TIM MILLER ASSOCIATES, INC.

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August 1, 2016

President David H. Stolman, AICP, PP Frederick P. Clark Associates, Inc. 350 Theodore Fremd Avenue Rye NY, 10580

RE: Transportation Study for a Multi-Family Development

Project: Parth Knolls, LLC Location: 87 Hawkes Avenue,

Ossining, NY 10562

Section: 80.20, Block 1, Lot 15

Dear Mr. Stolman:

This letter responds to the your request to study the NYS Route 9A and Croton Dam Road (NYS Route 134) intersection in relation to the proposed Parth Knolls, LLC project.

Summary

As previously noted (Feb. 26, 2016 letter) using New York State Department of Transportation data, average daily traffic on both NYS Route 9A and NYS Route 134 has for the decade following 2003 declined by over one percent per year.

The NYS Route corridor south of US Route 9 overlap is recognized as an issue and the New York State Department of Transportation has included the corridor in long range plans (*A Shared Vision for a Sustainable Region*, September 4, 2013) and has initiated work on some locations in Westchester County south of Ossining. At the intersection of NYS Route 9A and NYS Route 134, protected left turn movements from NYS Route 9A were provided by the State. Such protected signal phase improvements tend to improve safety at the cost of capacity.

Both of the above speak to the corridor being a known and long standing regional issue that probably will continue for decades. The NYS Route 9A corridor is one of several corridors providing major north-south access for residents of multiple counties.

The River Knolls traffic study once again confirmed what is already known and been stated, that the intersection of NYS Route 9A and Croton Dam Road NYS Route 134

Mr. Stolman August 1, 2016, Page 2

is congested. Based on New York Department of Transportation historical data and the delays in Table 1 the congested condition has likely existed for at least a decade. Table 1 indicates there is no change in level of service as a result of the Parth Knolls Project.

The traffic analysis indicated trip generation peak of 46 trips less than half the 100 vehicle trips to be considered a substantial increase under SEQRA. Thus the volume itself is not significant and thus does not warrant the delay of the approval of this project. The project is anticipated to add to the NYS Route 9A and Croton Dam Road intersection 13 trips to the projected 3823 trips in the a.m. peak hour and 24 trips to the 4034 projected in the p.m. peak hour. The projected trips at the subject intersection is less than one quarter of 100 trips.

Analysis

This analysis utilizes the River Knolls traffic study to form the basis of the traffic as there is only four months between the counts. To the extent possible, the Existing Conditions are nearly the same in the River Knolls Build Condition taken as the No Build Condition herein. Onto the River Knolls Build Condition, the Parth Knolls project traffic added to form the Parth Knolls Build Condition. We note that the background growth used in the River Knolls project at two percent per year is conservatively high given that historically traffic is declining on both roads.

Attachment A contains the traffic volumes for all conditions.

Attachment B contains the level of service analysis for the Existing, No Build, and Build Conditions. Since the River Knolls project is considered part of the No Build Condition, their a.m. peak hour mitigation timing is included in the a.m. peak hour No Build and Build Conditions. Attachment C has the level of service criteria.

As typically done in traffic analysis, the peak hour factors are unchanged and no traffic is rerouted based on the congested condition. In actually both of these may reduce the future peak flows more than the added project traffic to the intersection in the future.

	Levels of Service (Delay in seconds per vehicle) Volume to Capacity Ratio											
	Lane Group	Week	day A.M. Peal	k Hour	Week	day PM Peak	Hour					
Intersection Road	Approach Direction - Movement	Existing	No Build	Buîld	Existing	No Build	Build					
NYS Route 9A and Croton Dam Road (NYS Route 134) signalized												
NYS Route 9A	EB-L	E (72.0) 0.85	E (74.3) 0.86	E (74.3) 0.86	F (83.5) 0.86	F (85.4) 0.87	F (85.4) 0.87					
	EB-T	C (21.8) 0.86	C (33.5) 0.95	C (33.5) 0.95	B (10.8) 0.41	B (11.2) 0.43	B (11.2) 0.43					
	EB-R	A (8.7) 0.09	B (11.0) 0.10	B (11.1) 0.10	A (8.6) 0.14	A (9.0) 0.18	A (9.0) 0.18					
NYS Route 9A	WB - L	F (213.7) 0.98	F (222.1) 1.04	F (222.1) 1.04	F (113.1) 0.82	F (104.3) 0.80	F (104.3) 0.80					
	WB - T, R*	B (18.2) 0.48	C (22.8) 0.53	C (22.8) 0.53	F (58.7) 1.01	F (72.1) 1.05	F (74.5) 1.05					
Croton Dam Rd	NB - L, T, R	E (74.6) 0.89	F (104.4) 1.02	F (111.7) 1.04	F (181.1) 1.18	F (314.0) 1.50	F (324.5) 1.52					
Croton Dam Rd	SB-L, T, R	É (77.6) 0.91	E (61.4) 0.81	E (61.6) 0.81	F (104.7) 0.98	F (125.4) 1.05	F (125.9) 1.05					
	Overall	C (31.5)	D (41.0)	D (41.8)	E (56.2)	E (73.8)	E (76.1)					
NB = Northbou			1	/B = Westbound		L. (7 5.0)	C (70.1)					
L = left, R= right, T = through, (e.g. WB-L = Westbound left). *Through-Right lane data shown.												

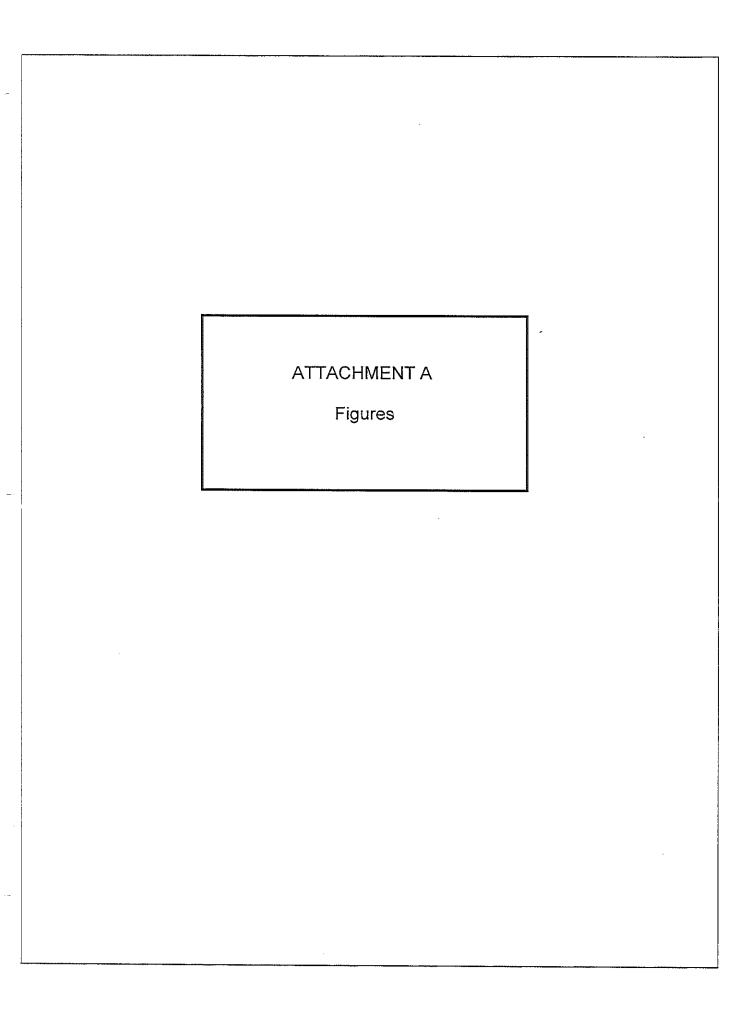
If there are any question regarding why this project should not proceed based on the limited project volumes at the intersection please contact me.

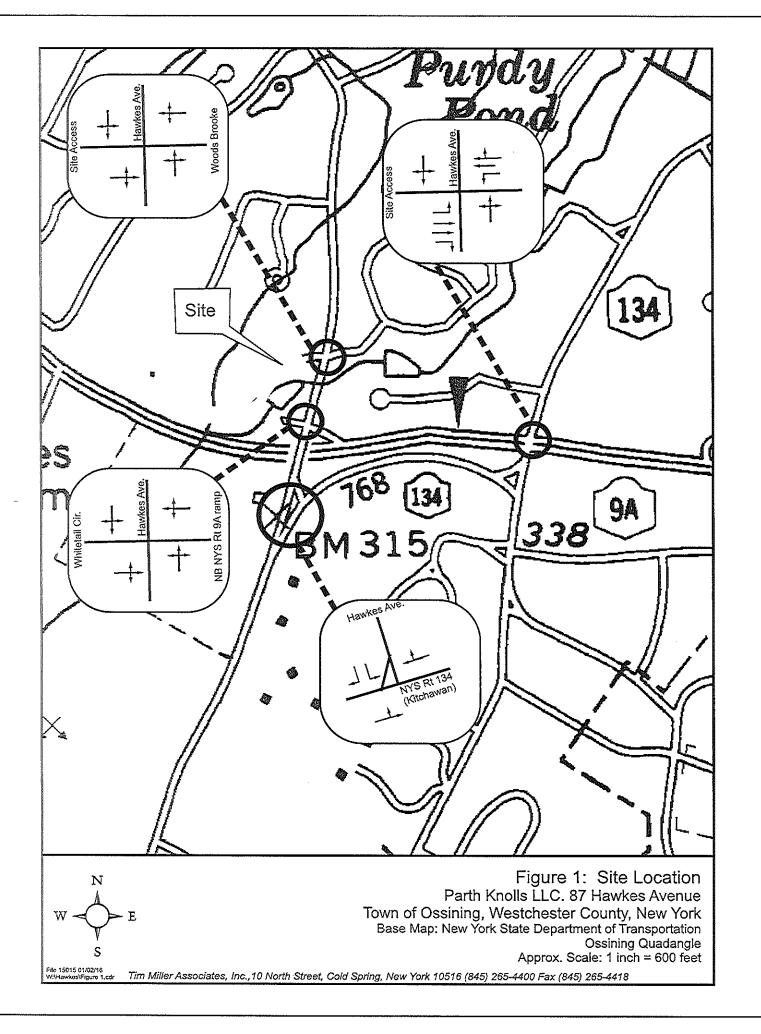
Sincerely,

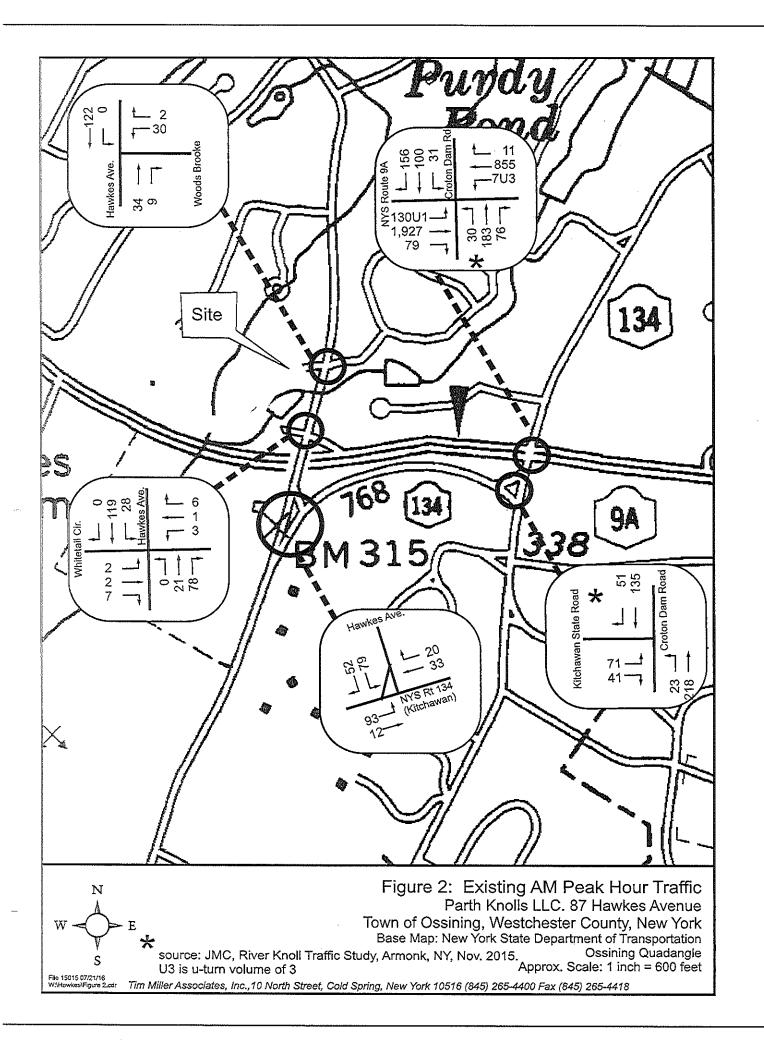
James A. Garofalo, AICP CTP Director of Transportation Division

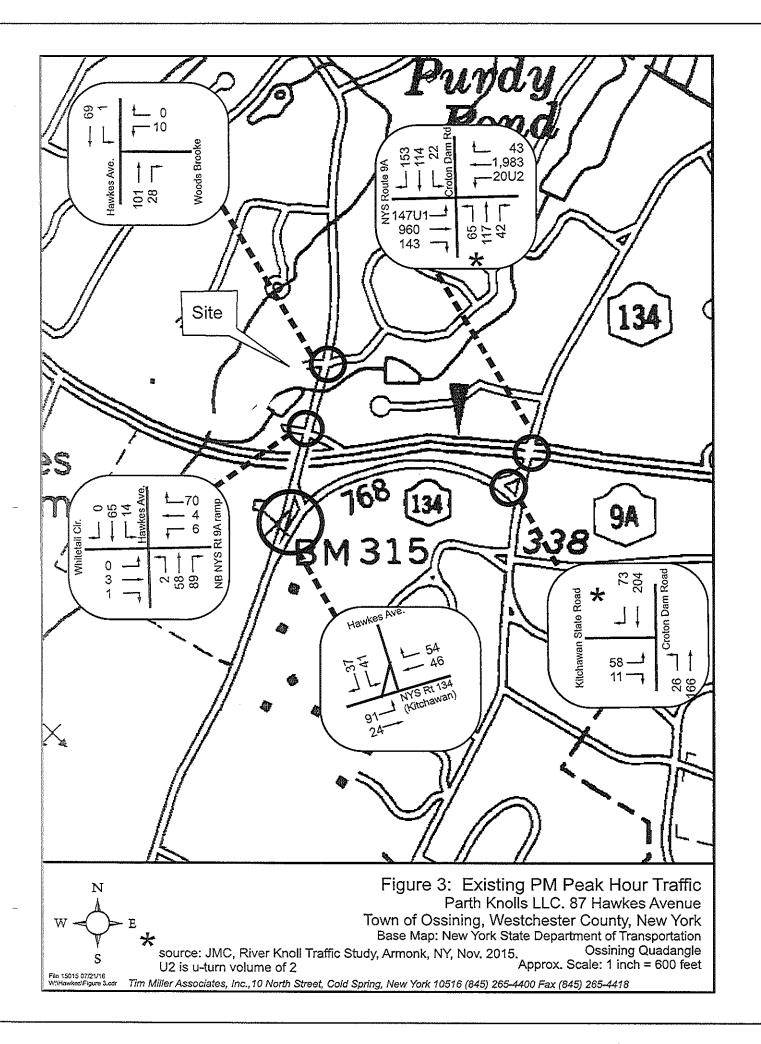
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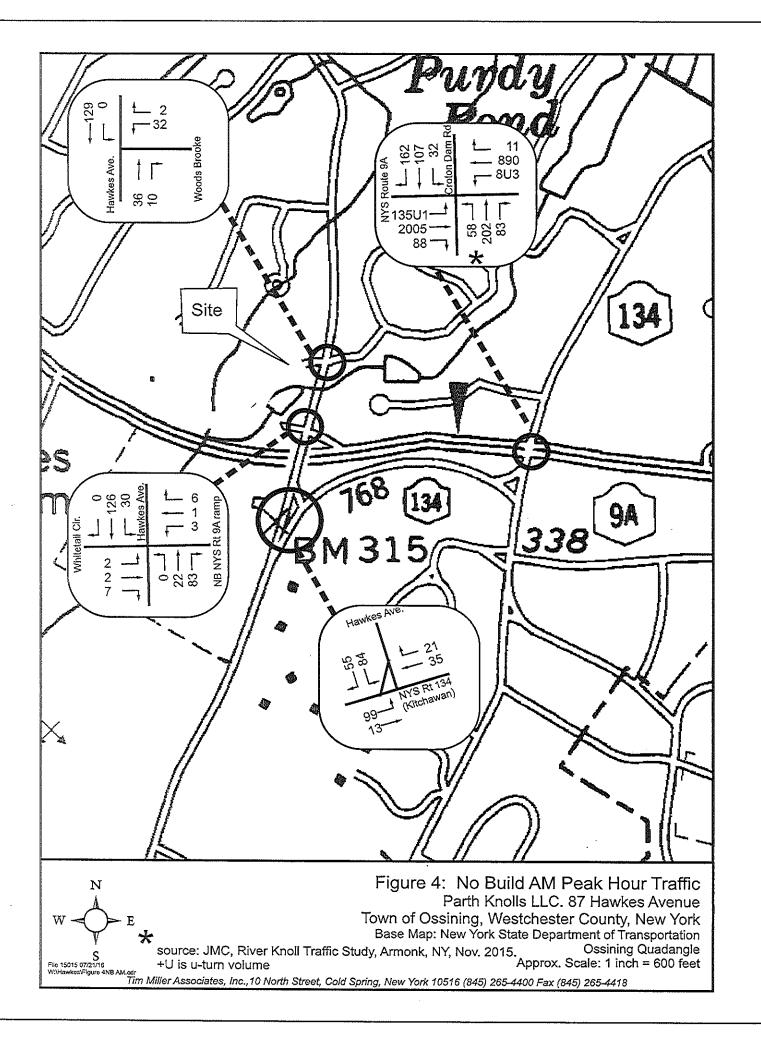
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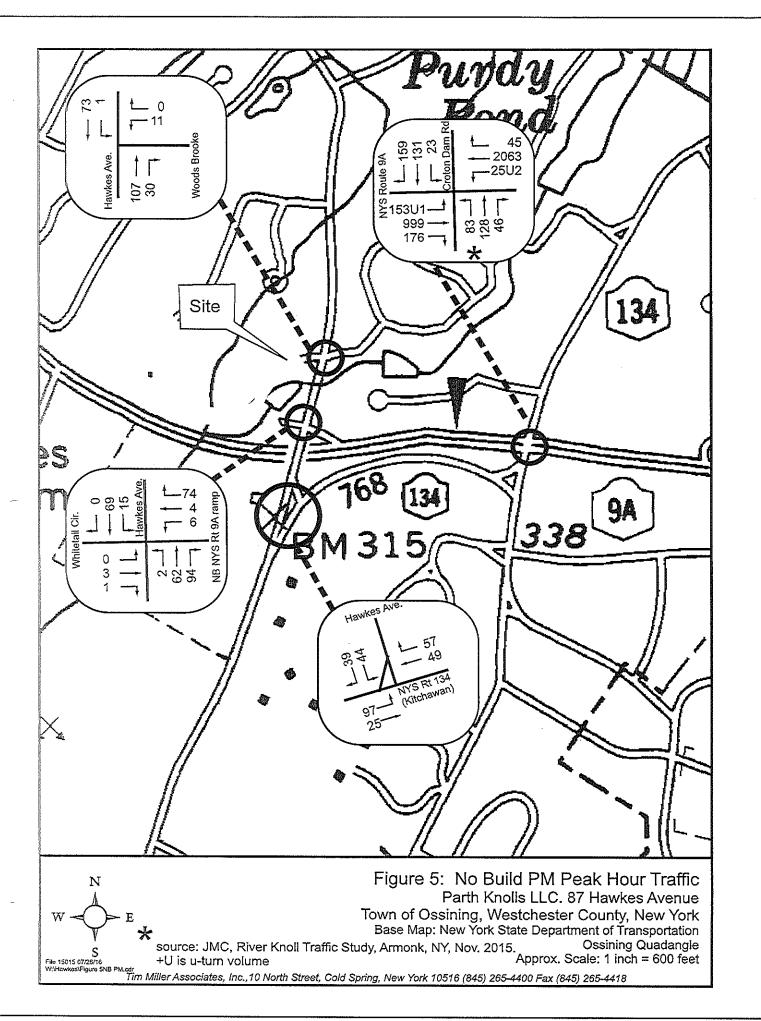


