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May 18, 2017

VIA EMAIL AND UPS

Mr. James Sheers Beacon Planning Board City of Beacon City Hall 1 Municipal Plaza Beacon, NY 12508

Re:

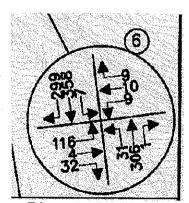
Review for West End Lofts City of Beacon, New York MC Project No. 17000432A

Dear Chairman Sheers:

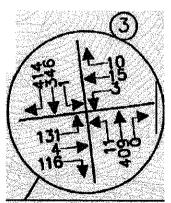
We have received the May 5, 2017 letter from Creighton Manning regarding the above referenced project and have the following responses. Items 1 through 3 of the Creighton Manning letter pertain to the site plan and will be addressed by Insite Engineering separately.

Traffic Study

4. We note some differences in the existing traffic volumes between the Edgewater study and the West End Loft study. For example, the Beekman Avenue/West Church Street/Route 9D intersection has a few movements that are 80 to 115 vehicles different (below). Were different volumes used at the common intersections between the two studies?

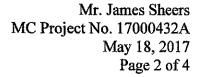


EdgewaterAMPH-Fig2



WestEndLoftsAMPH-Fig2

Response: The traffic volumes utilized in the Edgewater study were based on older traffic volume data collected by our office. The traffic volume data utilized





in the West End Lofts study are based on the recent turning movement traffic volume data collected during March 2017. These reflect current conditions. The Edgewater Traffic Study has also been revised accordingly, to be consistent with the traffic volumes utilized in the West End Lofts study.

5. A background growth factor of 2% was used; however, our review of historical traffic volumes of Route 9D (2005-2012) revealed traffic growth of 3.46% per year.

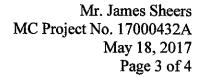
Response: The 2% per year growth rate utilized in the study accounts for normal background traffic growth in the area of the development. The analysis also accounts for traffic associated with the Views, Edgewater and 555 South Avenue developments, when considered together with the normal background traffic growth, the total growth rate from 2017 to 2022 is in excess of 20%, which is comparable to a 3.46% growth rate over the 5 year period, which would equate to a total growth percentage of 17.3%.

6. The study included background traffic from other development projects including The Views, Edgewater, and the 555 South Avenue project. We defer to the Planning Board as to whether this adequately includes nearby projects.

Response: At the time of completion of the study, The Views, Edgewater and 555 South Avenue were the other specific projects requested to be included in the Traffic Study as other development projects by the City's Engineer Lanc & Tully.

7. We concur with the trip generation estimate based on ITE sources, noting that no credit was taken for pedestrian trips destined for the train station. We expect that West End residents will find it more convenient to walk (+/-1,600 ft.) to the station rather than drive and park. Are the Tompkins Terrace Apartments a comparable trip generator to which the traffic/pedestrian trip generation could be applied to West End?

Response: Traffic data collected at the intersection of Tomkins Avenue and Bank Street collected as part of the Edgewater development TIS did not indicate any significant pedestrian activity. The actual vehicle trip generation for the proposed development will likely be lower than the estimates contained in Table No. 1 of the Traffic Study due to the anticipated pedestrian trips





to and from the train station. We do not believe that the Tomkins Terrace Apartments are a comparable traffic generator.

8. We concur with the trip distribution.

Response: Comment noted. No further response necessary.

9. The Route 90 (Wolcott Avenue) intersections with the site driveway and the Municipal Center/Main Street intersections are expected to operate adequately as proposed.

Response: Comment noted. No further response necessary.

10. The Route 90/Beekman Street/W. Church Street intersection is expected to operate at LOS F on the southbound approach during the AM peak hour and PM peak hours under No-Build conditions, with minimal increases in delay due to the project. That being said, signal timing adjustments, as offered in the study, consisting of decreasing the northbound left turn movement to only 2 seconds of maximum green, along with some other changes will improve the condition to LOS D in the AM peak hour. However, it is our opinion that the change to the northbound left turn movement will generate complaints from motorists that the green is too short. In the PM peak hour, the northbound left turn movement is changed from a leading phase (comes up first) to a lagging phase (green ball first, then green arrow later). This, with other changes, will alleviate the LOS F operation, but the City should consider driver expectations with the change in phase order. Can the delays at this intersection be minimized while keeping the left turn phase at the beginning?

Response:

The analysis of the Route 9D/Beekman Street/West Church Street intersection with proposed signal timing improvements under future build conditions has been revised to maintain the existing traffic signal phasing (i.e. leading left turn phase) and to maintain the existing green time for the northbound left turn phase. The green time on the northbound and southbound through movements has been balanced with the green time on the eastbound and westbound approaches to reduce the future no-build and build delays expected to be experienced at the intersection. The revised analyses with these signal timing modifications are summarized in the table below.



