	8	178
08:30 AM	24	25	5	49	73	15	191
08:45 AM	24	10	4	36	48	12	134
Total	85	52	29	227	266	73	732
11:00 AM	30	21	6	50	41	11	159
11:15 AM	37	25	5	36	28	8	139
11:30 AM	37	24 [7	37	37	3	145
11:45 AM	34	23	13	40	32	9	1 51
Total	138	93	31	163	138	31	594
12:00 PM	50	28	12	45	30	8	173
12:15 PM	22	26	5	47	26	7	133
12:30 PM	43	17	9	50	36	5	160
12:45 PM	55	24	10	47	33	8 [177
Total	170	95	36	189	125	28	643
		5					
02:00 PM	46	31	8	41	34	11	. 171
02:15 PM	50	23	6	46	26	10	161
02:30 PM	51	47	32	60	24	10	224
02:45 PM	72	34	20	63	31	11	231
Total	219	135	66	210	115	42	787
03:00 PM	58	41	13	51	32	6	201
03:15 PM	74	29	26	53	37	11	230
03:30 PM	72	59	29	49	26	12	247
03:45 PM	52	27	13	35	25	7	159
Total	256	156	81	188	120	36	837
04:00 PM	68	49	32	54	37	7	247
04:15 PM	67	57	12	43	29	á	216
04:30 PM	\ 64	47	20	71	38	5	245
04:45 PM	84	74	23	46	46	7	280
Total	283	227	87	214	150	27	988
05:00 DM	02	404 l	20	ea l	24		000
05:00 PM	93	101	30	63	31	7	325
05:15 PM	106	99	22	74	46	10	357
05:30 PM	99	62	34	70	42	5	312
05:45 PM Total	63 361	60 322	19 105	70 277	50 169	7 29	269 1263
		•		•			
Grand Total	1679	1132	486	1806	1481	360	6944
		40.21	771 7	7001	PO 4	40.01	
Approh % Total %	59.7 24.2	40.3 16.3	21.2 7.0	78.8 26.0	80.4 21.3	19.6 5.2	

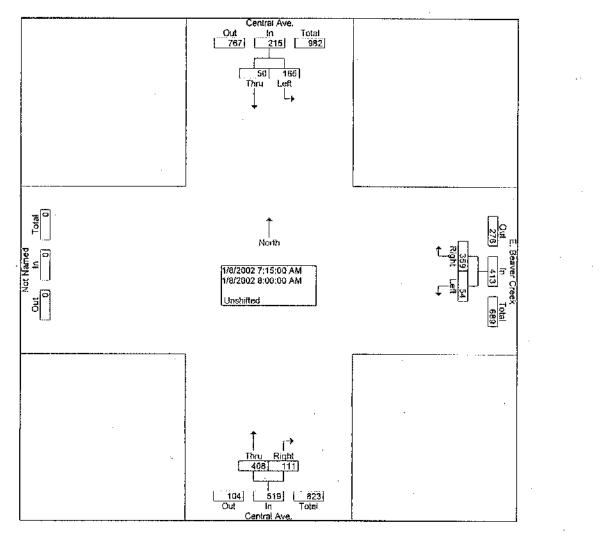
WILBUR SMITH ASSOCIATES INTERSECTION: E.Beaver Creek & Central

File Name: E.Beaver Creek & Central

Site Code : 00000001 Start Date : 01/08/2002

Page No :2

	Į.	entral Ave		E. Beaver Creek Westbound				entral Av lorthbour			7
Start Time	Left		App. Total	Left					App. Total	App. Tota	Int. Total
Peak Hour From 07:	00 AM to 09:	:45 AM - F	Peak 1 of 1	-							
Intersection	07:15 AM						-			-	1
Volume	165	50	215	54	359	413	408	111	519	C	1147
Percent	76.7	23.3	1	13.1	86.9		78.6	21.4			
07:30 Volume	36	17	53	14	95	109	137	47	184	O	346
Peak Factor			i								0.829
High Int.	07:45 AM			07:45 AM			07:30 AM			6:45:00 AM	
Volume Peak Factor	65	9	74 0.726	17	111	128 0.807	137	47	184 0.705		