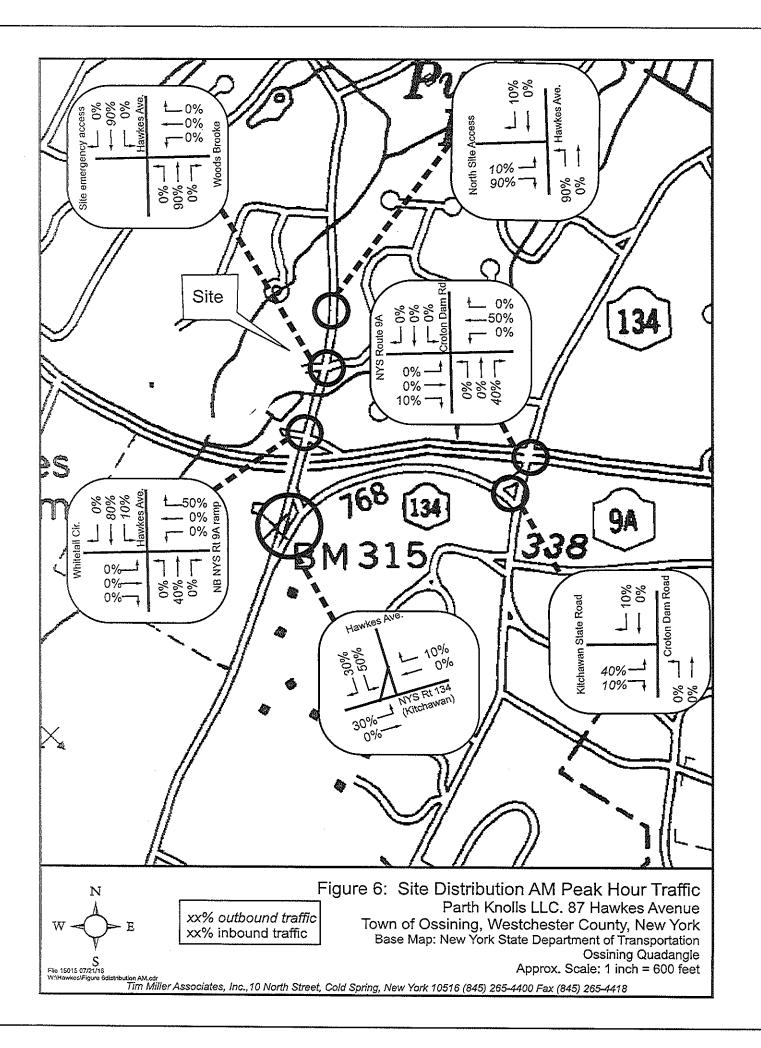


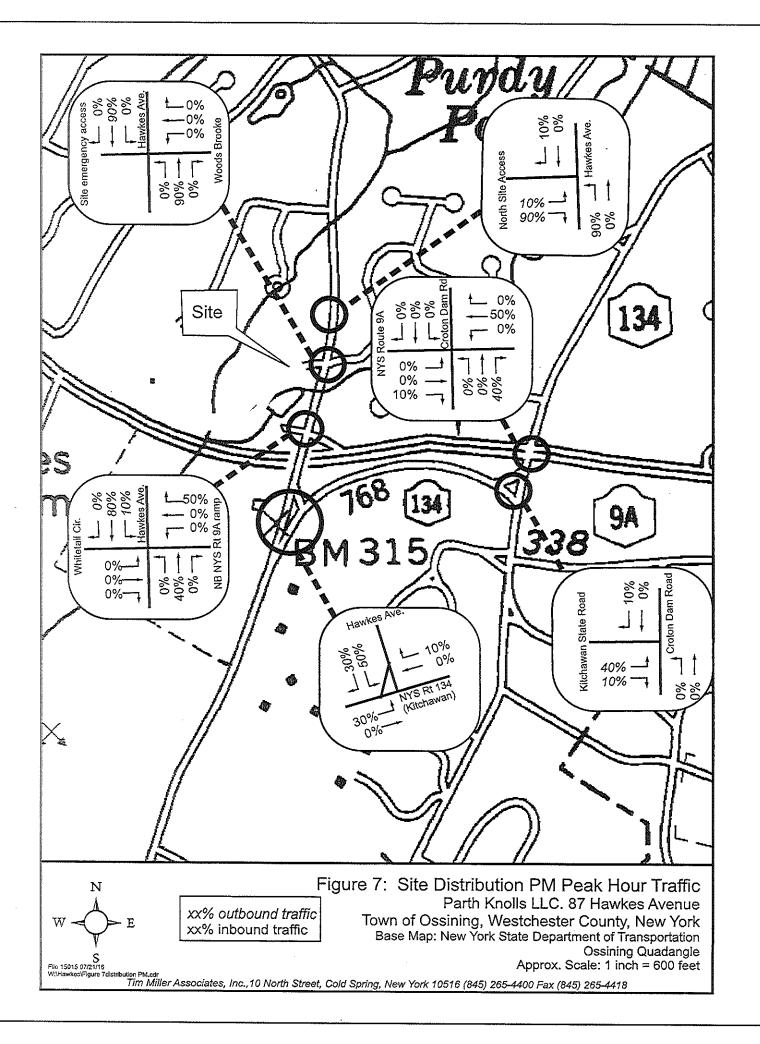


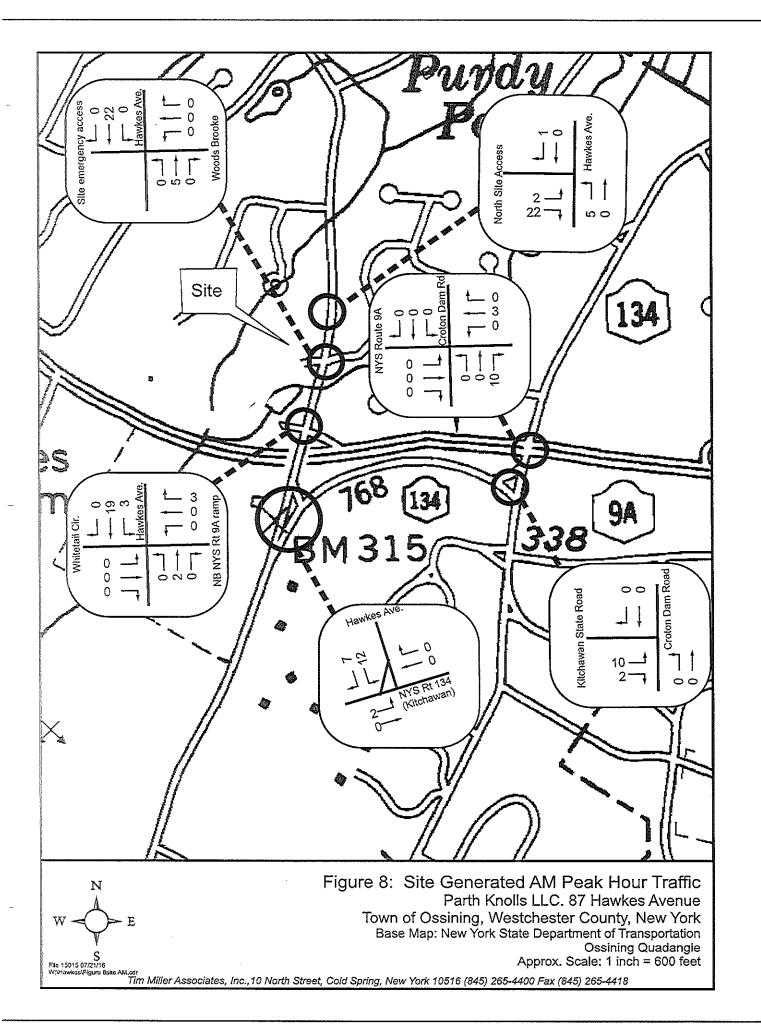


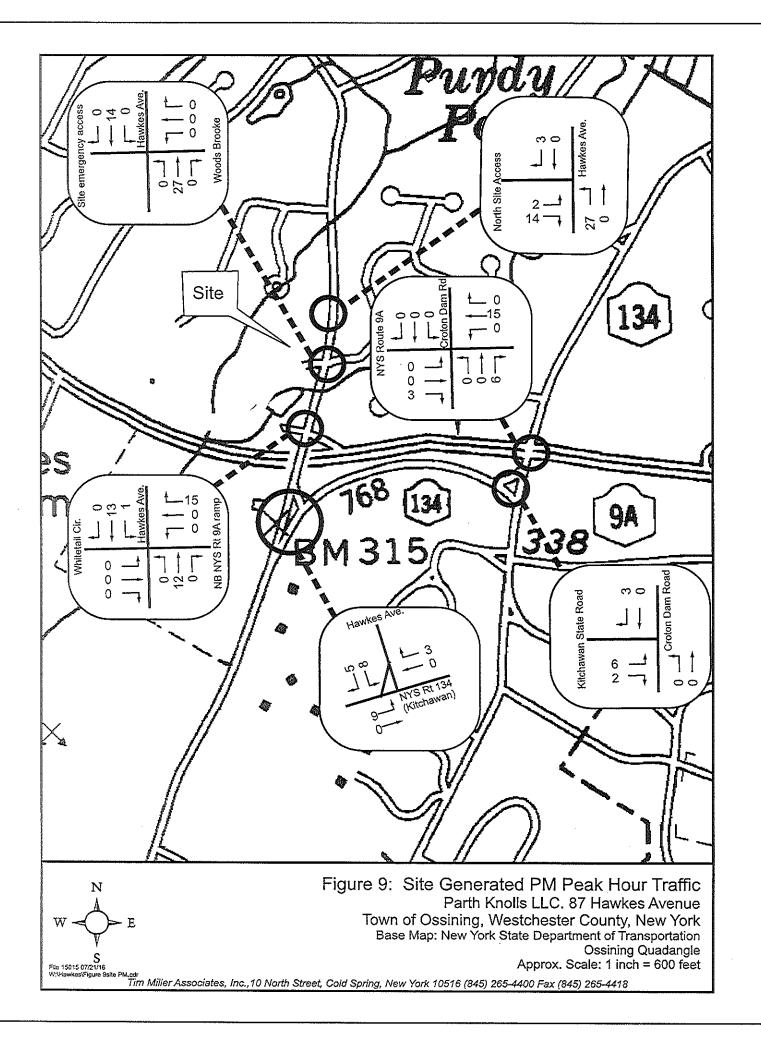


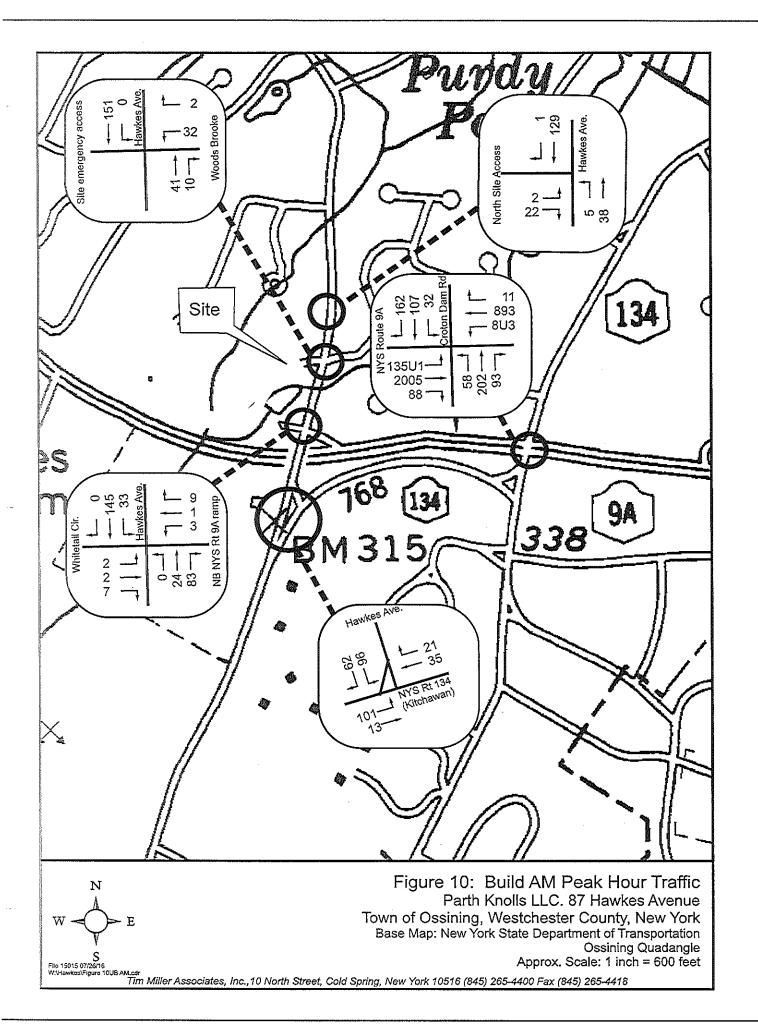


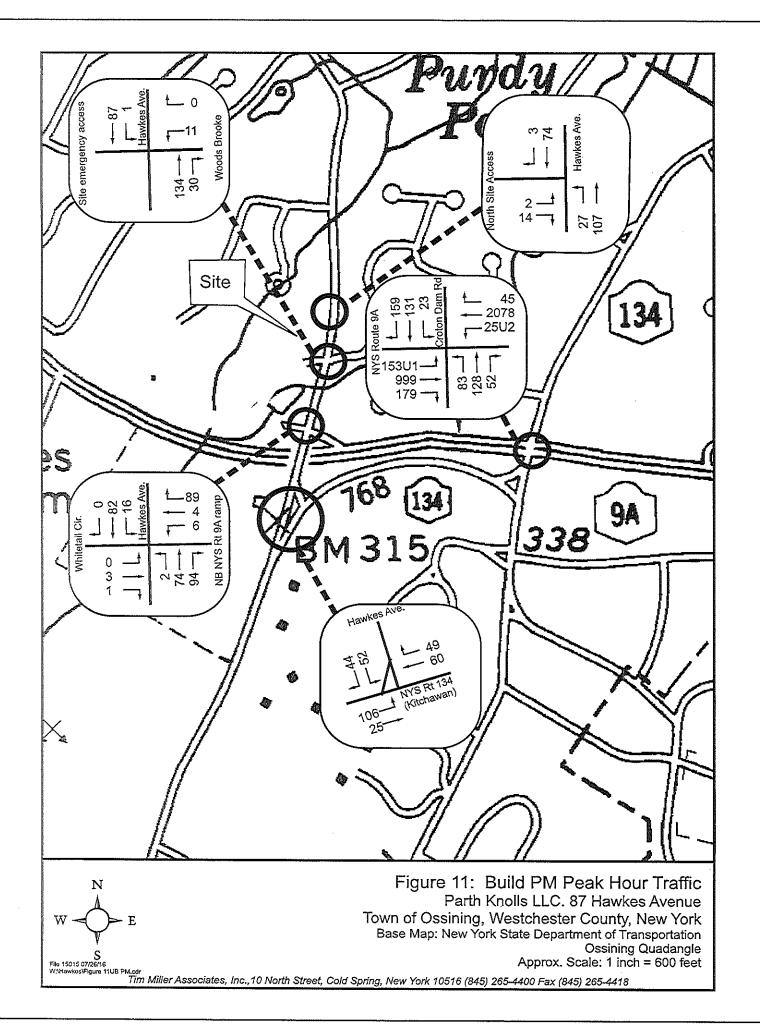


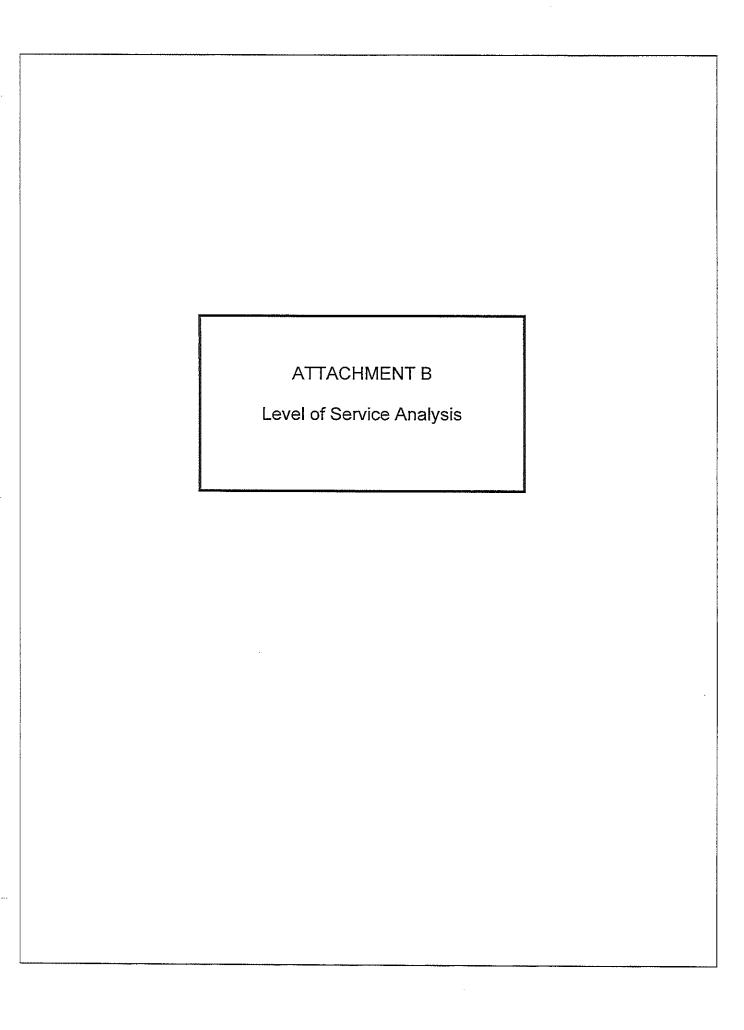












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Yellow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead-Lag Optimize? Recall Mode None	Total Split (%)		
All-Red Time (s) 2:0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6:0 Lead/Lag Lead-Lag Optimize? Recall Mode None	Yellow Time (s)		
Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead-Lag Optimize? Recall Mode None	All-Red Time (s)	2:0	
Lead/Lag Lead-Lag Optimize? Recall Mode None	Lost Time Adjust (s)	0.0	And the second s
Lead-Lag Optimize? Recall Mode None		6.0	
Recall Mode None		- - Special Company of the	
		N	
intersection out into year and a second of the second of t	Intersection Summary		

Area Type:	Other			
Cycle Length: 150				
Actuated Cycle Length:	126.1			
Control Type: Semi Act				
* User Entered Value				
Splits and Phases: 1	: Croton Dam Road & Rout	e 9A		
₹ 01	→ ø2			64
27 s	92 s		190000 (31s 🔠

	≦	Þ	->	*	ē	*	4	*	4	†	<i>p</i>	1
Movement on section with the section of the section	∦∛EBU⊒	V EBL	EBT	EBR	aWBU#	WBL		WBR	NBL	NBT	NBR#	SBL
Lane Configurations	r . 11m r m man	Ä	ተ ተ	7	no al compres de compres en la	Ä	የ ጉ	enter this took and	and the new m	- ♦	maharana arazar	scords replicated
Volume (veh/h) 🖂 👙 👢	het i	130	1927	79	1 3	图 75	855	2511	30	183	76	1 3·
Number	a me ta constitution production and the last on the	5	2	12	and the second second second	1	6	16	3	8	18	ه ا مامورو معرور الانتار
Initial Q (Qb), veh	Principal (Selection Selection) This constitution is the selection of the	j j 0 (0		la di a Seda La condiciona	فورانية تسميتان وبالبادانية	L OF	All Charles of the Control	· 0	O	0	
Ped-Bike Adj(A_pbT)	outgreen the first the street	1.00	nananak menaka serakan	1.00	or content to the	1.00	e, tremmers as expense	1.00	1.00	rwinsternanden	1.00	1.0
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	والمراجع والمعاول والمالية	1674	1845	1777	7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1453	1766	1890	1976	1934	1976	193
Adj Flow Rate, veh/h		138	2050	84	المتعاملية	7.12.7	910	12	32	195	81	3.
Adj No. of Lanes	New York of the Section	1	2	1 ************************************	nania nakake dama sada	1	2	0	0	1	0	- STATE OF S
Peak Hour Factor		0.94	+0.94	0.94		0.94	∜ 0.94⊯	0.94	0.94	0.94	0.94	0.9
Percent Heavy Veh, %	والمعاضمات والماستانيات	14	4	8		43	7	7	3	3	3	a destación dans
Cap, veh/h	Dallar Land	162	2370	970		7.	1899	25	52	21,1	83	5.
Arrive On Green	milandores mare	0.10	0.64	0.64	×entri renda	0.01	0.55	0.55	0.20	0.20	0.20	0.2
Sat Flow, veh/h	APPENDING.	1595	3690	1510		1384	3479	46	106	1075	T-1 421	11
Grp Volume(v), veh/h	wijwys, www. jam., pr s speciesco.	138	2050	84		7	462	460	308	0	0	30
Grp Sat Flow(s),veh/h/lin	d Skied	1595	1845	1510		1384	1766 ₁	1758	1602	entraphy and a series	0	156
Q Serve(g_s), s	no filip ki konskrigat optaniga ovrijskri	10.9	57.1	2.7	managan salah salah salah salah salah	0.6	20.5	20.5	0.0	0.0	0.0	0.
Cycle Q Clear(g_c); s	initi sepi	10.9	57.1	2.7		0.6	20.5	20.5	24.4	0.0	0.0	24.
Prop In Lane	maticalists can where the taum is	1.00		1.00	and a substance of a group of	1.00	THE PART OF STREET, AS ADDRESS OF	0.03	0.10		0.26	0.1
Lane Grp Cap(c), veh/h		162	2370	970	Lish ber	$\sqrt{2}\sqrt{3}72$	964	960	345	0	J. Ō	33
V/C Ratio(X)		0.85	0.86	0.09		0.98	0.48	0.48	0.89	0.00	0.00	0.9
Avail Cap(c_a), veh/h		250	2458	1006	en Planteri La la	217	1176	1171	ુ 345 ૅ	0	0	11133
HCM Platoon Ratio	Distriction Management	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)		1.00	1.00	1.00	tan Parkasit ini	1.00	1.00	1.00	1.00	0.00	0.00	1.0
Uniform Delay (d), s/veh		56.4	18.4	8.6		63.5	17.8	17.8	50.5	0.0	0.0	50.
Incr Delay (d2), s/veh	زیت آوردوای در. باید شیم معاونه	15.6	:: 3.4	0.0	ole State of the	150.2	0.4	0.4	24.1	0.0	0.0	26.
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.
%ile BackOfQ(-26165%),veh	/in	5.5	29.9	1.1		0.5	10.1	10.1	13.1	0.0	0.0	<u>. 13.</u>
LnGrp Delay(d),s/veh		72.0	21.8	8.7		213.7	18.2	18.2	74.6	0.0	0.0	77.
LnGrp LOS		使用 E	A C	A.		F.	1. J. B	В	· · E			See per
Approach Vol, veh/h			2272				929			308		
Approach Delay, s/veh	I Blake	45.47 (J. Pa	24.3			100 30 63	19.7			≈ 74.6 kg	(1)	7-2 J
Approach LOS			С				В	The second second		Е		
Timer: 30 Mars 18 Mars	1.	2.5	300	Mara4 8	m,⊑'5⊹	o#a ±0 6 €	912-47a	# 8		5 Paris		
Assigned Phs	1	2	ACADEMIC CONTINUES INC.	4	5	6		8	the state of the s	Personal de la companya de la compan	had were treating to the co	moral as music
Phs Duration (G+Y+Rc), s		89.0			19.9	76.7	الرواية الأرامية المتعدلة المتعدلة المتعدلة المتعدلة المتعدلة المتعدلة المتعدلة المتعدلة المتعدلة ا	31.0				
Change Period (Y+Rc), s	7.0	7.0	mannar de estera la	6.0	7.0	7.0	- J. China libra banden - eta	6.0				
Max Green Setting (Gmax); s		85.0		25.0	20.0	to a real fraction tracked field.		25.0		الله على المرابع الرابع المرابع المرابع الرابع		
Max Q Clear Time (g_c+i1), :		59.1	remental de la company	26.9	12.9	22.5	mana, a company agreement of the set	26.4	and the contract of the contract of the con-	ri i ininti a majorino	NAMES OF THE PERSON	
Green Ext Time (p_c), s	0.0	22.8		0.0	0.2	47.2		. 0.0				
Intersection Summary:	San Paris	FEW LANGE OF								201071576		
HCM 2010 Ctrl Delay	CONTRACTOR OF THE PERSON OF TH		31.5	CACACACACACACACACACACACACACACACACACACA	omeson the Val	ANAMAS OF THE PARTY OF THE PART		AND THE PROPERTY OF THE PARTY O	AND STREET	Talling X	HAMMAN AND	THE STATE OF THE S
HCM 2010 LOS			C	richelleri.								
			U				······································					
Notes:					新闻员		95 K.	密集等 。				
User approved ignoring U-Tu	rning mo	vement.										

a.m. peak hour Existing Condition AMT

Page 4

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Movement	SBT	SBR