3	NYS ROUTE 9D (WOLCOTT AVENUE) &	SIGNALIZED						
	BEEKMAN STREET/WEST CHURCH STREET							
*	BEEKMAN STREET	EB APPROACH	C [25.3]	C [29.7]	C [26.0]	D [35.2]	C [26,2]	D [35.3]
	WEST CHURCH STREET	WB APPROACH	C [22.3]	C[21.5]	C [22.2]	C [24.0]	C [22.3]	C [24.2]
	NYS ROUTE 9D	NB APPROACH	A[7.6]	B [17.5]	A [9.7]	C[21.6]	A [9,9]	C [21.9]
	NYS ROUTE 9D	SB APPROACH	C [20.1]	C [32,2]	E [62.4]	F [87.7]	E [65.6]	F [98.2]
		OVERALL	8 [17.4]	C [27.2]	D [39.5]	D [53.9]	D [40.9]	E [58.7]
	W/SIGNAL TIMING CHANGES		·					
11.1	BEEKMAN STREET	EB APPROACH	4-	4 3	C [27.9]	D [53.5]	C [28.1]	D [54.9]
	WEST CHURCH STREET	WB APPROACH	/ : * *		C [23.7]	C [25.8]	C [23.8]	C [25.1]
	NYS ROUTE 9D	NB APPROACH	•	÷	A [9.5]	B [17.3]	A [9.7]	C [17.4]
	NYS ROUTE 9D	SB APPROACH	8		D [46.5]	D [44,1]	D [48.7]	D [49.5]
		OVERALL		•	C [31.7]	D [37.5]	C [32.7]	D [40.2]

11. Overall, there are some differences in intersection operations when comparing the West End report to the Edgewater report for those intersections that they have in common. This may be explained based on the response to comment #4.

Response: Response 4 above addresses this. The West End Lofts Traffic Study utilized the more recent traffic volume data collected in March 2017 for the matching intersections. The analysis for the Edgewater development has now been revised to reflect the more recent traffic volume data as well. In addition, all proposed recommendations between the two projects, i.e. signal timing modifications have also been coordinated.

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Greal Ph.D., P.E. Principal/Department Manager