WILBUR SMITH ASSOCIATES

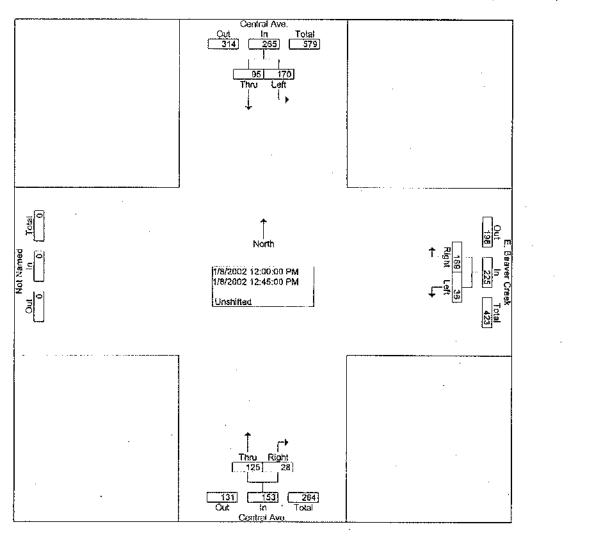
INTERSECTION: E.Beaver Creek & Central

File Name: E.Beaver Creek & Central

Site Code : 00000001 - Start Date : 01/08/2002

Page No : 3

	(entral Ave.		E. [Beaver Cr	eek	C	entral Av	e.		1
	S	outhbound		V	Vestboun			lorthbour	d		
Start Time	Left	Thru A	App. Total	Left	Right	App. Total	Thru	Right	App. Total	App. Total	Int. Total
Peak Hour From 10:	00 AM to 01	:45 PM - Pe	eak 1 of 1								<u> </u>
Intersection	12:00 PM		1				1		-		
Valume	170	95	265	36	189	225	125	28	153	0	643
. Percent	64.2	35.8		16.0	84.0		81.7	18.3			• -
12:45 Volume	55	24	79	10	47	57	33	8	41	0 :	177
Peak Factor										· i	0.908
High Int.	12:45 PM			12:30 PM			12:30 PM				
Volume	55	24	79	9	50	59	36	5	41		
Peak Factor			0.839			0.953			0.933		



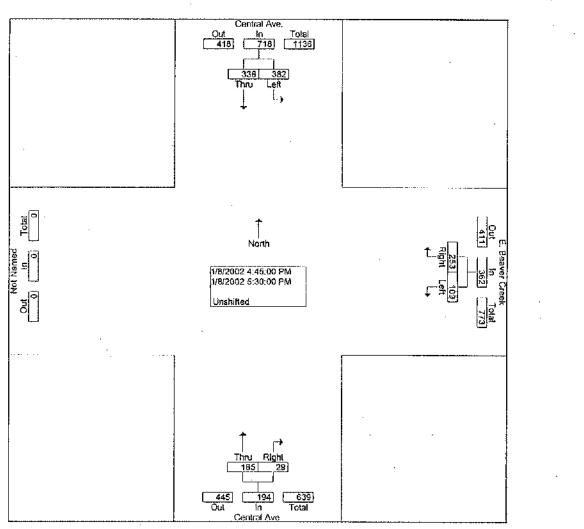
WILBUR SMITH ASSOCIATES INTERSECTION: E.Beaver Creek & Central

File Name: E.Beaver Creek & Central

Site Code : 00000001 Start Date : 01/08/2002

Page No : 4

	1	entral Ave, outhbound			leaver Ci Vestbour	nd	1	entral Ave lorthboun		····	}
Start Time	Left	Thru A	App. Total	Left	Right	App. Total	Thru	Right	App. Total	App. Total	Int. Total
Peak Hour From 02:	00 PM to 05	:45 PM - Pe	eak 1 of 1								·
intersection	04:45 PM										
Volume	382	336	718	109	253	362	165	29	194	0	1274
Percent	53.2	46.8		30.1	69.9		85.1	14.9		_	, , , ,
05:15 Volume	106	99	205	22	74	96	46	10	56	0	357
Peak Factor										_	0.892
High Int.	05:15 PM			05:30 PM			05:15 PM				
Volume	106	99	205	34	70	104	46	10	56		
Peak Factor			0.876			0.870			0.866		