Lane Configurations	4	200 - 100 -
Volume (veh/h)	100	456
Number	4	nerviewe was neural words and anterviewe and a complete and and the same times, that we require a figurally a first the complete and the same and th
Initial Q (Qb), veh	7 0	
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	
Adj Sat Flow, veh/h/ln	1921	1938
Adj Flow Rate, veh/h	106	166
Adj No. of Lanes Peak Hour Factor	1 	0 .0.94 t
Percent Heavy Veh, %		0.094
Cap, veh/h	118	1 166
Arrive On Green	0.20	0.20
Sat Flow, veh/h		849
Grp Volume(v), veh/h	0	O
Grp Sat Flow(s), veh/h/ln		
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c); s	2.0.0	
Prop In Lane		0.54
Lane Grp Cap(c), veh/h		
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	100	
HCM Platoon Ratio Upstream Filter(I)	1.00 0.00	1.00 0.00
Uniform Delay (d), s/veh	0.0	
Incr Delay (d2), s/veh	0.0	
Initial Q Delay(d3),s/veh	0.0	
%ile BackOfQ(=26165%),		
LnGrp Delay(d),s/veh	0.0	
LnGrp LOS	30909 227A-XFB	
Approach Vol, veh/h	305	
Approach Delay, s/veh	77.6	
Approach LOS	E	The second section of the section of the second section of the section of the second section of the section of the second section of the section of the second section of the section of the second section of the
Timer	is aya direction at the	
** Commission Designation of the Commission of t	chemical comment than the comment	ann oner ausweitman ausgest Schall eine Bescheitmitte ster der tritten im der Schalter in des Arten Schalter Schalter in der S

	<u>*</u>	Þ	→	*	F	•	4	•	•	†	1	-
Lane Group	rb EBU√	EBE	EBT	EBR	WBU:	*:WBL	WBT	WBR	-NBL	⊤ NBT	NBR	SBL
Lane Configurations		ā	<u></u>	7		ă	<u>ተ</u> ጉ			44-		
Volume (vph)	18-18-11 C	147	960	143	[2:	20	∵1983 ⊩	43	65		42 (1 22
Ideal Flow (vphp!)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	59 11 0	311	11	71 1	11	371		11	13	13	13	F 11
Grade (%)	100 100 100 100 100 100 100 100 100 100	The second second second	-2%	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	T. House,		1%	The property of property of the South	The state distinguish and	0%	and the state of t	24 (
Storage Length (ft)		110		≙լ⊧190 ⁻		150		10	0		₹ 0	-
Storage Lanes		1		1		1		0	0		0	0
Taper Length (ft)		25				25			, 25		is a second	25
Lane Util. Factor	0.95	1.00	*1.00	1.00	0.95	1.00	*1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	المراتب المالية			let.	126 415		independent of the control of the co		Do.			
Fit	mentional company the form of	rom" y physiology good name www. wat o pays, par y	ums of reministration of the con-	0.850	no established to the	POWERNA - NA SA - LANGE TO A	0.997	er (de jeun saler) – jeun kir jeun saler	- Andrewson - The Land Control	0.975	w withdrawania disabbilish	A sametallar and
Fit Protected		0.950			p. 22. 1944	0.950			المالية المالية	0.986		
Satd. Flow (prot)	0	1762	3602	1546	0	1660	3570	0	0	1838	0	0
FIt Permitted		ା0.950				0.950				0.377		
Satd. Flow (perm)	0	1762	3602	1546	0	1660	3570	0	0	703	0	0
Right Turn on Red				No	Harletika.			Yes			No	Little of
Satd. Flow (RTOR)		menaran.	erithanaminist	agragagravia.	ternetalist indica.	ana-kwaniyas "Habin	2	در دالله بازستوار بالدر	e ⁿ er grev Statum er Or Sjohillin		greens of grindship	tals "territor
Link Speed (mph)	بر میتون دا ۱ نودا	Manager 1	-= 40				40			30		
Link Distance (ft)		Same of the same	1697	uni grandituryoni	ومانتان فالمانات المانات	jan-engarayanangan	1673	distribution in the same	nanthiceae e carbin	161	granger card egg	Complete Complete and the
Travel Time (s)	والمستحد والما		28.9	da Anto			28.5			3.7		
Confl. Peds. (#/hr)												Marian Maria
Confl. Bikes (#/hr)	0.00	CONTRACTOR										
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0% - 0	0% - 0	3% 	2%	0%	5%	2%	5%	6%	0%	5%	9%
Bus Blockages (#/hr)	<u></u>	U	Contract Use	1 0			0.	0.4	71-103			Ō
Parking (#/hr) Mid-Block Traffic (%)	www.coeth.c	STERNAL	On Contract		THE PARTY	antitude etan	TERMINATE	s caption act			STATES DE 1886	S CONTRACTO
Adj. Flow (vph)	4	100	1022	4E 4			0%-			0%	امتدواناتا	
Shared Lane Traffic (%)	1 (2005/10/2003)	158	1032	154	2 50000000	22 ***********************************	2132	46	70	126	45	24
Lane Group Flow (vph)	0	159	1032	3.22 154		24	2178		V	241		
Turn Type	Prot	Prot	NA	Perm	Prot	∠4 EProt	ZIZO NA	O Postalija	0 Perm	Z4 I NA	0 ************************************	0 Perm
Protected Phases	5	5	2011/19/2003	угени:	32.5.US 1		1 VA 6	E Waste of a		8	11201121	Fein
Permitted Phases		 	<u>2</u> Mark 15, 15	- : : · · · · · · · · · · · · · · · · ·		Jersen 26.5	artine Contained	energy a	 8	heile d		Section 1
Detector Phase	5	5 - Jan	2212646 2	2	1.00 (2.00), 1955 1	eliandeale 1	6		8	443.D.463. 8	Milk Side	T
Switch Phase	TRANSI			anderskinger inter Die Salleren er in				artu eta			ere programme de la company Les l'Appropries de la company Company de la company	
Minimum Initial (s)	3.0	3.0	10.0	10.0	3.0	3.0	10.0	alous deallest	5.0	5.0	ache optical	5.0
Minimum Split (s)	10.0	10.0	17.0	17.0	10.0	10.0	17.0	ng Salah ke Ca	7.11.0 °	11.0	980.535	11.0
Total Split (s)	27.0	27.0	92.0	92.0	27.0	27.0	92.0	ataliti (Shorsi)	31.0	31.0		31.0
Total Split (%)	18.0%	18.0%		61:3%	18.0%	18.0%	61.3%		20.7%	20.7%		20,7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	and the second	4.0	4.0	da Milania da Maria	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		1:2.0	2.0		2.0
Lost Time Adjust (s)	يا تستوفق و پر دونو اور آماز کا اور کا باد	0.0	0.0	0.0	idel Andre CIII. I (1)	0.0	0.0	entera ichtely (ch	udi di	0.0	likah estu bitangai	with the same
Total Lost Time (s)		7.0	I. 7.0	7.0		4 7.0	7.0		RECEN			要認識
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	pear Control in publication	m iv a i Amadeorojekil	Mar Sensis Carles and	en er an att styllfielden diet.	matasana tsali
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	⊤Yes-	Yes	Yes		100	建工程		
Recall Mode	None	None	Min	Min	None	None	Min	ar i erdős Handássfadfi seleli	None	None	فالأحكم والمانية والمؤجر والساه	None
Intersection Summary		16127418		e (U.S.)	5404							