Richard G. D'Andrea, P.E., PTOE Associate/Project Manager

Enclosures

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		बै	7		43-		*	1 >		ኻ	τ,	STATISTICS OF THE STATISTICS OF
Traffic Volume (vph)	153	4	159	3	17	11	29	511	1		452	457
Future Volume (vph)	153	4	159	3	17	11	29	511	ecacinosis; 1	1	452	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	SP-PS-P-10-4 for the same are seen as a second	2%			-10%	and the second for a second se	oran iska astolika yeziteta ya jeli ila	-6%	and the second s	49406.1005-0000-1364	3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1	an tamingaga yang meganasan yan	0	1	or Securities Principle And Colores	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99			1,00		1.00		
Frt	Paritian de la company de l La company de la company d		0.850	0/08 4 T077EX49B5190>	0.951		nousers surpainteen to see	Ol-Modale Amerikasi derister	o manon, miner kemanany ay asang	to the to the destriction of the tention	0.925	
Fit Protected		0.953			0.995		0.950			0.950		
Satd. Flow (prot)	0	1709	1599	0	1807		1706	1864	0	1778	1634	0
Fit Permitted		0.707		. ne 235 . n. 0	0.974		0.092			0.383		
Satd. Flow (perm) Right Turn on Red	_0	1245	1599	0	1768	. 0	165	1864	0	715	1634	0
Satd. Flow (RTOR)			Yes		40	Yes			Yes			Yes
Link Speed (mph)		30	169		12						73	
Link Distance (ft)		273			30			30			30	
Travel Time (s)		6,2			158		February 19	388			167	
Confl. Peds. (#/hr)	7	0,2			3.6	7		8.8	^	^	3.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	6 0.94	6 0.94	0.94	2001
Heavy Vehicles (%)	5%	0%	0.54	33%	0.34	0. 34 0%	9%	0. 34 5%	0.94	0.94 0%	0. 34 11%	0.94 1%
Adj. Flow (vph)	163	4	169	3	18	12	31	544	1	1	481	1% 486
Shared Lane Traffic (%)					a salah salah dalam d	ili da da la	. J1	VIII			401	400
Lane Group Flow (vph)	0	167	169	0	33	0	31	545	0	1	967	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	CONTRACTOR OF STREET AND STREET A	0	render here he re en von de		0			12			12	, wilding
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)	emicroscopic control for a charle of a cost	16	~10 mod up (2001 # 10 (2017) # ed (2)	- Comercial designation of the contract of the	16	enance in the section of the section		16	02915600440865446654		16	3025436623004
Two way Left Turn Lane				17 (4)								
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15	0.000	9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1	SERVICE SERVICE CONTRACTOR	2	1	80.0 ph/27/27/95/70/26
Detector Template	Left			Left				100000				
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5	CIBN AND STREET	-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	Ci+Ex		CI+Ex	CI+Ex	dom acura Aren en cusar e	Cl+Ex	CI+Ex	Secure control of the
Detector 1 Channel	^ ^	~ ^	•	0.0								
Detector 1 Extend (s) Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	BONESSO VARIONAN
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0,107-109-19	0.0	0.0	
Detector 2 Position(ft)	0.0	0.0 40	0.0	0.0	0.0	an and the second	0.0	0.0		0.0	0.0	
Detector 2 Size(ft)		40 43	40 43		40		40			40		
Detector 2 Type		CI+Ex	43 Cl+Ex		43		43			43		
Detector 2 Channel		OITEX	UITEX		CI+Ex	pro 450,500 (50) (50)	CI+Ex			Cl+Ex		90000 SCI-00
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4	CIAZ OSSESS (ALPENNY ENPARE).	4	8		100 P. S. (100 P. 100 P. 1	2			6		20149000000
Detector Phase	4	4	4	8	- 8		5	2	and the second	1	6	
Switch Phase	commence of the second of the	and the state of manual state of		a do para y se productivo esto est	e The Arthur Michigan in State of	(*************************************	olosovatawa	TEACH PROPERTY OF A PERSON OF THE	B 6 47 4 3 6 7 7 7 8 8 8 7 8 9 8 9 9			AND PROPERTY.
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		2.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		7.0	21.0		9.0	21.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		13.0	45.0		13.0	45.0	
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	ggay acag ga kata a sa ga aga a	14.4%	50.0%		14.4%	50.0%	
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0		8.0	40.0		8.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	are not seen a comment of the	4.0	4.0		4.0	4.0	.580 400 600 62 64 64 .580 400 600 600 62 64 64
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	terest cestations de Marines de Millons	0.0	0.0	per access refer 250 Assertables	0.0	OF TV ORDER, THE PLAN THE RES	0.0	0.0		0.0	0.0	196031480240,4813504
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag	TOTAL STATES SANCTON SANCTON SANCTON		and a vessel condensation				Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	72771570057
Walk Time (s)	Annua Communication are Number of	PROGRAMMAN PROPERTY	er in der eine der der eine Geschafte der State	5.0	5.0	SCHOOL STREET	199000041-00009450203	ana Carana da Anga Saladan			69 Sept. 19	169059151505159565000
Flash Dont Walk (s)	6.000			11.0	11,0							
Pedestrian Calls (#/hr)	The State of the Control of the State of the	and the second second	CONSTRUCTOR CONSTRUCTOR STA	0	0	1000 AM 1800 A CONTRACTOR	cenings-rose 4-coletons					emportalisti entre e
v/c Ratio		0.62	0.35		0.08		0.13	0.48		0.00	0.99	
Control Delay		36.4	6.6	-contrated and any anguigns	17,4		7.2	11.3		6.0	44.8	
Queue Delay		0.0	0.0		0.0		0.0	0.7		0.0	0.0	
Total Delay		36.4	6.6	er ettermenter et en	17,4	emiscon en en Mariero I anticoli	7.2	12.0	NO THE BUILDINGS	6.0	44.8	Spring your receive
Queue Length 50th (ft)		59	0		7		4	104		0	288	
Queue Length 95th (ft)		137	45	CONTRACTOR CONTRACTOR AND CONTRACTOR OF THE CONTRACTOR AND CONTRAC	30	er a consistent season from the	17	316	ONE STATE OF THE S	2	#875	1870-141-1875-1776-1740
Internal Link Dist (ft)		193			78			308			87	
Turn Bay Length (ft)			95	orania mententa (m. 1886) de professo (f. 1886).	tamor a tratamino (1909, 1966) (1966)	and the second of the second o	80	arang karanan kanaran juri ngapa 125 ga	an pagaman pi hali ili ili ili ili ili ili	85		week (California)
Base Capacity (vph)		488	730		701		283	1145		566	980	
Starvation Cap Reductn		0	0		0		0	304	2-12-14-18-18-18-18-18-18-18-18-18-18-18-18-18-	0	0	Section (SEE
Spillback Cap Reductn		0	. 0		0		0	0		0	0	
Storage Cap Reductn		0	0	and the second of the second s	0	omerower and a state of the sale people and th	0	0	no della processioni	0	0	markari di Kalendari Markari di Kalendari di Kalendari Kalendari di Kalendari di Ka
Reduced v/c Ratio		0.34	0.23		0.05		0.11	0.65		0.00	0.99	
Intersection Summary												

Intersection Summary Area Type:

Other

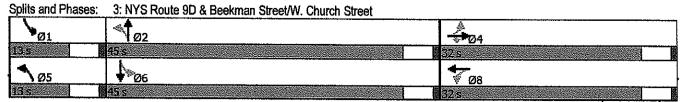
Cycle Length: 90

Actuated Cycle Length: 70.5

Natural Cycle: 80

Control Type: Semi Act-Uncoord

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



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	•	-	\rightarrow	1	4	•	4	†	1	1	1	1
Movement	EBL	EST	EBR	WBL	WBT	WBR	NBL -	ŃBT	NBR	SBL	SBT	SER
Lane Configurations		बी	1		4		ሻ	1→		ሻ	7>	
Traffic Volume (veh/h)	153	4	159	3	17	11	29	511	1	1	452	457
Future Volume (veh/h)	153	4	159	3	17	11	29	511	1	1	452	457
Number	7	4	. 14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0,98		0.98	0.99		0.98	1.00	_	1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	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	1881	1793	1881	1995	1937	1995	1795	1864	1957	1872	1766	1872
Adj Flow Rate, veh/h	163	4	169	3	18	12	31	544	1	1	481	486
Adj No, of Lanes	0	1	1	0	1	0	1	1	0	1	1	C
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
Percent Heavy Veh, %	0	0	0	0	0	0	9	5	- 5	0	11	11
Cap, veh/h	331	6	271	66	188	112	134	1125	2	489	474	479
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.61	0.61	0.00	0.59	0.59
Sat Flow, veh/h	1308	32	1566	47	1086	647	1710	1860	3	1782	805	813
Grp Volume(v), veh/h	167	0	169	33	0	0	31	0	545	1	000	967
Grp Sat Flow(s),veh/h/ln	1340	0	1566	1780	0	0	رد 1710	0	1863	1782	SCHOOL SECTION OF STREET	Taran kacamatan Kabulan 1907 n
Q Serve(g_s), s	6.8	0.0	6.8	0.0	0.0	0.0	0.5	0.0	11.1	0.0	0 0.0	1618
Cycle Q Clear(g_c), s	7.9	0.0	6.8	1.0	0.0	0.0	0.5 0.5	0.0	11.1 11.1	AND SALL CONTRACTOR OF THE PARTY OF THE PART	PERMITTAN SECTION FOR SECURITY	40.0
Prop In Lane	0.98	0.0	1.00	0.09	0,0	0.36	1,00	0.0		0.0 1.00	0.0	40.0
Lane Grp Cap(c), veh/h	336	0	271	365	۸	contrate terminal contrates and the	1,00	۸	0.00	Commercial	٨	0.50
V/C Ratio(X)	0.50	0.00	0.62	0.09	0.00	0 0.00	0.23	0.00	1127	489	0	954
Avail Cap(c_a), veh/h	631	0.00 0	624	754	DELCACON GRADE STATISTICS OF A	U:00 0		automoja distributioni di la constanti di la c	0.48	0.00	0.00	1.01
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0 1.00	1.00	308	0 4 00	1127	696	0	954
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00		1.00	1.00	1,00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.00	26.0	23.6	Mary Array Company Company	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Incr Delay (d2), s/veh	20. 4 1.1	HENNEY STREET, AND STREET, SHOWING STREET, STR	20.0 2.4	A STATE OF THE PROPERTY OF THE PARTY OF THE	0.0	0.0	17,2	0.0	7.5	6.4	0.0	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	control following in the partition of the second	0.1	0.0	0.0	0.9	0.0	1.5	0.0	0.0	32.6
%ile BackOfQ(50%),veh/in	3.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0
		0.0	3.1	0.5	0.0	0.0	0,4	0.0	6.1	0.0	0.0	26.1
LnGrp Delay(d);s/veh LnGrp LOS	27.5	0.0	28.4	23.7	0.0	0.0	18.0	0.0	9,0	6.4	0.0	46.5
	С		C	C	Heart Barrier (Markey)	GAVANA CONTRA	В	New Years and the	Α	<u> </u>	didensi serine moment	into Vinter Mariana
Approach Vol, veh/h		336			33			576			968	
Approach Delay, s/veh		27.9			23.7	ieni afan aga aga aga		9.5	700.00200000000000000000000000000000000	Pallen i e rodinaren arena.	46.5	Partie Conference comments
Approach LOS		C			C			Α			D	
Timer	1	2	3	4	- 5	- 6	7	8				
Assigned Phs	1	2		4	5	6	000000000000000000000000000000000000000	8				
Phs Duration (G+Y+Rc), s	5.1	46.0		16.7	6.1	45.0		16.7				
Change Period (Y+Rc), s	5.0	±0.0 5.0		5.0	5.0	45.0 5.0	030015664564Q	5.0	HWT NIGHT (NOT ONLY)			galen Statution
Max Green Setting (Gmax), s		40.0		27.0	3.0 8.0	3.u 40.0		AAAAA 261486 24040 AAAAA 200				
Max Q Clear Time (q_c+l1), s		13.1		9.9	2.5	40.0	56.2	27.0				
Green Ext Time (p_c), s	0.0	5.9		e consideration de la faction de la company de la comp	um careconia a constitui de la	Service regions of the contraction of		3.0		AND THE SECOND		
	U .U	J.3		1.9	0.0	0.0		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			31.7									
HCM 2010 LOS												