Survey #: 444 Begin: 01/08/2002 10:00 End:01/09/2002 10:00

Route: E.Beaver Creek Lane: EB Hours: 24 hrs
Loc/Sta Going Toward Halls Oper: BSG AdjF: 1.000 Period: 15 min
City: Knoxville, TN Posted: 40 mph Raw Count: 3375
County: Knox AADT Factor: 1.00 AADT Count: 3375

	.========			**************************************
	Day	Date	Time	Count
	Tue	01/08/2002	10:00	26
	Tue	01/08/2002	10:15	39
	Tue	01/08/2002	10:30	19
	Tue	01/08/2002	10:45	29
	Tue	01/08/2002	11:00	20
	Tue .	01/08/2002	11:15	30
	Tue	01/08/2002	11:30	27
	Tue	01/08/2002	11:45	33
	Tue	01/08/2002	12:00	45
	Tue	01/08/2002	12:15	43
	Tue	01/08/2002	12:30	
	Tue	01/08/2002		23
			12:45	28
	Tue	01/08/2002	13:00	43
	Tue	01/08/2002	13:15	35
	Tue	01/08/2002	13:30	26
•	Tue	01/08/2002	13:45	48
	Tue	01/08/2002	14:00	46
	Tue	01/08/2002	14:15	36
	\mathtt{Tue}	01/08/2002	14:30	47
	Tue	01/08/2002	14:45	80
	Tue	01/08/2002	15:00	58
	Tue	01/08/2002	15:15	61
	Tue	01/08/2002	15:30	· 77
	Tue	01/08/2002	15:45	98
	Tue	01/08/2002	16:00	88
	Tue	01/08/2002	16:15	102
	Tue	01/08/2002	16:30	105
	Tue	01/08/2002	16:45	108
	Tue	01/08/2002	17:00	129
	Tue	01/08/2002	17:15	131
	Tue	01/08/2002	17:30	150 514
	Tue	01/08/2002	17:45	104
	Tue	01/08/2002	18:00	115
	Tue	01/08/2002	18:15	81
	Tue	01/08/2002	18:30	68
	Tue	01/08/2002	18:45	48
	Tue	01/08/2002	19:00	52
	Tue	01/08/2002	19:15	61
	Tue	01/08/2002	19:30	42
	Tue	01/08/2002	19:45	56
	Tue	01/08/2002	20:00	46
	Tue	01/08/2002	20:00	
	Tue	01/08/2002		40
	Tue	01/08/2002	20:30	36
	iue	01/00/2002	20:45	16

Route: E.Beaver Creek Lane: EB Hours: 24 hrs Loc/Sta Going Toward Halls Oper: BSG AdjF: 1.000 Period: 15 min

City: Knoxville, TN Posted: 40 mph Raw Count: 3375
County: Knox AADT Factor: 1.00 AADT Count: 3375