p.m. peak hour Existing Condition TMA

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Lane Group	SBT III	SBR
Lane Configurations	↔	
Volume (vph)	114	153
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	indicate - i and manager agreement with an	
Grade (%)	-4%	
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	The residence of the second	
Frt	0.929	10^{4} 1
Flt Protected	0.996	
Satd. Flow (prot)	1676	O
Flt Permitted	0.912	
Satd. Flow (perm)	1535	
Right Turn on Red		No.
Satd. Flow (RTOR)	age se takene.	
Link Speed (mph) Link Distance (ft)	419	
Travel Time (s)	9.5	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.93	0.93
Growth Factor		0.93 100%
Heavy Vehicles (%)	1%	3%
Bus Blockages (#/hr)	- 1	
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	123	165
Shared Lane Traffic (%)		
Lane Group Flow (vph)	312	
Turn Type	I NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	The state of the s
Switch Phase		
Minimum Initial (s)	5.0	The state of the s
Minimum Split (s)	11.0	
Total Split (s)	31.0	
Total Split (%)	and the same of th	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		STEEN ST
Lead-Lag Optimize?네	N1	
L'ECGII INIOGE	None	
Intersection Summary	Halifald (1995)	

Area Type: Other	•
Cycle Length: 150	
Actuated Cycle Length: 147.3	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
* User Entered Value	
Splits and Phases: 1: Croton Dam Poad & Pouto 04	

Splits and Phases: 1: Croton Dam Road & Route 9A

₹ 01	⇒> ø2	↓ >p4
27 s	್ಷ್ <mark>೫</mark> 92 s	31s \$5
ૐ ø5	≪— ø6	₹ 1 ø8
27 s	3元 <u>1</u> 92 s	31s 🚟

	5 1		•	\$	√	←	*	1	†	<i>/</i>	\ <u></u>
Movement		EBT.	30,000	≦wBU:	Silver Alberta Crime Sealer Lines	44.14.	WBR	RENBLA	NBT!	NBR	SBL
Lane Configurations	e a si complète à conserve de la completa del la completa de la completa del la completa de la completa del la completa de la completa de la	ች ተተ	# The same of the	m artistritumonyogi dari m	<u> </u>	ሳ ኑ	والإسالة والمراجع والمراجع والمراجع	and a second second	4	e house of the common late.	a da Cabacana a c
Volume (veh/h)	9-21/20-14	والمنتهدة ومعد والمسائط والماد	ليتر مجاها فينبان دادهم بداي	2_	20	⁺ 1983	43	65	117	42	22
Number		5 2	12	in the approximation of partial	1	6	16	3	8	18	7
nitial Q (Qb), veh			واستمعت والعسراء للام حماناه		1:10	0	0	. 0	0.1	0	0
Ped-Bike Adj(A_pbT)	1.0		1.00	na naci ocerana me	1.00	Year and Albanian	1.00	1.00		1.00	1.00
Parking Bust Adj	1.0	The second section will be a second section	1.00		1.00	1.00	1.00	1.00	1.00	1,00	1.00
Adj Sat Flow, veh/h/ln	191		1881		1808	1852	1890	1976	1924	1976	1938
Adj Flow Rate, veh/h	15	8 1032	154		22	12132	46	70	126	45.	24
Adj No. of Lanes	دوست بحدول شميل و منطقهان درگاري رفيدا الدود در اينجا 1700 م.	1 2	1		1	2	0	0	1	0	0
Peak Hour Factor	0.9	3 👙 : 0.93	0.93		0.93	⊕ 0.93 🤄	0.93	1.0.93	⊸ 0.93 −	0.93	0.93
Percent Heavy Veh, %		0 3	2		5	2	2	0	0	0	1
Cap, veh/h	18		Hardwoods bridge is the in some	reafficient dis California	27	2126	46	72	100	32	41
Arrive On Green	0.1		0.67		0.02	0.59	0.59	0.17	0.17	0.17	0.17
Sat Flow, veh/h	182	8 3726	1599	用過程隊	1722	3613	78	227	- 580 ·	185	83
Grp Volume(v), veh/h	15	8 1032	154		22	1089	1089	241	0	0	312
Grp Sat Flow(s),veh/h/ln	182	1863	1599		1722	1852	1839	993	0	0	1688
Q Serve(g_s), s	12.	3 18.1	5.0	nati (uf. arlah). Pradigerbak ettigi umma utaa	1.8	84.8	85.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.	3 - 18.1	5.0		1.8	84.8	85.0	25.0	0.0	0.0	25.0
Prop In Lane	1.0		1.00	aj 10 julij lidija, julijan i detampera era	1.00	Anna i anno ann an an aire	0.04	0.29	والم سيدي وورا معالستان الكارار	0.19	0.08
Lane Grp Cap(c), veh/h	78. T 8	3 2507	1076		27	1090	1082	204	1 0 ·	0	319
V/C Ratio(X)	0.8		0.14	نواد التاكيكية وسماساته لفقه	0.82	1.00	1.01	1.18	0.00	0.00	0.98
Avail Cap(c_a), veh/h ⊟	25		1076		238	ੇ 1090 ਤੋਂ	1082	204	0	77.07	
HCM Platoon Ratio	1.0		1.00	alie Piere da la la Calabia	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	150		1.00		1.00	1.00	1.00	1.00.	0.00	0.00	1.00
Uniform Delay (d), s/veh	64.		8.6	adi ada kitati Janti Yi	70.9	29.7	29.7	60.7	0.0	0.0	60.4
Incr Delay (d2), s/veh	Jana ≈ 19.		W. 170.1		42.2	27.0	29.0	120.5	0.0	0.0	44.3
Initial Q Delay(d3),s/veh	0.1	grand the late of the second	0.0	iledrijimi gazistana	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%);veh/In			2.2		31, 1.2 1	51.1	51.7	14.9	0.0]. - 0.0	16.3
LnGrp Delay(d),s/veh	83.	militaria i practica de la procesa	8.6	an edile, care et haben	113.1	56.7	58.7	181.1	0.0	0.0	104.7
LnGrp LOS		B						A CONTES			707.7
Approach Vol, veh/h	many for State of Sta	1344	Section and American	and industrial area self.	≈ Niffurit Ad uses.	2200	alimeter a villa line	ଆଧାର ପ୍ରଥମଣ ଅନ୍ତର୍	241	entally shifted their	See lane of lan
Approach Delay, s/veh			STERRING ODERNING			58.3			∠4 । ∍181.1	和多数数数数 数	S COLORES
Approach LOS		B		en (15 pm) (15 pm) (15 pm) Library (15 pm) (15 pm) Library (15 pm)	ing said for the said and the s	့ ၁၀.၁ E		markiy	1014 F		e llege
Timer	1	2 3 4 3	У.	5	6	7.1	8	A- 2- 2- 4	Colored Inc.		
Assigned Phs	1	2	4	5	6	- in 22 h Value Grow, in Coloreste	8	ineralised and an experiment	HERENA MANUFACTOR MANUFACTOR	SELECTION SERVICES AND ACTUAL OF THE PERSON SERVICES AND ACTUAL OF THE PER	er i nisiliside
Phs Duration (G+Y+Rc), s	9.3 104.	- 5 4 6 6 4 1 7	31.0		92.0	andustrations On the last of the	31.0		WING THE		
Change Period (Y+Rc), s	7.0 7.1	and a control of the part of the control of the con	6.0	≈ 7.0	7.0	กรีร์เกษแบบเลือ	6.0	A Parlament Control	المذائد الأساد أفقط وأدراه	و المالية الم	den den dette
Max Green Setting (Gmax), s	20.0 - 85.		25.0	20.0	85.0		25.0		and that		
Max Q Clear Time (g_c+l1), s	3.8 20.		27.0	14.3	87.0	น่อรับ เริ่มได้ตั้งล้	27.0	iciciike/IX		المناطات الماما	Paragraphic Comp
Green Ext Time (p_c), s	0.0 54.		0.0	0.2			0.0			E WELFT	
The second secon	a landon de la						J.U.			vitedərlik	
Intersection Summary		result is	101/0/2017 Published Mic								
HCM 2010 Ctrl Delay		56.2						o te Kor	建筑	11/1/201	
HCM 2010 LOS		E		The second of th				monteredam i stank (aniilia		uun tan 44 Pakai 12 CP (SA)	mantitic child of "
Notes									gran analysis are		
				ia na managa na mana Na managa na managa		ASSESSMENT OF			加热技术		松明通
User approved ignoring U-Turn	ing movement	•									

	Ţ	4	
Movement	SBT	SBR	
Lane Configurations	4	SHODING SHIP	我们是这一种是一种是一种的,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
Volume (veh/h)	114	- 153	
Number	4	14	
Initial Q (Qb), veh			
Ped-Bike Adj(A_pbT)		1.00	
Parking Bus, Adi	1.00		
Adj Sat Flow, veh/h/ln	1888	1938	ti da
Adj Flow Rate; veh/h	123	165	
Adj No. of Lanes	1	0	Professional and a second of the second of t
Peak Hour Factor	0.93	0.93	
Percent Heavy Veh, %	1	1	The second secon
Cap, veh/h	123	155	
Arrive On Green	0.17	0.17	
Sat Flow, veh/h	5 4 712	******	
Grp Volume(v), veh/h	0	0	AA JAN NAN HARMANING TOTAL TANGKA TOTAL AND
Grp Sat Flow(s),ven/h/ln			
Q Serve(g_s), s	0.0	0.0	التوار المتعارضة والمتعارضة والمتعارض والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارضة والمتعارض والمتعارض والمتعارض والمتعارض والمتعارض والمتعارض والمتعارض وا
Cycle Q Clear(g_c), s	્ ે 0.0 ે	0.0	
Prop In Lane		0.53	والمتعارفة والمتعارفة والمتعارض والم
Lane Grp Cap(c); veh/h	0	0	
V/C Ratio(X)	0.00	0.00	
Avail Cap(c_a), veh/h		شادر أعدا سيبدل لا المداد	
Upstream Filter(I)	1.00 0.00	1.00 	
Uniform Delay (d), s/veh	0.0	0.0	
Incr Delay (d2), s/veh	0.0	0.0 4-0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	
%ile BackOfQ(-26165%),ve		0.0	
LnGrp Delay(d),s/veh	0.0	0.0	
LnGm LOS			
Approach Vol, veh/h	312		
Approach Delay, s/veh			
Approach LOS	F	n peng tid band dark da di Pelle	recommended to the control of the co

	5	♣	->	*	\$	*		•	4	†	<i>p</i>	1
Lane Group	FBU	EBL9	EBT	EBR:	WBU!	WBL	WBT	WBR -	NBL	NBT	NBR	SBL
Lane Configurations		ă	<u>ት</u>	7		Ä	ተ ጉ			€∳		
Volume (vph)		135	2005	88	17673		E 890'	11.	58	202	83	ं 32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11.	3.71	14.11		- 11	3 3 114		11.71	13	313	13	53:11
Grade (%)	ngar 4 oo amii 11 taabaan Leemii, agayan 201	-1. 1-1 to 3-011 to 3-150	-2%	reditebraria structus (casali si	in the Wildle (Langer Alberta) is	Careta Constitue list while	1%	the Workson No. 2 and Colle	ii daabaa mid dagagagayda	0%	والمرابعة لا المرابعة المرابعة والمرابعة والمرابعة	Mathelieros, como
Storage Length (ft)		110		190		150		7 2 0 - 1	1.0		5 [10] [10] [10] [10] [10] [10] [10] [10]	्राः ी 0
Storage Lanes		1		1		1	erestation (talk to a 24 t/40)	0	0	and resident days of	0	0
Taper Length (ft)		25				25			25			25
Lane Util. Factor	0.95	1.00	*1.00	1.00	0.95	1.00	*1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor				Pale (State Feb. 1		The second contract of						
Frt		11 No. 27 No. 28 No.		0.850			0.998			0.967		
Fit Protected		0.950				0.950				0.992		
Satd. Flow (prot)	0	1538	3567	1460	0	1313	3408	0	0	1846	0	0
Flt.Permitted		0.950			的智慧 型	10.950	ark ar i			0.688		
Satd. Flow (perm)	0	1538	3567	1460	0	1313	3408	0	0	1280	0	0
Right Turn on Red				No_				Yes			No:	
Satd. Flow (RTOR)	interior en	- and a second s	liis in kum akaana n esessa	والمراجعة والمعاونة والمعاودة	nghe mga ammana gan		1	erepest, marris				
Link Speed (mph)			40				40			30		
Link Distance (ft)	na mendalah i nggan digenangan dan	ang pagamanakan dari	1697	.mileson en con tiano del	ayadı i farkarılığı yeri ili ayı	dominar i nomeni i i i i i i i i i i i i	1673	. Hore makes we also		161		
Travel Time (s)			28.9	ELA EL			28.5	raindhi		3.7		
Confl. Peds. (#/hr)	المعافع فسنام محسسات المرازينية .	(April - Louis Salas printered Silas	مالا محمدانات الماسطان	ψησιούν' μ. — νυσιν : Β.	ermanaen e	erfles Alleberrefrette en Copyriger e	a marana ang ang ang ang ang ang ang ang ang	restances are to be an own				
Confl. Bikes (#/hr)								CONTRACTOR OF THE	HIP:			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	្ស100%	100%	100%
Heavy Vehicles (%)	100%	14%	4%	8%	0%	43%	7%	9%	0%	3%	1%	0%
Bus Blockages (#/hr)	: 1 E 0	<u> 0</u> 14	5-2-07	0	0	0	0	0	<u> 0</u> :	0	0.	<u> </u>
Parking (#/hr)	ga tjejigga en tyrjeg	trak abbrer	entra de la companya	ere grandenjaren bure	מאיר ומומאנימישטר	מאו או או או מודה המודער מאור מאו או או או מודער או אוריים או או מודער מודער או אוריים או אוריים או אוריים או	somininger	rengalir englister	is and the second to complete the	denotifik) imministrationer	والمرااداة للمرسمية والرسال	tokastolate na
Mid-Block Traffic (%)	والمستقد والمار		0%				0%			∂ 0%		Merki
Adj. Flow (vph)] Sanatara	144	2133	94	3 ''''''''''''	9 9	947	12	62	215	88	34
Shared Lane Traffic (%)		445	0400		edition and a property of a second se					rate in		
Turn Type	0 Prot	145	2133	94	O Programania	12	959	0 Sosina angresi	0	365	O completement	0
Protected Phases	المان ويوريات المصمعات وللشائل ويراد	Prot	NA.	Perm	Prot	Prot	NA .		Perm	ŇĀ	STAPPE	Perm
Permitted Phases	5	5 ********	2	ander i a nd	agang pag] Zivitev citazz	6 ***************	stasa a da taro n	erketer e ne	8 Sympanyani		ttoronetkelera
Detector Phase	7.77.11.2590 E			11.2					4.41 8 4	ide e e		4
Switch Phase	5 21900-2008	5 • ***********	<u>2</u> ज्यासम्बद्धाः	2] 8080195557	dalosa andránta J	6 (\$17) (48)	ertagne en termen.	8 "Terminal Property (1977)	8	ingkijani tijajuaga m	4
Minimum Initial (s)			10.0									
Minimum Split (s)	3.0 10.0	3.0 	10.0	10.0	3.0	3.0	10.0	avelmane ment	5.0	5.0	nako da engalan ke	5.0
Total Split (s)	30.0	30.0	17.0	17.0	10.0	10.0	17.0	التوليد والمتلاقة الأنوار التوليد والمتلاقة الأنوار	11.0	11.0		11.0
Total Split (%)			92.0 65.7%	92.0	10.0	10.0	72.0	in and the second s	38.0	38.0	ac.ork/dumol/comp	38.0
Yellow Time (s)	5.0	5.0			7.1%		the second of the second of the	<u>college</u>		27.1%		27.1%
All-Red Time (s)	2.0	3.0 ∮ 2.0 ≔	5.0 2.0	5.0 2.0	5.0	5.0	5.0	NE SEE SEE SEE	4.0	4.0	METEROPEEN PER	4.0
Lost Time Adjust (s)	SA 9 2:00 E	0.0	0.0	0.0	2.0	Design All Sports of page 11905	2.0		2.0	2.0		∌ ∶2.0
Total Lost Time (s)		7.0 -	7.0			0.0	0.0 7.0	Politica Programme		0.0	erestenen	who coperation
Lead/Lag	Lead	Lead		F-31 01/10/F/0/1/1/19/19/19/19/	Double asked to be been made	Trempt sections over the printer	اردۇرىن ئۇلغىي ئى مىيىلاڭ سىۋەلانىلىنىسىي		at eviet	6.0		
Lead-Lag Optimize?	Yes	Yes	Lag ∜∐Yes	Lag Tes	Lead Yes	Lead Yes	Lag					CHARLES W
Recall Mode	None	None	Min	Min	None	None	Yes Min	and Property Life	None	No-		
									None	None		None
Intersection/Summary	學構造的問題		6.到前提		542			Harry St				