	•		\rightarrow	1	←	*	4	†	/	\	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લી	¥		4		`	\$		ኣ	ħ	Parishan bathan
Traffic Volume (vph)	325	6	59	12	3	7	68	461	11	12	613	126
Future Volume (vph)	325	6	59	12	3	7	68	461	11	12	613	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			0%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0	error and the second and the second	1	0		0	1		0	1	2000	0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96		600	0.98			1.00		1.00		
Frt		\$ \$ 740 miles \$ \$ 4 miles \$ 500 miles \$	0.850	Accountained Streeth	0.957	ing and the second seco		0.996			0.974	
Flt Protected		0.953			0.973		0.950			0.950		
Satd. Flow (prot)	0	1758	1552	0	1729	0	1603	1911	0	1805	1823	0
FIt Permitted	1	0.712			0.792		0.082			0.378		
Satd. Flow (perm)	0	1264	1552	0	1407	0	138	1911	0	717	1823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85	A 100 - 100 100 100 100 100 100 100 100 1	8	March Transfer of Participation	COMMITTO ON 1997 P. III	2	erst custing of emotitors after an	1400047*********************************	15	an Committee adult
Link Speed (mph)		30		100	30			30			30	
Link Distance (ft)		273			158	mercita espesar espesar Medice a	a com Torille similarith desiritation free	388		1000 Y \$4.000 PRODUCES PRO	167	0.0000000000000000000000000000000000000
Travel Time (s)		6.2			3.6		ija siir kirak	8.8			3.8	
Confl. Peds. (#/hr)	14					14	Control of	auch O etaile (Nitte Miles Jacobing 2016	6	6	esteph to Prophy to Co.	000000000000000000000000000000000000000
Peak Hour Factor	0.89	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	3%	0%	0%	17%	16%	2%	0%	0%	1%	4%
Adj. Flow (vph)	365	7	67	14	3	- 8	77	524	13	14	697	143
Shared Lane Traffic (%)		em hadene v consessoro en	THE WAS IN THE SECOND STREET		elicinate de la companya de la comp							
Lane Group Flow (vph)	0	372	67	0	25	0	77	537	0	14	840	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0		TATABASA TASA TALBAHATAN	0	STAL Normalis varionists received		12	TERM CONTRACTOR CONTRACTOR	the Statement of the common at Lorent	12	SCALLS BARREN OF STANKS IN THE STANKS
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16	estarios Timor aum		16	entre en compos
Two way Left Turn Lane	4 04	4 4 4								100		
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.00	1.00	1.00
Turning Speed (mph) Number of Detectors	15	^	9	15		9	15		9	15		9
	1	2	2	1	2	50000000000000	2	1		2	1	and restaurant to
Detector Template Leading Detector (ft)	Left	nn nn	00	Left							_	
Trailing Detector (ft)	20 0	83 -5	83 F	20	83		83	6	@1065450145547883	83	6	Deningenerates
Detector 1 Position(ft)	SERVICE OF CHARGOLIC LONG CONTRACT		-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	0 20	-5 43	-5 43	0 20	-5		-5	0		-5	0	
Detector 1 Type	CI+Ex	Cl+Ex	A THE PARTY OF THE	Number of Control of the Control	43		43	6		43	6	
Detector 1 Channel	OTEX.	CITEX	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	d Control of New York	CI+Ex	CI+Ex	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	av	^ ^	0.0			^^	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0 0.0	0.0		0.0	0.0		0.0	0.0	977898*********************************
Detector 1 Delay (s)	0.0	0.0	0.0 0.0		SEED WAS EASY OF SECURITY OF SECURITY OF		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	40	40	0.0	0.0 40		0.0	0.0		0.0	0.0	54026495200
Detector 2 Size(ft)		40 43	40 43		40 43		40 43			40		
Detector 2 Type		CI+Ex	Cl+Ex		CI+Ex		43 Cl+Ex			43		
Detector 2 Channel		OUTEX	OITEX		UITEX		CITEX			CI+Ex		
DOWN E OHAIRS												

3: NYS Route 9D & Beekman Street/W. Church Street

	•	\rightarrow	*	*	—	4	1		- ↓ - •/
Lane Group	EBL	EBT	EER	WBL	Wat	WBR NBL	NBT	NBR SBL	SBT SE
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	A STATE OF THE STA
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4			8	5	2	7	6
Permitted Phases	4	ARREST MARKET PARTY OF THE PART	4	8		2		6	
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase	e e emilio se esta se e e esta per difesso é	geolog America (1955) by Special States	AND COMPANY OF THE PARTY OF THE						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	2.0	16.0	4.0	16.0
Minimum Split (s)	20.0	20.0	20.0	21,0	21.0	7.0	21.0	9.0	21.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	13.0	46.0	13.0	46.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%	14.4%	51.1%	14.4%	51.1%
Maximum Green (s)	26.0	26.0	26.0	26.0	26.0	8.0	41.0	8.0	41.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1,0	1.0
Lost Time Adjust (s)	No. Long Commission Section (Section 1993)	0,0	0.0	The contract of the second second second	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5,0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			vestria literativa and in tens	***************************************	racianistic (national and and a	Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Max	None	Max
Walk Time (s)		and the second second	ALTERNATIVE ACTOR ACTOR ACTOR	5.0	5.0	Coupos Astrono Paradores o Control Astrono Con	CONTRACTOR		244-2014-94-00-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0
Flash Dont Walk (s)	0.00			11,0	11.0				
Pedestrian Calls (#/hr)			- Sent of sent of the sent of	0	0	an market a training of the design of the change of the angle of the change of the change of the change of the	the Colonia (Colonia de Maria de Colonia de C		20.57888.484.8779885.42595.51545.51
v/c Ratio		0.98	0.13		0.06	0.38	0.50	0.03	0.97
Control Delay		76.4	4.5		18.4	15.1	14.4	7.8	48.5
Queue Delay		0.0	0.0		0.0	0.0	2.8	0.0	0.0
Total Delay		76.4	4.5	and the second of the second o	18.4	15.1	17.3	7.8	48.5
Queue Length 50th (ft)		~218	0		7	17	155	3	~4 58
Queue Length 95th (ft)		#384	20		25	41	306	10	#699
Internal Link Dist (ft)		193			78		308		87
Turn Bay Length (ft)	ort successive and the comment	AND	95			80	en ar mener erhalopsitisisky	85	ann an t-aire an t-aireann an t-aire an t-aireann an t-aireann an t-aireann an t-aireann an t-aireann an t-air
Base Capacity (vph)		378	523		426	214	1071	489	868
Starvation Cap Reductn	National Discharge	0	0		0	0	407	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.98	0.13		0.06	0.36	0.81	0.03	0.97
Intersection Summany									

mere enterestment

Area Type:

Other

Cycle Length: 90

Actuated Cycle Length: 87.2

Natural Cycle: 90

Control Type: Semi Act-Uncoord

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 9D & Beekman Street/W. Church Street

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13 S	96·s	31 š
1 Ø5	₩ Ø6	₹ _{Ø8}
13 s	46·s	31-5

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Movement	EBL -	ÉBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4		Ìή	7⇒		ካ	f)	
Traffic Volume (veh/h)	325	6	59	12	3	7	68	461	11	12	613	126
Future Volume (veh/h)	325	6	59	12	3	7	68	461	11	12	613	126
Number	7	4	14	3	8	18	- 5	2	12	1	- 6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.99	1.00		0,99
Parking Bus, Adj	1.00	1.00	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	1881	1845	1826	1995	1892	1995	1687	1920	1957	1900	1872	1900
Adj Flow Rate, veh/h	365	7	67	14	3	8	77	524	12	14	697	143
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	88.0
Percent Heavy Veh, %	0	Ô	3	0	- 0	0	16	2	2	0	- 1	1
Cap, veh/h	395	6	461	66	22	10	168	948	22	386	722	148
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.04	0.51	0.51	0.01	0.48	0.48
Sat Flow, veh/h	1025	20	1517	0	73	34	1607	1869	43	1810	1506	309
Grp Volume(v), veh/h	372	0	67	25	0	0	77	0	536	14	0	840
Grp Sat Flow(s),veh/h/ln	1044	0	1517	107	0	0	1607	0	1912	1810	0	1815
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	0.0	2.1	0,0	16.4	0.3	0.0	38.3
Cycle Q Clear(g_c), s	26.0	0.0	2.7	26.0	0.0	0.0	2.1	0.0	16.4	0.3	0 .0	38.3
Prop In Lane	0.98		1.00	0.56	_	0.32	1,00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	401	0	461	98	0	0	168	0	969	386	. 0	871
V/C.Ratio(X)	0,93	0.00	0.15	0.25	0.00	0.00	0.46	0.00	0.55	0.04	0.00	0.96
Avail Cap(c_a), veh/h	401	0	461	98	0	0	253	0	969	531	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	1.00 31.6	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Incr Delay (d2), s/veh	27.5	0.0 0.0	21.6	24.5	0.0	0.0	19.8	0.0	14,4	12.3	0.0	21,5
Initial Q Delay(d3),s/veh	27.5	0.0	0.1 0.0	1.3 0.0	0.0 0.0	0.0	1.9	0.0	2.3	0.0	0.0	23.1
%ile BackOfQ(50%),veh/ln	11.7	0.0	1,2	0.5	2012-2-24-2000-001-002-002-002-002-002-002-002-00	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	59.2	0.0	21.8	25.8	0.0 0.0	0.0 0.0	1.0 21.8	0.0 0.0	9.2 16.7	0.2 12.3	0.0	24.5
LnGrp LOS	باتر. E	0.0	21.0 C	23.0 C	0.0	U.U	21.0 C	0.U	в	Number (Medical colonidation)	0.0	44.6
Approach Vol, veh/h	<u> </u>	439	U U	<u> </u>	25	90700	U	040	D	<u>B</u>	nr.	<u>D</u>
Approach Delay, s/veh		53.5	Shire of the	William States	25.8			613			854	
Approach LOS		00.0 D			20.6 C			17.3 B			44.1 D	50005-2314
A STOREGIST AND A STOREGIST AN								every serves in entry department of the			ע	
Timer	1	4	3	4	- 5	- 6	1	- 8				
Assigned Phs	1	2		4	5	6		- 8				
Phs Duration (G+Y+Rc), s	6.1	48.3		31.0	8.5	46.0	NESTS DESTA CONTENTAN	31.0	MANAGER CONTROL OF	paragraphic and control of the		MONTH COMMON CONTRACTOR
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	41.0		26.0	8.0	41.0		26.0				Ministration of the Control of the C
Max Q Clear Time (g_c+l1), s	AAN GOOD GAISGS OF THOUGH AC	18.4		28.0	4.1	40.3		28.0				
Green Ext Time (p_c), s	0.0	4.4	27077777777777777777777777777777777777	0.0	0.1	0.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			37.5		Diegovae Moesach zoesaus som		er communication participal		SANNERSKI SOM VISKOM	pielopagania manane	pomělačky vojetkovane serve	mempaangana nasar sa sa
HCM 2010 LOS			D	5.00								