County: Kno		AADT Facto	or: 1.00	AADT Count: 3375	
	Day	Date	Time	count	=
·	Tue	01/08/2002	21:00		=
	Tue	01/08/2002	21:15	53	
	Tue	01/08/2002	21:30	38	
	Tue	01/08/2002	21:45	34	
	Tue	01/08/2002	22:00	36	
•	Tue	01/08/2002	22:15	32	
	Tue	01/08/2002	22:30	15	
	Tue	01/08/2002	22:45	20	
	Tue	01/08/2002	23:00	12	
	Tue	01/08/2002	23:15	22	
	Tue	01/08/2002	23:30	20	
	Tue	01/08/2002	23:45	14	
	Wed	01/09/2002	00:00	13	
,	Wed	01/09/2002	00:15	6	
	Wed	01/09/2002	00:30	4	
	Wed	01/09/2002	00:45	6	
	Wed	01/09/2002	01:00	3	
	Wed	01/09/2002	01:15	4	
	Wed	01/09/2002	01:30	1	
	Wed	01/09/2002	01:45	5	
	Wed	01/09/2002	02:00	2	
	Wed	01/09/2002	02:15	3	
	Wed	01/09/2002	02:30	1	
	Wed	01/09/2002	02:45	. 3	
	Wed	01/09/2002	03:00	2	
	Wed	01/09/2002	03:15	3	
	Wed	01/09/2002	03:30	0	
	Wed	01/09/2002	03:45	9	
	Wed	01/09/2002	04:00	2	
	Wed	01/09/2002	04:15	2	
	Wed	01/09/2002	04:30	1	
	Wed	01/09/2002	04:45	. 1	
	Wed	01/09/2002 01/09/2002	05:00	2	
	Wed Wed	01/09/2002	05:15	2	
	Wed	01/09/2002	05:30	0	
	Wed	01/09/2002	05:45 06:00	1 7	
	Wed	01/09/2002	06:00		
	Wed	01/09/2002	06:30	10	
•	Wed	01/09/2002	06:45	7 7	
	Wed Wed	01/09/2002	07:00		
	Wed	01/09/2002	07:00 07: 1 5	13	
	Wed	01/09/2002	07:30		
	Wed	01/09/2002	07:45	43 40 189	
	1144	01/02/2002	01.43	4 O	

Survey #:

Begin: 01/08/2002 10:00 End:01/09/2002 Lane: EB

Route: E.Beaver Creek Hours : 24 hrs Loc/Sta Going Toward Halls Oper: BSG AdjF: 1.000 Period: 15 min City: Knoxville, TN Posted: 40 mph Raw Count: 3375 County: Knox

AADT Factor: 1.00 AADT Count: 3375

Day	Date	Time	Count	
 Wed	01/09/2002	08:00	49	
Wed	01/09/2002	08:15	25	
Wed	01/09/2002	08:30	30	
Wed	01/09/2002	08:45	27	
Wed	01/09/2002	09:00	19	
Wed	01/09/2002	09:15	23	
Wed	01/09/2002	09:30	23	
Wed	01/09/2002	09:45	23	

^{*} Page 3 *

Survey #: 445 Begin: 01/08/2002 10:00 End:01/09/2002

Route: E.Beaver Creek Lane: WBHours : 24 hrs BSG AdjF: 1.000 Period: 15 min Loc/Sta Going Toward Powell Oper:

City: Knoxville, TN Posted: 40 mph Raw Count: 3620

County: Knox	•	AADT Factor:		Count: 3620
Da	ıy l	Date	Time (Count
Tu		======================================	:=====================================	51
Tu	ie (01/08/2002	10:15	48
Tu.		· · · · · · · · · · · · · · · · · · ·	10:30	38
Tu	te (01/08/2002	10:45	36
Tu	ie (01/08/2002	11:00	39
· Tu	ie (01/08/2002	11:15	43
Tu	ie (01/08/2002	11:30	40
Tu	ie (01/08/2002	11:45	43
. Tu	le (01/08/2002	12:00	47
Tu	ie (01/08/2002	12:15	38
Tu	ie (01/08/2002	12:30	43
Tu			12:45	42
· Tu			13:00	37
Tu		01/08/2002	13:15	38
Tu		*. *.	13:30	42
Tu			13:45	37
Tu			14:00	49
Tu			14:15	48
Tu		14	14:30	37
Tu			14:45	47
Tu			15:00	-66
Tu		•	15:15	42
Tu			15:30	49
Tu	ie .		15:45	43
Tu			16:00	59
Tu			16:15	37 .
Tu		• •	16:30	43
Tu			16:45	4 <u>7</u>
Tu			17:00	. 58 ⁻
Tu			17:15	6i 260
Tu	le (01/08/2002	17:30	63
Tu	.e (01/08/2002	17:45	78_
Tu		1.	18:00	49
. Tu			18:15	42
Tu			18:30	62
Tu			18:45	49_
Tu	.e (01/08/2002	19:00	38.
Tu			19:15	22
Tu			19:30	35
Tu			19:45	25
Tu	,e (01/08/2002	20:00	24
Tu	.e (01/08/2002	20:15	19
Tu			20:30	25
Tu	.e (01/08/2002	20:45	15