Lane Group	SBT	SBR West Case				
Lane Configurations	↔	A Target State of the State of	And the second of the second o	Comp. recent repr. realist State p. treat cont. (State p. treat cont.) (State p. treat cont.)	And a second sec	The state of the s
Volume (vph) 🛬 🗈 🕆	107 ·	162				
Ideal Flow (vphpl)		1900		Complete and Compl	mail and the complete of the order of provided providing a field like have seen to designable of the	اليمية (المنطق المنطق المنطق المنطقة عليه المنطقة عليه المنطقة المنطقة المنطقة المنطقة المنطقة المنطقة المنطقة
Lane Width (ft)	j. 111					
Grade (%)	-4%	n and a single contraction of the contraction of th	January American Communication Communication	و در وها خاصانها و ده خاصور در در این استان در این در	anaka dingkan etimo meggesingani, etig _{a s} o symotosympesingen	(1948) - To 2778 (ou make ou 1794) - glopophi make ampeli, iliya kelakulikan.
Storage Length (ft)		10:25:45:45				
Storage Lanes Taper Length (ft)	Se Calle September	0				TOPESTEN LICTURES LA RELEDIANE
Lane Util. Factor	1.00	1.00		o a matematic and it but it is seen	litterija (g. j. j. 1964) ir poljeja se klazvojski do Poljeta (j. j. j	
Ped Bike Factor	0.99					
Frt	0.927			and sent the second line of the		
Flt Protected	0.995					
Satd. Flow (prot)	1700	0	TELL Mentionals to new Wilderton	kar til 1990 storet karlijensje i bodit (vedik geste) tilbot er priparejske	industrial (), og detter i Sistem (15 desember 1994) i Stockelle	e and a september to the first of the section of th
Flt Permitted	0.828 1			The American Section of the American		
Satd. Flow (perm)	1415	0	1 17 the approximation of the property of	erritario per erritario de establica de calenda de calenda de calenda de calenda de como de como de como de co		
Right Turn on Red		No				
Satd. Flow (RTOR) Link Speed (mph)	Section 130					
Link Distance (ft)	419			at the second se		
Travel Time (s)	9.5					
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94		ML 1950 Librarit Albeit 1964	illeriki 1913 Petri etak direktik birtak	
Growth Factor		00%				
Heavy Vehicles (%)	1%	1%	and the second s			
Bus Blockages (#/hr)	0				j karalez	
Parking (#/hr)			n vegy popularným vyte v obodekem	idan diabarahang da darang	National Samuel Samuel States (Samuel Samuel Sa Samuel Samuel Samue	- - वर्षकृत्यम् विकासस्य स्थापकार्यस्य स्थापना । विकास
Mid-Block Traffic (%) Adj. Flow (vph)	<u>1. 0%:</u> 114	172				
Shared Lane Traffic (%)	114 Websenson					
Lane Group Flow (vph)	320	0		المناه		
Tum Type	NA TE		CARPORENTS A SERVICE STANDARD AND A SERVICE			
Protected Phases	4	etor Month (Proportional and Glorier, 1970 and district Highlight)	ar thag the militaria y designates a few file and the militaria and design of a tribution in the grant of the contracting to	فالتهاراء الاحتفادية والمتحافز بتحارة التهديمات سيدا	Nette (von 1994) – reggis bill der Gette Germanische gebesche Erte geschlich gebet der State (von 1994).	ng til, beggin black black eiser blandydd a fra ei Magail T
Permitted Phases						
Detector Phase	4	والمراود ومجاور ورواء وجاده داداها ورواويهم ومعهدت ويرجدون ومعاشرة والمراودة	en en digipum (m.), (gas empregaj en emperer en este managem emperer	port	(Elipia Angelet (Elipia Egy. A) Superabel Approximate, econolity Superabel Approximate	in the first of the state of th
Switch Phase					ischied schief	
Minimum Initial (s) Minimum Split (s)	5.0 11.0	Santalo (Service September 1) were a some				
Total Split (s)	38.0					
Total Split (%)	27.1%					
Yellow Time (s)	4.0	Sandari dakti d <u>ori kandari da</u> 49650 <u>1.</u>	e das elsastas escribigados de la contra dela contra de la contra dela contra de la contra del contra de la contra del contra de la contra de la contra de la contra del la contr	Til verilineraniski koloni (1969)		
All-Red Time (s)	2.0					
Lost Time Adjust (s)	0.0				and the legislature of the state of the sta	المناطقة والمتحددة والمتحدودة والمحدودة والمتحددة والمتح
Total Lost Time (s)	6.0					
Lead/Lag	ng san dan kanasara	o Tayan in the contract of the	ri. Ne kiristi sastrata wilbate e k		- The John 1980, while open Look Louis Supplement William Superior and the Supplement of Superior Supe	Partie who was an or what process as you would never make the
Lead-Lag Optimize?						
Recall Mode	None					
Intersection Summary						

Area Type: Other	
Cycle Length (140	
Actuated Cycle Length: 133.9	Chapter on the first of the fir
Natural Cycle: 150-	
Control Type: Semi Act-Uncoord	
* User Entered Value	
Splits and Phases: 1: Croton Dam Road & Route 9A	
√ 501 → 02	♦ >ø4
10 s@%@92 s	38 s <u>≥</u>
3	≪↑ ø8
30 s 物物 372 s	(元派 <mark>編 38 s</mark>

Number 5	The state of the s		<i>></i>	->	*	Ē	*	-	*	•	Ť	<i>></i>	\
Volume (vehrli) 1 135, 2005, 88		EBU				: WBU.			WBR	NBE		*NBR	W SBI
Number 5 2 12 1 6 16 3 8 18 Initial O (() by leb 0 0 0 0 0 0 0 0 0		r analy are to the contract of the			4				المحاصر والمالية	المالية المستحدة المالية والمالية		ng panggapan na panggapan ng pan	aldebbieleiteedes
Initial O (Qb), yeh Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			Company of the Control of the Contro	2005	It have a falle or over 17 by	3.	21 (8		احرا ليوايص الرجافاة سكيها	and the state of the state of the state of	processing in the second of th		3 :
Ped Bike Adj(A_pbT)				2 מ ידוריייטרט		erokanson i indo	1 727711/2012	-					شدن ۱۹۸۸ کارنداند ر
Parking Bus, Adj Adj Sat Flow, vehMnn 1675 1845 1777 1429 1766 1890 1976 1813 1971 1619 Rate, venMnn 1675 1845 1777 1779 1729 1766 1890 1976 1813 1971 1984 172 162 1766 1893 1976 1813 1971 1984 1984 172 162 1766 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1893 1976 1978 1978 1978 1978 1978 1978 1978 1978		2014 PH 25	more than more retire	0	to repulse to the law order of		a person of the same ten		طاور وسعامته والمتالية والأوالة	المخطوعة والمستحدث والمتاهات	1.010	وران جموع بالزواز والوارما ستجهله	
Adj Staf Flow, vehrlun Adj Flow Rate; vehrh Adj Flow Rate; vehrh Adj Flow Rate; vehrh Adj Flow Rate; vehrh Adj No. of Lanes 1 2 1 1 2 0 0 1 0 Peak Hour Factor 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94		0.0000000000000000000000000000000000000		ingar a sur		Food College		DITA SANS			22.74 W.X.70		1.0
Adj Flow Rate, vehin			the second control of	IN THE PROPERTY OF	+ 4-1-4-1-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4	MATTER AND AND AND ADDRESS OF THE PARTY OF T			I in little a personal little in it.				1.0
Adj No of Lanes 1 2 1 1 1 2 0 0 1 0 0 94 0.94 0.94 0.94 0.94 0.94 0.94 0.		4 PROTEINS				un appendication							193
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User approved ignoring U-Turning movement.			ment.						The second second second	- wigazista		was also visite in HO	THE STREET, SPECIAL

a.m. peak hour No Build Condition

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		J
	*	*
Movement Parkets	SBT	SBR
Lane Configurations	4	
Volume (veh/h)	والمنافذة المجاهرون في المرافق المحاسب (١٠١٧) و ا	162
Number	4	14
Initial Q (Qb), veh	$\frac{1}{2} = 0$	
Ped-Bike Adj(A_pbT)	an ilian ye xixi n as	
Parking Bus, Adj	تموهم الأب المستحجمان الله المالة المالة	1.00
Adj Sat Flow, veh/h/ln	1921 114	1938 1 72
Adj Flow Rate, veh/h Adj No. of Lanes	1147	
Peak Hour Factor	0.94	· · · · · · · · · · · · · · · · · · ·
Percent Heavy Veh, %	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ar y y talo ang bagang ang parata bat araba karaban kanabat ang bagan ang katang karabang katang karaban bagan 1
Cap, veh/h	143	
Arrive On Green	0.24	0.24
Sat Flow, veh/h	607	830.00
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s), veh/h/ln	0	
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(gl c), s	0.0	0.0
Prop In Lane		0.54
Lane Grp Cap(c), veh/h	to the spice of the last margine, sales	
V/C Ratio(X)	0.00	
Avail Cap(c_a); veh/h HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	
Uniform Delay (d), s/veh	0.0	
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	
%ile BackOfQ(-26165%),ve	eh/ln = 0.0	
LnGrp Delay(d),s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	320	
Approach Delay; s/veh	61.4	
Approach LOS	Ε	
Timer Control	4.5	
	The second secon	

		المجر	→	*	Ģ	•	←	•	*	†	/	-
Lane Group	A EBUA	EBL	EBT	WEBR	. WBU	WBL	WBT-	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ž	ተተ	7*		ă	ት ቕ			₩		
Volume (vph)	7.55.1E	153	999	176	- 2 °	25	2063	45	83	128	46	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	di	11	30 11 16		11	37.11	2112		13.	13	131	2011
Grade (%)	Hamila d Schman Windows Love, at Money	Sectorial and addition of particular section	-2%	ر الما المالية ، منها أول (الاولولولولولولولولولولولولولولولولولول	mail disease) e le utual	Kigawatti da kara umulai ja	1%	rhetuiri (Automotermeti) ir reed	مخالص مطمار شما لداما	0%	orani di	alionali i i i i i i i i i i i i i i i i i i
Storage Length (ft)		110	學用可能	190		150		0 '	10		0	75.30
Storage Lanes	Charles Mart Plans, name "a consultação	1	Citizendo el mand I de los cubinosas	1	. Grandelin Grande	1	delimite de la comita de la comi	0	0	himinetiality (I a seed) to all	0	0
Taper Length (ft)		25	Sagr			25			25			25
Lane Util. Factor	0.95	1.00	*1.00	1.00	0.95	1.00	*1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	Markova (1869) Streets of 1889	Marine.			attau ar sas Persentia							
Frt	or controllement or controller		The second state of the second	0.850		rational traffic	0.997	College and College description	м жакижиланы.	0.976	er of Carles and Published Section 19	toe . Stagowa jiga ki.
Flt Protected		0.950				0.950		r Landy State (1975) Land British		0.984		
Satd. Flow (prot)	0	1762	3602	1546	0	1659	3570	0	0	1834	0	0
Flt Permitted		0.950				0.950				0.306		
Satd. Flow (perm)	0	1762	3602	1546	0	1659	3570	0	0	570	0	0
Right Turn on Red				√ No				Yes			No.	
Satd. Flow (RTOR)		and the same	Art. Halland Private and				2	Tanger (Francisc Signite)		To the Control of the Paris	at til Microst (4 Treparablesco), til er	CANMAL TOPRIS
Link Speed (mph)	多好多的。	第 53000	40	Kijiras -			40 €			30		
Link Distance (ft)			1697				1673	, stanta . I con at location of		161	a P angar 100-yang kantir kepilanda	ni pini (impembelipin)
Travel Time (s)			28.9			Called Sec	28.5	表的意思		3.7		STAROUTE BORGLOVAS
Confl. Peds. (#/hr)				THE PARTY OF THE P				to some of the a state of a second	a trace sector 1 mars scott		and the second	med artisepers
Confl. Bikes (#/hr)			75 ST			6 97 14 HE						PAPER .
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	:100%	100%	100%	100%	100%	100%	100%	100%	-100%	100%
Heavy Vehicles (%)	0%	0%	3%	2%	0%	5%	2%	5%	6%	0%	5%	9%
Bus Blockages (#/hr)	**************************************	0	0	0	Î 0	0	0	- i 0	0	0	0	0
Parking (#/hr)									172 2 124 14 14 14 14	7371,2 44444, 4444		man manage
Mid-Block Traffic (%)			0%	107 105 ed		24	0%]			0%		
Adj. Flow (vph)	1	165	1074	189	2	27	2218	48	89	138	49	25
Shared Lane Traffic (%)	وران المرابع ا المرابع المرابع المراب									Har Si		
Lane Group Flow (vph)	0	166	1074	189	0	29	2266	0	0	276	0	0
Turn Type	Prot	Prots	NA .	Perm	Prot	- Prot	NA .	Alone No. of No. 124	Perm	NA -		Perm
Protected Phases	5	5	2		1	1	6			8		
Permitted Phases				2					8		de la partir de la companya de la co	4
Detector Phase	5	5	2	2	1	1	6		8	8		4
Switch Phase	one of the second secon				Pe :					e or or		
Minimum Initial (s)	3.0	3.0	10.0	10.0	3.0	3.0	10.0		5.0	5.0	is the Scientific of the medium was	5.0
Minimum Split (s)	10.0	10.0	17.0	17.0	10.0	10.0	17.0		11.0	11.0		1110
Total Split (s)	27.0	27.0	92.0	92.0	27.0	27.0	92.0	ny mandrina ary and a state of the state of	31.0	31.0		31.0
Total Split (%)	18.0%		61.3%		18.0%	18.0%	61.3%	is in the	20.7%	20.7%		20.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	i (les ur sprzesse) exper	4.0	4.0	es fra content out on a very	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		ු <u>්</u> 2.0 ්	2.0		2.0
Lost Time Adjust (s)	(majoran) in the second of the	0.0	0.0	0.0	e jez gjerek ma	0.0	0.0	epinemia de aprovinción e may como e	properties of applications	0.0	wal the language of the con-	T1: 24:000; 41:00 a (1):
Total Lost Time (s)	de Lie Li	7.0	.7.0	<i>-</i> ≥7.0	ilar ə	7.0	mana (本語の) and a company of the co			6,0		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	nga ingga camaka	والماليات والمناطات ذاعلا	garajiyalagga riibikiris	pigga i restoue e	easyneous easy
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	. Marie and a reserve at the field of	Yes				a di na matalania Malana Malana matalania	
Recall Mode	None	None	Min	Min	None	None	Min		None	None		None
Intersection Summary			inia jire						2 (2)(1)			