Lane Configurations		۶	→	•	1	4—	1	1	†	~	\	+	1
Lane Configurations	Lane Group	EBL	EBT	EBR	WBL	WET	WBR	NBL	NBT	NER	SBL	Set	SBR
	Lane Configurations		đ	7				A STATE OF THE PARTY OF THE PAR			Action of the second se	Section Section 2	
Future Volume (uph)		153	Publicitation (Nutrinopolis Armentona)	160	3		- 11			0			457
Ideal Flow (priph)	Future Volume (vph)	153	4	Contract of the Contract of th	Contract or calculated Agrange Report		CONTRACTOR CONTRACTOR	Printed a language of the rest day of the		022220000000000000000000000000000000000	Mark Control of the C	VICE AND WAS A VICE AND A VICE AN	
Grade (%)	Ideal Flow (vphpl)	1900	1900	1900	1900	1900				1900	1900		to take a manage of the second
Storage Length (ft)			2%	on the State of Control of the State of Control	visio sitte i si tracini prisoma di kandi				-6%	in Proposition (Const.)	and the second second second		telefation talenda
Storage Lenes		0		95	0		0	80		0	85		0
Lane UBI, Factor			-1/	1			0	-		0	1		
Ped Sike Factor 0.98	Annealista considerativita Andreas Annealist (China China) and China China (China China) and China (China China)	CALL STATE OF THE			ALWARE, MINTHEN ARROWS AND A						25		
Fit Protected 0.953 0.955 0.951 0.950 0.950 0.955	THE CONTRACTOR OF THE PROPERTY OF THE CONTRACTOR	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00
Fit Protected	Fraction and the control of the cont		0.98			CONTRACTOR OF THE PROPERTY OF					1.00	0.000	
Satd. Flow (prot)				0.850	oznastka kategoriji de			on films such as the second service	ortosano o menero de la posición de la constanta de la constanta de la constanta de la constanta de la constant	the transfer of the contract o		0.925	
Fit Permitted	Participate of the separate of		galler, arternative franke farting to transport for			COLUMN TO SERVICE STATE OF THE					han produced with the self of the		
Satd. Flow (perm)	ALCOHOL S CONTRACTOR OF THE CO	0		1599	0		0		1864	0		1633	0
Right Tum on Red Yes	NAME AND ADDRESS OF THE PARTY O		EAST-0012-001-001-001-001-001	4500		#\$465 #\$260 #\$10 Feet \$10 Feet \$200 FE	0.650						
Satd. Flow (RTOR)		U	1245		U	1/68		158	1864		721	1633	_
Link Speed (mph) 30 30 30 30 30 30 30 3				Construction of the second		40	Yes			Yes			Yes
Link Distance (ft)			20	170									Water San
Travel Time (s)			of the second second			San			12 The State of th				
Confi. Peds. (#/hr)			Married Sales of the Control of the Assessment									and the second second second second	
Peak Hour Factor		7	U.Z			J,U	7		0.0	e	c	0.0	
Heavy Vehicles (%)			n 94	n qa	n oz	NO G		NO A	NO O	Bull of British Committee on the		NO O	NO O
Adj. Flow (vph) 163 4 170 3 18 12 37 561 0 1 485 486 Shared Lane Traffic (%) Lane Group Flow (vph) 0 167 170 0 33 0 37 561 0 1 971 0 Enter Blocked Intersection No	everyment and an experimental property and a property of the p	2424 CASA CASA CASA CASA CASA CASA CASA CAS	now a country for the characteristic for	assembles and contracting at	A 18 CO. C.	CONTRACTOR	CARLO CONTRACTOR AND THE			and the second second second		WASHINGTON CONTRACTOR	Section Section Section 5
Shared Lane Traffic (%) Lane Group Flow (vph) 0 167 170 0 33 0 37 561 0 1 971 0		many bearing the second second second second second second								THE STATE OF THE S	elefentropostativizacione france		
Lane Group Flow (vph)													
Enter Blocked Intersection No No No No No No No		0	167	170	0	33	0	37	561	0	1	971	0
Lane Alignment Left Left Right Left Left Left Left Right Left Right Left Right Left Right Left Left Right Left Right Left Right Left Right Left Right Left Right Left Left Right Left Left Right Left Left <t< td=""><td>Enter Blocked Intersection</td><td>No</td><td>No</td><td>No</td><td>No</td><td>and the second of the second o</td><td></td><td></td><td>Profession (Section (Control of the Article</td><td></td><td>No</td><td>The state of the state of the state of</td><td>and the second second second</td></t<>	Enter Blocked Intersection	No	No	No	No	and the second of the second o			Profession (Section (Control of the Article		No	The state of the state of the state of	and the second second second