E.Beaver Creek Route: Lane: WB Hours : 24 hrs Loc/Sta Going Toward Powell Oper: BSG AdjF: 1.000 Period: 15 min City: Knoxville, TN Posted: 40 mph Raw Count: 3620 AADT Factor: 1.00

County: Knox AADT Count: 3620 Time Day Date Count 01/08/2002 Tue 21:00 25 Tue 01/08/2002 21:15 20 Tue 01/08/2002 21:30 23 Tue 01/08/2002 21:45 15 01/08/2002 Tue 22:00 18 Tue 01/08/2002 22:15 13 Tue 01/08/2002 22:30 15 Tue 01/08/2002 22:45 6 01/08/2002 Tue 23:00 12 Tue 01/08/2002 23:15 9 3 Tue 01/08/2002 23:30 Tue 01/08/2002 23:45 5 Wed 01/09/2002 6 00:00 Wed 01/09/2002 00:15 3 Wed 01/09/2002 00:30 0 Wed 01/09/2002 00:45 4 01/09/2002 2 Wed 01:00 2 Wed 01/09/2002 01:15 Wed 01/09/2002 01:30 1 1 Wed 01/09/2002 01:45 Wed 01/09/2002 02:00 0 Wed 01/09/2002 0 02:15 01/09/2002 2 Wed 02:30 01/09/2002 Wed 02:45 0 Wed 6 01/09/2002 03:00 Wed 01/09/2002 03:15 2 3 01/09/2002 Wed 03:30 03:45 9 Wed 01/09/2002 Wed 01/09/2002 04:00 4 Wed 01/09/2002 04:155 Wed 01/09/2002 04:30 9 8 Wed 01/09/2002 04:45 14 Wed 01/09/2002 05:00 Wed 01/09/2002 05:15 14 Wed 01/09/2002 05:30 31 Wed 01/09/2002 05:45 44 01/09/2002 Wed 06:00 40 01/09/2002 Wed 06:15 64 Wed 01/09/2002 06:30 57 Wed 01/09/2002 06;45 73 01/09/2002 Wed 07:00 99, Wed 01/09/2002 07:15 143 601 Wed 01/09/2002 07:30 168 Wed 01/09/2002 07:45 155

NU-METRICS CDM FRAME STUDY -- CDM Version 2.3 01/09/2002 Begin: 01/08/2002 10:00 End:01/09/2002 Survey #: 445 Route: E.Beaver Creek Lane: WB Hours : 24 hrs BSG AdjF: 1.000 Period: 15 min Loc/Sta Going Toward Powell Oper: City: Knoxville, TN Posted: 40 mph Raw Count: 3620 County: Knox AADT Factor: 1.00 AADT Count: 3620

Day	Date	Time	Count	
		***	=======================================	
Wed	01/09/2002	08:00	135	
Wed	01/09/2002	08:15	117	
Wed	01/09/2002	08:30	80	
Wed	01/09/2002	08:45	85	
₩ed	01/09/2002	09:00	40	
Wed	01/09/2002	09:15	43.	
Wed	01/09/2002	09:30	53	٠.
Wed	01/09/2002	09:45	40	

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Movement	WBL	WBR	NBT	NBR.	SBL	SBT?			Figure Designation of the Control of	
Lane Configurations	*	7	4		ሻ	†	+ + .		e managina sebagai penang	A. 24. 24. 24. 24. 24. 24. 24. 24. 24. 24
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Approach LOS	C	ragga a pagtapar kejib Arting grad	enjant steer en der beginnt	nemated the Africa, pipe	ers, eine letting betsenkelt	n under tro feek aller Grabber?	arollakin pii igika IV.E •	i-to A machalician cinama	allener (1986)	Andrew Control in the Con-
Intersection Summary					74754541458					
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"The production bright of	"EARSO	Pariticisi (1916)		artista en 🗎	Mark Ch				Geografie George Stand	169220000

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Movement	- WBL	WBR	NBT	NBR	SBL	SBT					
Lane Configurations	`	7	4		75	↑		A CALL CORPORTORS	.zz. zzyzgoz		***** **** * . 1 5,4 4
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Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					ord consistent on \$ \$ common a
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