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Lane Group	SBT	SBR					非步步的		
Lane Configurations	- ♦	a Milando Gradina Pain de la Rechestra de	#Mark regrees - as a co	and the street of the contract of	n i gujan nagatu kalenda	mus des passenno espajo	Children in the Control of the Contr	Olania (1918) sa Pilagana Milagana	mata and ex
Volume (vph)	اديمه الوائنت و "فيدسو دهاد عيا - دو	159							
ldeal Flow (vphpl) Lane Width (ft)	1900 11	1900 11							
Grade (%)	-4%				The second states				figural.
Storage Length (ft)	EXELUTE	13015						13875-1575	MISTER.
Storage Lanes	identition of the control of the con	0	indiagilia girinda (1814), e p	getta) Sjettlingdi.	t (viastainistainisti	ala ilay bana dalah dalah			A STATE OF THE PARTY OF THE PAR
Taper Length (ff)					en nev				regree Meneric
Lane Util. Factor	1.00	1.00	- tilt gingsynterie i patement ten syntyrie	anno en esta de de la calca		en anti-a coloria carradad de sa arre-	t en annorm an michaelane		
Ped Bike Factor	0.99	all and selections of the selection of t	en agelejak (H. 1914) der Militaria kan akti (H. 1914)			djed in tre Grejsfalle Svori i stoggillerik		and the second of the second o	
Frt Fit Protected	0.931 0.996			meg i despessor.			Cartier of 1988 and also become for		NEW PORT
Satd. Flow (prot)	0.990 1681			de desimalia	فقلها للأرقافات		Total San Printer Children		
Flt Permitted	0.908					45 - FEETE 2			
Satd. Flow (perm)	1533	0	alid dispatifu problem in discount disco	tertidi vikolotellandt.e	a Taraka kee mila saka adaa ka	Ciante La Landa de de la Caractería de l		فلقعم فنسط فينظفنا القنسك	ما وساست استونات
Right Turn on Red		No		الروازين (100 ميليون) بريدلان الركواز المروكون					
Satd. Flow (RTOR)	region i color congelenc	na na misma kanalana kanalandan dan ma	deservation to be a six as a	** *********	and the state of t	romente a ser com porte	managarité para pagina pagangan can	The state of the s	famous versus e
Link Speed (mph)	30					达沙国际	DESTRUCTED AND COME		MI.
Link Distance (ft) Travel Time (s)	419 9.5		35377281A.H.A.			enter alle alle de la constant		FIRM SERVENIERUS (M	
Confl. Peds. (#/hr)	S 9.05	1 (11) 14 - 14 - 14 - 14 - 14 - 14 - 14 - 1	เอ็นสีเหล่วงเปล่า แล	9.54 BASKA	- UPITE FEET UK	Section Beauty			
Confl. Bikes (#/hr)				je very					經濟方
Peak Hour Factor	0.93	0.93	er adaktete koordel alkoort, ki oo di soo	Aller and Miller and Aller		naalistelit ja saagu	e en maranas en		. د کنیدنهانات
Growth Factor	100% 👊	100%				ing the strain of the Property of the strain			
Heavy Vehicles (%)	1%	3%	(Meterophysical)		معوري دار دردوم ميچمدد.	a The profit for the part of t	if the hope of the specific chiefs at the	مهدانت ماهم المعارض المراجع ال	A SHIP THE STREET
Bus Blockages (#/hr)	0	0.11.17	A STATE OF THE STA		TANKALANT OFF				la, El
Parking (#/hr) Mid-Block Traffic (%)	0%								565,564
Adj. Flow (vph)	141	171		liza liberizi					
Shared Lane Traffic (%)			Apple Second Town	neg on Salada paki					NEW TO
Lane Group Flow (vph)	337	O Company of the Comp	elikasi seri dida. 100 a 1 di dilah	والمستوال المتحدد المستوال	e zaskalelskih soduje Piddil	inivialist is a wilder the first of the	فلعالهما الدائية فالمقط كماه فتك وخ		
Turn Type	ÑA 📜							en a de con	
Protected Phases	4		المحاملا والمتشاركينية عن	minemi i ne mjes 1996 si	, garin sega v angkan digipadigi	galagrafi i ngawan balangan kapatan saka	annicamentaria de la compania	THE STATE OF THE S	PPSPULSESA
Permitted Phases Detector Phase	4		المراجعة ا المراجعة المراجعة الم		The second secon				
Switch Phase						il to es a majoritar com Tales a la facilità della			
Minimum Initial (s)	5.0	The state of the late of the state of the st	aužnota (III), ningili i i i i i i i		- Planifablicher	is of direction of the	ing parameter in the second	Has In Sur II	
Minimum Split (s)	11.0	MISSE		$\frac{1}{g} \frac{f_{ij}}{f_{ij}} = \frac{1}{2} \frac{(\mathbf{x}_i, \mathbf{f}_{ij}) \cdot \mathbf{y}_{ij}}{(\mathbf{x}_i, \mathbf{g}_{ij}) \cdot \mathbf{g}_{ij}}$	据到实现				70% AP
lotal Split (s)	31.0				THE REPORT OF THE REAL PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF	Polymord and a service and a service			4 · · · · · · · · · · · · · · · · · · ·
Total Split (%)	20.7%								
Yellow Time (s)	4.0	ofor an amora, an		Marin Gurana					
All-Red Time (s)	0.0		e years of all the second	Al Destruction of the All Property of Calculation of the Control of the Control		and the second			
Total Lost Time (s)	6.0								
Lead/Lag									
Lead-Lag Optimize?				The Sales					
Recall Mode	None								
Intersection Summary		de la companya de la							

Area Type:	Other	•
Cycle Length: 150		
Actuated Cycle Lei	ngth: 147.7	
Natural Cycle: 150		
Control Type: Sem	ii Act-Uncoord	
 User Entered V 	alue son	
Splits and Phases:	1: Croton Dam Road & Route 9A	
√ 5 ₀₁	~ ►ø2	₩ 94
27 s	92 s	31s 88
ૐ ₀₅	€ —— ø6	₹ [†] ø8
27 s	92 s	31 s

	∌	≯	->-	*	Ç	1		*	4	Ť	<i>P</i>	4
Movement	₩EBU	₩ EBL	EBI	EBR	⊭.WBU:	2771	Control of the Walter	WBR.	RIVINBLES		//NBR	##ISBI
Lane Configurations	komen oktoberje	A	ት ት	*	ing the market of the	À	ት ን	rystacjedri majajensu je		4		- Loren Dalamer Services
Volume (veh/h)		153	999	176	2	25	2063	بدايونهونزداء وناة حضات	83	128	46	2:
Number	ente e congresso	5 ::::::::::::::::::::::::::::::::::::	2	12	s om osa ellik	1	6	16	3	8	18	
Initial Q (Qb), veh		0		TITO'	and a property of the party	0.5	0	0		0.		
Ped-Bike Adj(A_pbT) Parking Bus, Adj	enales established	1.00	SS STATES	1.00	National Const	1.00	Honros Libras	1.00	1.00	handarasan engan e	1.00	1.00
Adj Sat Flow, veh/h/ln	The second		1.00	1.00	Was E.S.	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Adj Flow Rate veh/h	: N = 401.957	1919 165	1863 1074	1881	ages institution in	1806	1852	1890	1976	1922	1976	193
Adj No. of Lanes	and thinks	100	اران <u>دران دران</u> 2	189		27	2218	48	89	138	49	2
Peak Hour Factor		0.93	. 0.93	ື ≥0.93	The S	0.93	2 0.93	0 0.93	0 0.93	1 ===0***	0 ~~~~~	
Percent Heavy Veh, %	The second second	v.95 0		Mindle of the second	AND SELLIN	and the internal of	Application of the second	ing fight many on the fifth	the state of the s	0.93	0.93	0.9
Cap, veh/h		190	2497.	2 1072		5 ∷34∏	2 2117	2 	0 112.75	0 82	0 Historia	
Arrive On Green	Section 1 Section 1000	0.10	0.67	0.67	Andrew St.	0.02		a francisco de la company de la co	عدن الموسيت بدارا ورسيده الأدادات است	بالمقارسين عصوب بدادا المهسدانية	27	5 f 4
Sat Flow, veh/h		1828	3726	0.07 1599	73.67 F	1720	0.59 3613	0.59 78	0.17 242	0.17	0.17	0.1
Grp Volume(v), veh/h	P. O	165	1074	189	Eddersone, grave	27				478	155	
Grp Sat Flow(s), veh/h/ln	84- 367 <u>8</u> 8	1828	1074	1599	oganosta ya	∠/ 1720	1133	1133	276	0	0 ************************************	33
Q Serve(g_s), s		12.9	19.4	6.4		to the entry of the contract of	1852	1839	875	1 NO	0.	170
Cycle Q Clear(g_c), s		12.9	19.4	6.4	Sec. 1	2.3 2.3	85.0 ∰ 85.0 ⊋	85.0	0.0	0.0	0.0	0.1 Market
Prop In Lane		1.00	3.4	1.00		1.00	00.U	85.0	25.0	0.0	0.01	25
Lane Grp Cap(c), veh/h		190	2497			34	ି 1085 ି	0.04 - 1077	0.32 - 184		0.18	0.0
V/C Ratio(X)	with complete	0.87	0.43	0.18	Min adi - 17	0.80	1.04	1.05	In the artist manufacture	MIT I Complete Land	0.00	320
Avail Cap(c_a) veh/h	a Sin	252	2497	1072		0.60 237≌			1.50 184	0.00 0	0.00 	1.0
HCM Platoon Ratio		1.00	1.00	1.00	lating the second	1.00	1.00	1.00	1.00	larion in a company of a		320
Upstream Filter(I)		1.00		1.00	om a pose.		1.00		1.00	1.00 	1.00 ⊚0.00	1.0 1.0
Uniform Delay (d), s/veh		64.0	11.1	8.9	(A Section (1)	70.8	30.0	30.0	61.5	0.0	0.0	61.0
ncr Delay (d2), s/veh		21.3		0.1	WURCE E	33.5	39.5	42.1		0.0	0.0	64.
Initial Q Delay(d3),s/veh	er gland red	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	04.4 0.0
%ile BackOfQ(-26165%),veh/li	n. 19 april 7. Na 19 april 7.	7.6	9.9	2.9		1.4	55.0 3	55.4	20.2	0.0	0.0 - 0.0	۰.۰ 18.6
LnGrp Delay(d),s/veh	The Communication of	85.4	11.2	9.0	ar service	104.3	69.5	72.1	314.0	0.0	0.0	125.4
LnGrp LOS	in a de		B -	L A		.0⊐.5 F∰						120.4 Dell'
Approach Vol. veh/h			1428	Contraction Co. Co.		7 m 1 m	2293	elle (ye ^m deces	ang Tali ada belagi	276	المراجع والمجامية والمحاطية	
Approach Delay, s/veh			19.5		9878 FD		71.2	organización de la com- compression de la com- compression de la com-		المالية بمحمد الأفران ويتمام والمالية		TOWNS CO.
Approach LOS	amenda Addition	أعلنانا ولاره ماعتانا	B		Alternative sub-	1015 J. J. J. S.	E	mades (Co. S. Colombia	والأسادات المساد	-31410 F		
Timer 2000 Health											ornakaanse.	SACHEMIES C
Assigned Phs	668306666666666666666666666666666666666	2		4	186 n 5.1 5	6 6		16 t 18 t	William Washin			
Phs Duration (G+Y+Rc), s	9.8	104.2	7727.555	31.0	722.1°	92.0		31.0				nassi
Change Period (Y+Rc), s	7.0	7.0	ad vede the best	6.0	7.0	7.0	Malau en da	6.0	-150 Million 500			17011
Max Green Setting (Gmax), s	20.0	85.0		25.0	20.0	85.0	yer to	25.0				Million 2
Max Q Clear Time (g_c+l1), s	4.3	21.4	ilijainingan ng 19 daga ng i	27.0	14.9	87.0	seartadd	27.0			Luivitatio	
Green Ext Time (p_c), s	0.0	55.4		0.0	0.2	0.0	997 - DE	0.0				
ntersection Summary				es Vine po	SECTO SEE							
-CM 2010 Ctrl Delay	A TAN ANY	Construction of the	72 0		secondarios de AM				ASSESSMENT OF THE			
HCM 2010 LOS	A- The Market		_73.8∫ E	Darek 45	of dealers			المراوي المراوية المستون المراوية المراوية	المنظمة المنظمة المنظمة المنظمة		制造物的	
					w							
Notes : A Silver of the Control of t		通水道		ALC: OF STATE	建设金额		海 电内线			建制装置		
Jser approved ignoring U-Turr	ing move	ement.										

	Į.	4						
Movement	SBT	SBR	S. S. S. S. S. S.					
Lane Configurations	€}							
Volume (veh/h)	131	159						
Number	4	14	The South Africa The The South Asset South Africa and South Africa			the Designation (legislate designation)	ether (Editor Address) and a construction of 1 m to manufacture of 1 m to manufacture of 1 m to manufacture of	oderaciditali servici e emiliari e e e e e e e e e e e e e e e e e e e
Initial Q (Qb), veh	0							
Ped-Bike Adj(A_pbT)		1.00						
Parking Bus, Adj	at the same of the same of the same of	1.00급급	Carried and the second					
Adj Sat Flow, veh/h/ln	1889	1938	and the second section of the second	and the second second second	the contraction and the contraction of	ng part panga 4 filosopa yang salapan yang salapan	enerales has enticoperations and materials almost	entre granden en mer el Actio (du testes Aumessauves
Adj Flow Rate, veh/h	141	1715	The state of the s	on the training of the control of th	ار از از این این که از این متران در از این در از از این این از این در در از این این در در در از این در			
Adj No. of Lanes	1 - 979924 - 12 999	0		ing grant grant in the	er managariteti.	en e	Section Commences	ert fank it jest milde et fransk fan de skrift.
Peak Hour Factor	0.93	0.93			er en server Hanna i se			TO STATE OF THE
Percent Heavy Veh, %	1 130	1 ਅਕਤ ਾਨਨ ਵਾਲ		and the second	in jojnakansuuses			
Cap, veh/h Arrive On Green	0.17	149 0.17		displaying the		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	والمرابعة المتعالمة المتعا	
Sat Flow, veh/h	757	865		a splatje, tak				
Grp Volume(v), veh/h	0	0	Contravellation (Co.	<u> </u>	er i i i sagtematige ga i i i i i i	engled with the property of th	ार विकास मध्य मध्य मध्य	Papal Transcription
Grp Sat Flow(s), veh/h/ln			THE PROPERTY.	and the Sa	The Company of the Co			
Q Serve(g_s), s	0.0	0.0		talian in the h	and sold and the			
Cycle Q Clear(g_c), s		0.0						
Prop In Lane	erti pietroma espeksitori eti eti lattadi	0.51	استانية والمرافق الموافقة الموافقة والمرافقة و	en estatuen eta en landona.	aut de l'élépholistiffe de la contraction de la	and the later of the same of t	غا <u>د المنظمين في منا منطق</u> ع التعاملية المنظم	وبالشنوا وتعالل المتعدد
Lane Grp Cap(c), veh/h	0	0						
V/C Ratio(X)	0.00	0.00	antiform, Edin, Allie and Supply Paylor Combig. 1 - 100 Life in 1	Produced Ignation to some of	and the diale throught and the	a ta daja sandanban da ba a andayiji ya ani bayaji	والمراهدة والمراقعة والمستوانية والمستوانية والمستوانية والمستوانية	in allowed to be desired to the
Avail Cap(c_a), veh/h	<u>0</u>	The second service beauty			100 E			
HCM Platoon Ratio	1.00	1.00	drahaman permite a rome		. Comment of the William			
Upstream Filter(I)	0.00	0.00						
Uniform Delay (d), s/veh	0.0	0.0	mening gramment anglesellenggappers og engemme er e	egypee gran in man a	to the state of th	manusing appropriate the second winds of the second	efficiel (day Proposit and Graph (day)	SEASON TO THE CONTRACT HATTMAN
Incr Delay (d2), s/veh		0.0				3 (1344)		
Initial Q Delay(d3),s/veh	0.0	0.0	The second of th	a communicación	والمراجعة المستوانات المستوانات			
%ile BackOfQ(-26165%),v		0.04	nastavije († 1906) Strockovije († 1906)		of the Salahara sees			
LnGrp Delay(d),s/veh LnGrp LOS	0.0	0.0	eg sagarat deg paladad ar a	. 500 grade (1975)	To disconding the service of the			
Approach Vol, veh/h	337		空和Man Man Andrews	the affective selections	Company (Company)	The state of the s	通可L2000年1000年1000年100日	和我们自然对对多是否的。
Approach Delay, s/veh	337 125.4	TES TEST		with the last				
Approach LOS	12 3.4 F	de e Sin			The State of the S			ESECREDISTRIE
Apploach LOG	r							

	≝	ᄼ	→	*	Ĕ	4	4	*	4	†	/	1
Lane Group	EBU	EBL"	EBT	WEBR :	:WBU	WBL%	WBT	WBR	NBL	NBT	NBRE	SBL
Lane Configurations		À	<u>ቀ</u>	7*		ă	<u></u>			- €}-		
Volume (vph)		135 -	2005	88	3	8	893 I	eg:11%	58	≈ 202-	93	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	- 3 J. 115		11	3311	11	§ 116	117		134	. 13	137	2007 11
Grade (%)	The second secon	_ to Macon 198 . [-2%	Carried Control of the Control of th		atticks to the section fire	1%	delentaria de control.	Characteristics of the contract	0%	oliment järkkii kokapiaa järja lõu	ult Ack-partmont
Storage Length (ft)		110		190		150		0	2 字 0 图		表达是 0 类	0
Storage Lanes	· · · · · · · · · · · · · · · · · · ·	1	An des de landa landa landa de	1	1851 W 19	1	Control of the Second Marketts	0	0	a Carlydan Carlydd abrell	0	0
Taper Length (ft)		25		errore y armed y or procedity of the Sectors of the contraction		25			25			25
Lane Util. Factor	0.95	1.00	*1.00	1.00	0.95	1.00	*1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor							د اور					
Frt				0.850			0.998			0.964		a constant of the constant of
Flt Protected		0.950			Harry W.	0.950	ke (1971)			0.992		
Satd. Flow (prot)	0	1538	3567	1460	0	1313	3408	0	0	1841	0	0
Flt Permitted	And Andrews	0.950		Pitt.		0.950	der de la parte. Notat en la companya			0.694		
Satd. Flow (perm)	0	1538	3567	1460	0	1313	3408	0	0	1288	0	0
Right Turn on Red	ار المراجع الم المراجع المراجع المراج			No	a skiping. Masalana		i [Table of Table and I	Yes			No	
Satd. Flow (RTOR)							1					
Link Speed (mph)	الرابعة المرابعة الم		∵⊹ 40≅		gar Territorio	78.444 Janes C.	40			30		群獨 得
Link Distance (ft)			1697				1673			161		
Travel Time (s)			28.9		. Ta		1 28.5 ຼ	1.3		3.7		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	and larger and							(valuation of the				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100% ,	100%	100%	100%	100%	100%	100%	100%	- 100% l	⊲100%↓	100%	100%
Heavy Vehicles (%)	100%	14%	4%	8%	0%	43%	7%	9%	0%	3%	1%	0%
Bus Blockages (#/hr)	0.9	0	0	0	0	- [0]	0	¹ 0	0.0	Ö.	10.5	. • 10
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Adj. Flow (vph)	1	144	2133	94	3	9	950	12	62	215	99	34
Shared Lane Traffic (%)	14 (15) (15) (15) (15) (15) (15) (15) (15)		partition of the same	incline Distriction	agigi Alabada da arin	i i i i i i i i i i i i i i i i i i i			الله المراجعة المراج المراجعة المراجعة ال		THE PARTY	
Lane Group Flow (vph)	0	145	2133	94	0	12	962	0	0	376	0	0
Turn Type	Prot	- Prot	NA.	Perm	Prot	Prot	NA.		Perm	NA		.Регm
Protected Phases	5	5	2	termology do ex	1	1	6			8		
Permitted Phases	in the second se			2	Art i				8			4
Detector Phase	5	5	2	2	1	1	6	- commenter of the second	8	8	to this sections are not one as	4
Switch Phase			والمتابية المتارية		PA PALA George				ari sanihira Karatera Sanihira			ان اعاشدین
Minimum Initial (s)	3.0	3.0	10.0	10.0	3.0	3.0	10.0	grandenges de la la de	5.0	5.0	ericus anno a mora de la constitución de la constit	5.0
Minimum Split (s)		় 10.0 ু	17.0	17.0	10.0	10.0	17.0	en la cominal.	11.0	11.0		11.0
Total Split (s)	30.0	30.0	92.0	92.0	10.0	10.0	72.0	Trun and Father than public	38.0	38.0	-	38.0
Total Split (%)		21.4%			7.1%		51.4%		27.1%	27.1%		27.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	manic Howellow is troubles	4.0	4.0	emple strangensky van engel	4.0
All-Red Time (s)	2.0%	2.0	2.0	2.0	2.0	2.0	2.0 🕆		2.0	∂∛2.0		2.0
Lost Time Adjust (s)	a angga an gayan aga	0.0	0.0	0.0		0.0	0.0	management of the control of the con	mager of medical parties of	0.0	Dan'ani pikaya in Alajipika ali wasina in	YTTES PROPERTY.
Total Lost Time (s)		7.0	Charter and - 134, Frankly	1117.0	Mar.	7.0	7.0	Policial		6.0		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Jefraliji aangreje	المراوعة الكاملية	فدد مالاستبار لديثتك	nick georgesphilism i brisans och	mpanyigasanistas
Lead-Lag Optimize?	Yes	Yes	⊺ Yes⊵	Yes	Yes	Yes	Yes_					
Recall Mode	None	None	Min	Min	None	None	Min		None	None		None
Intersection Summary	575518X2116											



Lane Group	SBT SBR
Lane Configurations	&
Volume (vph)	107, 162
Ideal Flow (vphpl)	1900 1900
Lane Width (ft)	
Grade (%) Storage Length (ft)	-4% 0
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	1.00 1.00
Ped Bike Factor	0.99
Frt Flt Protected	0.927 0.995
Satd. Flow (prot)	1700 0
Flt Permitted	0.820
Satd. Flow (perm)	1401 0
Right Turn on Red	No. 41. 11.
Satd. Flow (RTOR) Link Speed (mph)	
Link Distance (ft)	30 419
Travel Time (s)	9.5
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Growth Factor Heavy Vehicles (%)	100% 100% 1% 1%
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	0%
Adj. Flow (vph)	114 172
Shared Lane Traffic (%) Lane Group Flow (vph)	320 0
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase Minimum Initial (s)	5.0
	TO A TAX SEED OF THE TRANSPORT OF THE TOTAL OF THE TOTAL SECTION OF THE TRANSPORT OF THE TR
Total Split (s)	38.0
Total Split (%)	38.0 27.1% 4.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Total Lost Time (s)	0.0 6.0
Lead/Lag	
Lead-Lag Optimize? Recall Mode	None
Intersection Summary	
	The included the second of the

Lanes, Volumes, Timings 1: Croton Dam Road & Route 9A

Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length:	133.9		
Natural Cycle: 150			
Control Type: Semi Act	-Uncoord		
 User Entered Value 			
•	Croton Dam Road & Route 9A		
% ₀₁ √ 02		₩04	
10 s 92 s		1500 M 38 s	177
3 05	4 ρ6	≪\ [†] ø8	
30 s		38 s	高胜 整

MANAGE AND	5	<i>></i>	->	7	Ē	*	<	*	4	†	<i>></i>	-
Movement:	EBU		FEBTIG	EBR	⊹WBU!	®WBE		WBR	& NBE	#NBT	NBR	// SBL
Lane Configurations	a in the same of	ች	^	7	and the segment	ä	ት ን	province a market	er on engine en en en en	- ♣		naryenen a
Volume (veh/h)		135	2005	88	3	8 🕅	893		- 58	202	., ⊅93	32
Number	an expression of		2	12	e entre en e	1 Transition reserves	6	16	3 (1979) 2002	8 **********************	18	7
Initial Q (Qb), veh	i light light	0	. 0	2120		0.0	0	in Small? miles tilled		. 0	0.	
Ped-Bike Adj(A_pbT)	78 G 10 FB	1.00	en araker	1.00	15 W	1.00	ा गाँउ उत्तर ाश	1.00	1.00		1.00	1.00
Parking Bus, Adj	100000	1.00	1.00	1.00		-1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1675	1845	1777 94	17 187 15	1429	1766	1890	1976	1938	1976	1938
Adj Flow Rate, veh/h	S 8 35.50	144	2133	24	. V. silvillo	9	950	12	62	215		32
Adj No. of Lanes Peak Hour Factor	9 (198 7 /89	i Nonaka	2 0.94	0.94		0.047	2 0.94	0 0.94	0	1 503774747899	0 4 0.94	0.94
	Cold delica	0.94	to a distribution of a high Da	0.94	William Ri	0.94	U.94	0.94	0.94	0,94	Arterial and the state of the s	
Percent Heavy Veh, % Cap, veh/h	6 7 64 007	14 ⊹ 167.	4 2252	922	1,77,111	43 9	1781	- 23°	3 73 li	3 201	3 - 1-871	1 1555
Cap, ven/n Arrive On Green	and the second second second	ر میروند 0.10	2252 0.61	0.61	the Ball	and the second second	0.51	fine traderior res to chi.	They will have been been a been			the state of residences of
Sat Flow, veh/h		1595	0.61 ≈:3690⊴	1510	1 25m	0.01 1361	0.51 3481	0.51 3.44	0.24 179	0.24 851	0.24 368	0.24
	the medical field a	***************************************			21 B - 3 B - 181							107
Grp Volume(v), veh/h	(1. 1. 257 909	144	2133	94	0.00 NOT 7 10H	9	482	480	376		0 #222370F2010	320 בעביניייי
Grp Sat Flow(s),veh/h/ln	and the sec	1595	1845	1510		1361	1766	1759	1398	IEKOL	0	1540
Q Serve(g_s), s	u sarena	12.0	72.4	3.5		0.9	24.8	24.8	5.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s		12.0	72.4	3.5		0.9	24.8	24.8	32.0	0.0	0.0	26.8
Prop In Lane	To a graph state.	1.00	- 00F0 @	1.00		1.00	01 88.700	0.03	0.16		0.26	0.11
Lane Grp Cap(c), veh/h		167	2252	922		9	904	900	361	. 0	0.	393
V/C Ratio(X)	The second of th	0.86	0.95	0.10		1.04	0.53	0.53	1.04	0.00	0.00	0.81
Avail Cap(c_a), veh/h		271	2313	1 947	er samt di	30	904	900	361	0	101	393
HCM Platoon Ratio	n regar	1.00	1.00	1.00	i prografi	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter()	California C	1.00	1.00	1.00	ribisht.	1.00	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	ar establiza	59.7	24.4	11.0	1000465	67.4	22.2	22.2	52.9	0.0	0.0	49.2
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh		14.5	9.1	0.0	adii didada Adam <mark>a</mark> da	154.0	0.6	0.6	58.8	0.0	0.0	12.4
	io partito	0.0 6.0	0.0	0.0 1.5	1.29 GIG N	0.7	0.0 12.2	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/lr LnGrp Delay(d),s/veh	li Britad		39.3	In the last water and at	JOHN SERVICE	0.7	· · · · · · · · · · · · · · · · · · ·	12.2	19.3	0.0.	0.0	12.9
	5107115V4	74.3	33.5 C	11.0 B	, a salat sa	222.1	22.8	22.8	111.7	0.0	0.0	61.6
LnGrp LOS	[[4] [1] [[4] [4]	adijiye 🖽 a		T B	<u> </u>	galeri F all	C		2012年1月1日 2012年1日 2012年1日			
Approach Vol, veh/h	or impact	er me	2371	יין דייניינטינטינטינטיני		1. 1. 2. 243	971	enne) en 1974 (en 19	PARTERIO (PARTE	376		erestantani
Approach Delay, s/veh	Bir Lublis.		35.1				24.7	393391		فأخجافاها لمحجمها وماكات	27.55	
Approach LOS			D				С			F		
Timer Automotive Elizabeth	1 1 1	54年2	3.	ww.4	11.5 H	1.1.4.6.M	(E. 2.76)	14 8 S				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	89.7		38.0	21.2	76.4		38.0				Calculation of the Control
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0	ODER OF PERSONS	act is adquire (Made to on Markellania). I	A STATE OF THE PARTY OF THE PAR	Managa Wasani
Max Green Setting (Gmax), s	3.0	85.0		32.0	23.0	65.0	173,00 ***********************************	32.0				1 - 4 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5
Max Q Clear Time (g_c+l1), s	2.9	74.4		28.8	14.0	26.8	ir Praesidi	34.0	er - a como Maria - Marcelly Cipe	manage straight a speaking	erana masarit (1,03a) rasi	v po 1964 i nastronosti i del
Green Ext Time (p_c), s	0.0	8.3	Sandra A	1.4	0.2	32.9		, 0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			41.8	Participants			1,19		251	12.33		
HCM 2010 LOS			D									
Notes			E SLESS	a la	Talleria de la							
INOTES TO THE PROPERTY OF THE PARTY OF THE P												

a.m. peak hour Build Condition TMA

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	- ↓ - ✓					
Movement Movement	SBT SBF				Marana and San and Marana	
Lane Configurations	<u>ф</u>					PRESENTATION OF THE PROPERTY O
Volume (veh/h)	107 162		arskensk of Tu	CAPATA SATURATION OF SATURATIO		
Number	4 14	1	a aleri (M. 1924). Taraz	Traine in migzelessees		
initial Q (Qb), veh	777 O O					
Ped-Bike Adj(A_pbT)	1.00)	er conservation and can ambie	Option for province to the topic topic of high oc	odi chilir dia transferazioni entichi entrastitazioni	The Control of the Co
Parking Bus, Adj	1.00 - 1.00					
Adj Sat Flow, veh/h/ln	1921 1938			there are a second and a second		ramen Turkung geles / est desemperatura comparis de region de seu provincio comparis e
Adj Flow Rate, veh/h	114 172	المعاددة المستادة المستادة المستحددة والمستحددة المستحددة		19 Apple 2 L		
Adj No. of Lanes			. Najirani 44.	at also ser e litions		are the control of the
Peak Hour Factor Percent Heavy Veh, %	0.94 0.94 1	to a state of the state of			The same of the sa	Company of the state of the sta
Cap, veh/h			and the second			
Arrive On Green	0.24 0.24	and the second of the second o	and the second s	entropologica i feliciale de la		
Sat Flow, veh/h				ver interes		
Grp Volume(v), veh/h)				
Grp Sat Flow(s), veh/h/ln	diddid the four control of the second of the					
Q Serve(g_s), s	0.0 0.0		The second second second	and the second s	ng tinaka mayya maya katang at manggan ng katang katang katang katang katang katang katang katang katang katan	ALCOHOLOGY PROTEINS OF THE PROTEIN CONTRACT STRANGE PROTEIN
Cycle Q Clear(g_c), s	0.0	- "Charle market to product the market will be				
Prop In Lane	0.54		en e	inter entre i disentapaten settinaksi.		
Lane Grp Cap(c), veh/h V/C Ratio(X)	0 (0.00 0.00 0.00	and the same of the last of the same of th	e a diserse of all a cili	a de la composição de l		And the second of the second o
Avail Cap(c_a), veh/h	manager and the second of the second		er en en en en en en en en			
HCM Platoon Ratio	1.00 1.00	الهران بالرافر نهدا ارمعار ماريكا وواحشوه فالعار ومسيوس مدا	en in de exploration		المال المساولات والمالية المالية المالية المساولات	والمستوات والمستوات والمستوا
Upstream Filter(I)	0.00					
Uniform Delay (d), s/veh	0.0 0.0		The second secon	.tacomer and a record sector (files of court	(2) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	imelija disebilika pasa para para para para para para par
Incr Delay (d2), s/veh	0.0	- المراد المناز معملات والأسلوم إلى المناوع المان		The second of th		
Initial Q Delay(d3),s/veh	0.0 0.0		en gemen i mengen i in juli sanan jejir pila	gramming to the company process of the	er om eine beginnen i Strant i	
%ile BackOfQ(-26165%),ve		حين ورسيدلاون فيأخر ووضع كما ويون الاستوار لووج ورجان				
LnGrp Delay(d),s/veh LnGrp LOS	0.0 0.0	J Todas Mathematikas	er dagted valvers of	The second of th		
Approach Vol, veh/h	320			atte disse	Control of the Control of the Control	600日李代明《明初集》(5)
Approach Delay, s/veh	320 61.6					
Approach LOS	E	Control Supplies Control of Supering Control of the		a waxa biri dagawalkabab		
						Signal Pallet Agreement Turnes III
Timer skiller	的情况。而是一个一个					

	5	<u> </u>	>	*	~	*	-4	4	4	†	/>	-
Lane Group	J. EBU.	EBL	(EBT	#EBR	WBU.	WBL	WBT	WBR	KE NBEK	NBT	NBR	SBL
Lane Configurations		ă	<u>ት</u> ት	ř		Ä	∱ Ъ			↔		
Volume (vph)	545 15	153	999	179	2	25	2078	45	83	128	52	- 23
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16, F 11	- - 11 (7712	W. 11	11	11	11	371	S 13	131		377 17
Grade (%)	Pade or angles and a larger	torn type	-2%	ekogitriari (A.a. II	1. 1 with a 1 to 2		1%	Section 100 Sections	imişşi İsp <u>i</u> cile m aşışlırı ^p , hadê	0%	New Louis (* 1945) Selection (* 1946)	manife e) stimmer e (Stime)
Storage Length (ft)		110		190		150		0	₹ 0 -4		10	0
Storage Lanes		1	And the second second	1	**************************************	1	one a surremoved	0	0	darka a 16., cambagana/playata tyabu	0	0
Taper Length (ft)		25				25	ya yaruwan Sedahar 14		25			25
Lane Util. Factor	0.95	1.00	*1.00	1.00	0.95	1.00	*1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor									WET 19			
Frt			-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.850			0.997	· · · · · · · · · · · · · · · · · · ·		0.973	age and or age par williams	bala balanti darimata
Flt Protected		0.950		ings.		0.950				0.985		
Satd. Flow (prot)	0	1762	3602	1546	0	1659	3570	0	0	1829	0	0
Flt Permitted		0.950	alisa Upingg			0.950				0.312		MICH.
Satd. Flow (perm)	0	1762	3602	1546	0	1659	3570	0	0	579	0	0
Right Turn on Red		i i		-i No			in a g	Yes			No	
Satd. Flow (RTOR)	•						2					
Link Speed (mph)			40				40			30	新姓器	摩斯斯
Link Distance (ft)			1697				1673	.,,,,,		161		
Travel Time (s)			28.9			43	28.5		i ing	3.7		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									其共四部	排售器等		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	2%	0%	5%	2%	5%	6%	0%	5%	9%
Bus Blockages (#/hr)	0	0 -	0	0	0	0	0	0	0	0 🖖	(0)	0
Parking (#/hr)	Acres (Paris)											V. 10 11 11 11 11 11 11 11 11 11 11 11 11
Mid-Block Traffic (%)			:- 0% ∶				0%			ા 0% ક		
Adj. Flow (vph)	1	165	1074	192	2	27	2234	48	89	138	56	25
Shared Lane Traffic (%)	Salar es es	is them.		ar an examine								
Lane Group Flow (vph)	0	166	1074	192	0	29	2282	0	0	283	0	0
Turn Type	Prot	Prot	NA.	Perm	Prot	Prot	NA		. Perm	, NA		Perm
Protected Phases		5	2	mana	1	1	6			8		
Permitted Phases				<u> </u>	dilining				8.		The second	- 4
Detector Phase	5	5	2	2	1	1	6		8	8	. who are the man and are	4
Switch Phase	Section 1		diam'r									
Minimum Initial (s)	3.0	3.0	10.0	10.0	3.0	3.0	10.0	nen a secon	5.0	5.0		5.0
Minimum Split (s)	10.0	10.0	17.0	17.0	10.0	10.0	17.0		11.0			
Total Split (s)	27.0	27.0	92.0	92.0	27.0	27.0	92.0	neglegyze) flyanyska a saltenye	31.0	31.0	e disselicitation in a companion	31.0
Total Split (%)		18.0%	61.3%		18.0%		61.3%		20.7%	20.7%		20.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	**************************************	4.0	4.0	are MEET . A sure described and	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	Path	2.0
Lost Time Adjust (s)	agegraphic temperature	0.0	0.0	0.0		0.0	0.0	and the second second	of the transferance	0.0	per titler eiter einhebendetent	handa and an an an an an
Total Lost Time (s)			7.0	7.0	生成形式	7.0	7.0			6.0		345
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	. topic, e	Militar statementeres	Name and the latter of the lat	C sheet Notherhead to	yd, angeno walne
Lead-Lag Optimize?	Yes	the state of the	Yes,	Yes	Yes	Yes	Yes			والمراجع والمراجع والمناجع المناجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع	ر مراه و الآرار مغراه و بر المارات الزيماء الأرام	
Recall Mode	None	None	Min	Min	None	None	Min		None	None		None
Intersection Summary		9-400-115 2		\$100 E-5						in the same sa		
				Annual of Control of Control of Control	Company of the company	es and the control of the second	a market was the market (187)		umporeury 15 des 15 house	mend 5 seeg subjection	aurete hauste begand C. S. St.	management Special



Lane Group.	SBR West State of the State of	
Lane Configurations		- Control Cont
Volume (vph)	159	
Ideal Flow (vphpl) 1900	1900	and the self-transfer of the s
Lane Width (ft)	11 22	
Grade (%) -4% Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor 1.00	1.00	And the state of t
Ped Bike Factor 0.99 Frt 0.931		
Fit Protected 0.996		
Satd. Flow (prot) 1681	0	。
Fit Permitted 0.903	An Andrew Market State Control of the Control of th	
Satd. Flow (perm) 1524 Right Turn on Red	0 No	
Satd. Flow (RTOR)		
Link Speed (mph) 30		
Link Distance (ft) 419 Travel Time (s) 9,5		The control of the co
Travel Time (s) 9.5 Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor 0.93	0.93	The service of the service of the last testing the service of the
and the second s	100%	
Heavy Vehicles (%) 1% Bus Blockages (#/hr) 0	3% 0	
Parking (#/hr)		
Mid-Block Traffic (%)	A SECOND CONTRACTOR OF THE SECOND CONTRACTOR O	
Adj. Flow (vph) 141	171	2000 The Control of t
Shared Lane Traffic (%) Lane Group Flow (vph) 337	O	
Turn Type NA		
Protected Phases 4	and the second s	
Permitted Phases Detector Phase 4		
Switch Phase		
Minimum Initial (s) 5.0		
Minimum Split (s) 11.0		
Total Split (s) 31.0 Total Split (%) 20.7%		
Yellow Time (s) 4.0		
All-Red Time (s) 2.0		
Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0		
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode None		
Intersection Summary		

Lanes, Volumes, Timings 1: Croton Dam Road & Route 9A

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 1-	47.7		
Natural Cycle: 150			
Control Type: Semi Act-U			
* User Entered Value		er e	

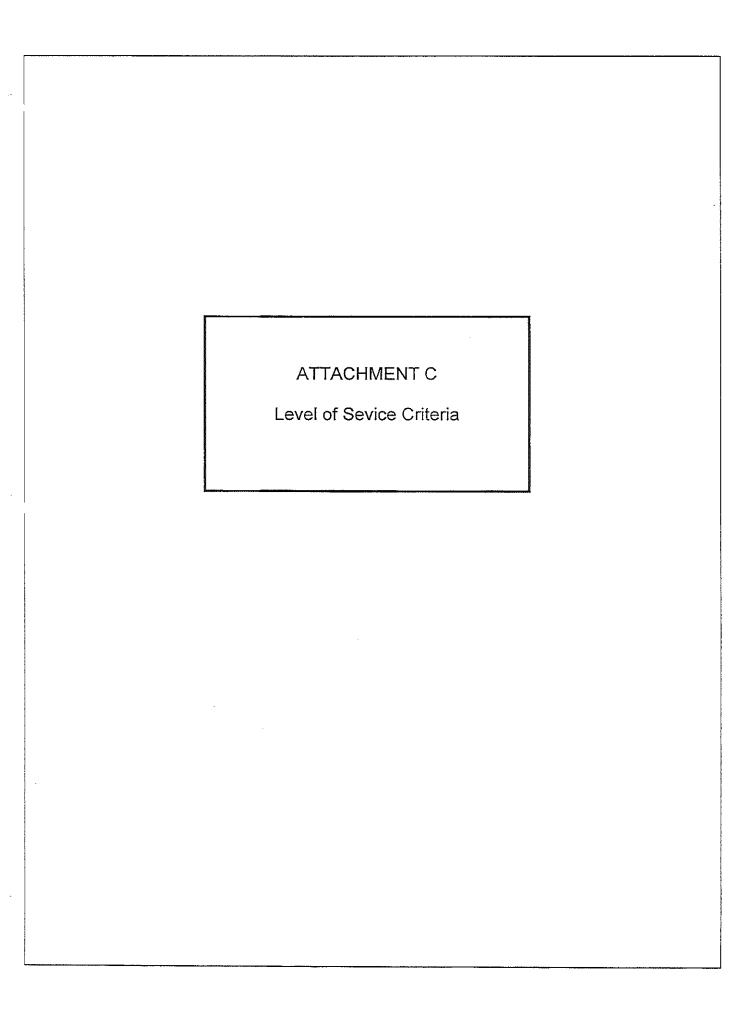
Splits and Phases: 1: Croton Dam Road & Route 9A

√ 5 _{Ø1}	≂ >ø2	₩ ø4
27 s	№ 92 s	数数 数31s 機能
3 ø5	≪ ø5	₹ 1 ø8
27 s	: <mark>∭</mark> 92 s	31s (28)

Movement Lane Configurations Volume (veh/h)	₩. EBU	FRI							•	-	-	
Volume (veh/h)		المركب منها فيها منها المرابيات	- EBT	EBR	WBU:	WBL	48.900	- WBR	NBL	W NBT	NBR	SBL
	gapaner maken percent	ä	ተተ	. ₹		ā	ዯ ሱ			↔		
	1 11	153	999	179	2	25	2078	45	83	128	52	23
Number	n man and and	5	2	12		1	6	16	3	8	18	7
initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	oran cese ye ji e	1.00	sickostatus	1.00	, .	1.00	was to see	1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	en	1919	1863	1881		1806	1852	1890	1976	1921	1976	1938
Adj Flow Rate, veh/h		165	1074	192	d v	27	2234	48	89	138	56	25
Adj No. of Lanes	Same and the second	1	2	1	ı	1	2	0	0	1	0	0
Peak Hour Factor		0.93	0.93	0.93	in edik i sid Silika da da	0.93	0.93	0.93	0.93	0.93	[0.93	0.93
Percent Heavy Veh, %	- garagayayaya jarahan ang	. 0	3	2		5	2	2	0	0	0	1
Cap, veh/h		190	2497	1072		34	2117	45	74	81	30	41
Arrive On Green	a carage are ego.	0.10	0.67	0.67		0.02	0.59	0.59	0.17	0.17	0.17	0.17
Sat Flow, veh/h	学等等等	1828		1599		1720	3614		240	471	175	82
Grp Volume(v), veh/h	ng at the ways commence are made a	165	1074	192		27	1141	1141	283	0	0	337
Grp Sat Flow(s), veh/h/ln		1828	1863	1599		1720	1852	1839	885	0	10	1702
Q Serve(g_s), s		12.9	19.4	6.5		2.3	85.0	85.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		12.9	19.4	6.5	grander og skale. Altria	2.3	85.0	85.0	25.0	0.0	0.0	25.0
Prop In Lane	ACTION OF CHARACTERS OF THE CO.	1.00	ww.minuer = mr .p .a.	1.00		1.00		0.04	0.31		0.20	0.07
Lane Grp Cap(c), veh/h		Charles and annual to the first	2497	1072		34	1085	1077	185	0.1	€.01	320
V/C Ratio(X)	nyzanya sa amatowa i saya	0.87	0.43	0.18		0.80	1.05	1.06	1.53	0.00	0.00	1.05
Avail Cap(c_a), veh/h		252	2497	1072	a Bolina	237	1085	1077	185	∵ "0"	0	320
HCM Plateon Ratio	Ohila is pre-infetoringen i succe	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	وإزارا أبرين والموافعة	1.00		1.00	1.00	1.00	1.00	ା 0.00	0.00	1.00
Uniform Delay (d), s/veh	ingenerating with the last of the con-	64.0	11.1	9.0		70.8	30.0	30.0	61.5	0.0	0.0	61.0
Incr Delay (d2), s/veh	g 1911 och grifte All Kolombia (1881 och	1.11	if 0.1	0.1		33.5	41.8	44.5	263.0	0.0	0.0	64.9
Initial Q Delay(d3),s/veh	managa tara ya a s	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),vel	Λln		9.9	2.9	:	1,4	55.7	56.1	20,9	0.0	0.0	18.6
LnGrp Delay(d),s/veh	transaction end	85.4	11.2	9.0		104.3	71.8	74.5	324.5	0.0	0.0	125.9
LnGrp LOS		<u> - </u>	計 B	A	7	F	- F	r F	1 8 F			ENG F
Approach Vol, veh/h	un aften grade en en al entre en en en		1431				2309			283		
Approach Delay, s/veh			19.5				73.5			324.5		
Approach LOS			В				E			F		
Timer	15	2	3	5 - 4 - C	5	6	· 7-1	N. 1. 80				12.05
Assigned Phs	1	2		4	5	6	C Constant	8	and author will and that	(PASIDIA) PETERMINA	AND ASSESSMENT OF THE	(CSSCSREEDS VIEW)
Phs Duration (G+Y+Rc); s	9.8	104.2	ng dan di Arto Sasa da Sasa da	31.0	22.1	92.0		31.0				Properties
Change Period (Y+Rc), s	7.0	7.0	lunarios a lunaria.	6.0	7.0	7.0	36 4.4	6.0			A Land Control of the	المعالم الديان
Max Green Setting (Gmax),		85.0		25.0	20.0	85.0	T. S	25.0	era ara	NESCHIET.	5.233A	25/28/25
Max Q Clear Time (g_c+l1),		21.4	Constitution of the second	27.0	14.9	87.0		27.0	Control Section Control	Seems seem and the see	i villi chi ishte	
Green Ext Time (p_c) s		55.7	High the contract of the state	0.0	0.2	0.0	er e	0.0		NATE OF STREET		ngrangara.
Intersection Summary		Jenny 7 2010		Zeoma zvad s		eren i enen				Kananan dan Sarah Kananan dan Sarah		
HCM 2010 Ctrl Delay	erona (Saratta) (37) e (20) Salatta (13)	restriction of the second	70 d				King of Allen			LUESCALL SALVA		AND MANAGEMENT
HCM 2010 Ctribelay			76.1		in the Ar			libr All				
			E									
Notes - Selection												
User approved ignoring U-Tu	ıming mov	ement.			,							

p.m. peak hour Build Condition TMA

	ļ	4
Movement August 188	SBT	SBR
Lane Configurations	44-	
Volume (veh/h)	131	159
Number	1 10 7 0 1	
Initial Q (Qb), veh Ped-Bike Adj(A_pbT)	with the Control of t	0,111,111,111,111,111,111,111,111,111,1
	√ 5 1.00	1.00
Adj Sat Flow, veh/h/ln	1889	1938
Adj Flow Rate, veh/h	141	171
Adj No. of Lanes	1	0
Peak Hour Factor	步 0.93	0.93
Percent Heavy Veh, %	1	1 Die 1774 Augustus de Paragon gegener voor de
Cap, veh/h Arrive On Green	130 0.17	149
Sat Flow, veh/h		864
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s), veh/h/lin		ÖDSİL
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane	nga angana	0.51
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	
Avail Cap(c_a), veh/h HCM Platoon Ratio	1,00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), siveh	,0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(-26165%), ve		
LnGrp Delay(d),s/veh	0.0	
LnGrp LOS	227	
Approach Vol, veh/h Approach Delay, s/veh	337 125.9	
Approach LOS	F. 7.120.3	
Timer		



Traffic: Performance Measures

Introduction

The <u>Highway Capacity Manual</u> and the *Synchro 8 Software*² procedures document the methodology used for modeling levels of service, average vehicle delay, and volume -to-capacity ratios at both signalized and unsignalized intersections. Level of service is a measure of the operational quality of an intersection; level of service A is the highest, most efficient level, and level of service F is the lowest level. The operational quality of an intersection for the automobile mode is based on the average amount of time vehicles are delayed. Levels of service are examined by 'lane group', the set of lanes allowing common movement(s) on an approach.

The Synchro 8 Software modeled results apply to peak hour periods only. During off peak periods, which is the majority of the time, drivers typically will find operations better than the modeled peak hour periods. During peak periods the experience of individual drivers can vary, because the model calculates average delay.

Level of Service Criteria Signalized Intersections

When analyzing activity at signalized intersections, an understanding of the definition of level of service for the Automobile mode is essential:

Automobile Mode

Level of service can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize level of service for the entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize level of service for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure to driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each level of service.

Level of service A describes operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of service B describes operations with control delay between 10 and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with Level of service A.

Level of service C describes operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of service D describes operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned

Transportation Research Board of the National Academies, <u>Highway Capacity Manual</u>, Washington D.C., 2010.
 Synchro 8, Computer software, Trafficware, Sugar Land, Texas, 2011.

when the volume-to-capacity ratio is higher and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of service E describes operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of service F describes operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 seconds per vehicle when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group level of service is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 seconds per vehicle represents failure from a delay perspective).

Exhibit 18-4 lists the level of service thresholds established for the automobile mode at a signalized intersection.³

Signalized Intersections Level of Service Criteria Automobile Mode For Lane Groups								
Average Control Delay (Seconds Per Vehicle)	Volume-to-capacity Ratio less than or equal to one	Volume-to-capacity Ratio greater than one						
	Level of Service	Level of Service						
less than or equal to 10	A	F						
greater than 10 and less than or equal to 20	В	F						
greater than 20 and less than or equal to 35	С	F						
greater than 35 and less than or equal to 55	D	F						
greater than 55 and less than or equal to 80	E	F						
greater than 80	F	F						

¹ From Transportation Research Board of the National Academies, <u>Highway Capacity Manual</u>, Washington D.C., Volume 3 page 18-6, Exhibit 18-4, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity. Table limited to lane groups (lane or group of lanes sharing a common movement).

The New York State Department of Transportation (NYS DOT) generally seeks in urban areas for a level of service D or better (delay of 55 seconds or less for a signalized intersection) for all lane groups however:

In some cases, it may be necessary to accept level of service E or F on individual lane groups due to unreasonable costs or impacts associated with improving the level of service.⁴

³ From Transportation Research Board of the National Academies, <u>Highway Capacity Manual</u>, Washington D.C., Volume 3 page 18-6, 2010. Abbreviations and mathematical symbols have been replaced for reader clarity.

⁴ From NYS DOT, <u>Highway Design Manual</u>, Revision 62, April 13, 2011, (page 5-103) with abbreviations replaced for reader clarity.