Median Width(ft) 0 0 12 12 Link Offset(ft) 0 0 0 0 0 Crosswalk Width(ft) 16 16 16 16 16 Two way Left Turn Lane Headway Factor 1.01 1.01 1.01 0.94 0.94 0.96 0.96 0.96 1.02 1.02 1.02 Turning Speed (mph) 15 9 <t< td=""><td></td><td>Left</td><td>Left</td><td>Right</td><td>Left</td><td>Left</td><td>Right</td><td>Left</td><td>Left</td><td>Right</td><td>Officer personal form of the control of the control</td><td>er berkelt men de men dieme in geneem van de gegen gen</td><td>AND STREET, ST</td></t<>		Left	Left	Right	Left	Left	Right	Left	Left	Right	Officer personal form of the control	er berkelt men de men dieme in geneem van de gegen gen	AND STREET, ST
Crosswalk Width(ff) 16 <td></td> <td></td> <td></td> <td></td> <td>and the second of the second o</td> <td></td> <td>and the second s</td> <td>A SA COMPANY OF THE C</td> <td></td> <td>Secretary Company</td> <td>AND DESCRIPTION OF THE PROPERTY WAS IN</td> <td>stranspool and an extension of the</td> <td>andrigere Water</td>					and the second of the second o		and the second s	A SA COMPANY OF THE C		Secretary Company	AND DESCRIPTION OF THE PROPERTY WAS IN	stranspool and an extension of the	andrigere W ater
Two way Left Turn Lane	20 4 (1994) A 1994 A		THE RESERVED TO SERVING COURSE			The state of the s			0			0	
Headway Factor			16	b Nahad Alasahan sanda sa ku kembana		16			16			16	
Turning Speed (mph) 15 9 15 9 15 9 15 9 15 9 15 9 15 9 15													
Number of Detectors 1 2 2 1 2 2 1	REPORTED AND ADDRESS OF THE PROPERTY OF THE PR		1.01	CONTRACTOR SPACE OF SECURITION OF SECURITION		0.94			0.96	and the second second second second second		1.02	
Detector Template	Turning Speed (mph)	eroneren anderstiffen aber			www.aanneeessaaanmedd.co	_	9	15		9			9
Leading Detector (ft) 20 83 83 20 83 83 6 83 6 Trailing Detector (ft) 0 -5 -5 0 0	No classed a factorista and declaration and according to the control of the contr	TATAL AND THE TATAL PROPERTY OF THE PARTY OF	2	2		2	(Shahar salawa salawa salawa)	2	1	harataran kecamatan per	2	1	SENTACIONE TRANSPORTA
Trailing Detector (ff) 0 -5 -5 0 -5 0 Detector 1 Position(ft) 0 -5 -5 0 -5 0 Detector 1 Size(ft) 20 43 43 20 43 43 6 43 6 Detector 1 Type CI+Ex		C2840, (2012/2013/1979/2015/2016/1915/00)	00		Musich and Michigan (2004)								
Detector 1 Position(ft) 0	and the second s	anno Verkin erre sakart erre sikar		TOTAL PROPERTY OF THE CONTRACT	Warner and the second s								770-1907-5158-000
Detector 1 Size(ft) 20 43 43 20 43 43 6 43 6 6		en on the second	una per manantar antar		G02846A45C23488C943A45	##XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	44.48 (2.58)	Uselan 1535 Jack (A) (11 Takk (A) 72757/P	CREASE PROCEEDING FOR THE MANUAL CONTRACTOR OF THE PROCESS OF THE			219-0701-279-4-5-2-5-2-1-6-21-25-25-2	Constant b
Detector 1 Type		La Tribita de la Calenda d	er eremone om recommender.		North Control Code (11)								A SCOTOR CO
Detector 1 Channel Detector 1 Extend (s)	A CONTRACTOR OF THE PROPERTY O	anast-anaomatina sensabilita	THE PROPERTY OF		AND RESPECTATION OF STREET	Section of the sectio			Constitution of the contract o			A STATE OF THE STA	
Detector 1 Extend (s) 0.0		∴ ι, μλ	OI LEX	OLLEY	Oi*LX	OITEX		UITEX	UITEX		UITEX	UTEX	
Detector 1 Queue (s) 0.0	\$3,400mm Anales (Anales Anales An	በበ	በበ	ሰበ	በበ	በበ		ሰበ	ΛΛ		Λ Λ	ΛΛ	
Detector 1 Delay (s) 0.0		NAMES OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY.	THE PROPERTY OF STREET AND STREET	TO AND THE PROPERTY AND THE PARTY OF THE PAR	CONTRACTOR STATE OF CONTRACTOR OF STREET						CONTRACTOR TO A PROPERTY OF	CORNER STREET, THE PARTY OF THE PARTY OF THE PARTY OF	
Detector 2 Position(ft) 40 40 40 40 40 Detector 2 Size(ft) 43 43 43 43 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex	ENERGY CONTROL OF THE PROPERTY	to be a first and the second of the second s		CONTRACTOR ADDRESS (SECTION ASSESS)		er er eine er der eine der eine er eine er eine er der keite der eine er der keite keite der eine er der keit b		Not the expenses halfood a com-	Providence in management of the party of the		econocios astronomical especial	maket word and attention at the second 2000	1000000
Detector 2 Size(ft) 43 43 43 43 43 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex				NAMES OF TAXABLE PROPERTY.	J.0			and the feet and the second of	0.0			0.0	
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex			and the second second second			\$2.00 March 200		CONTRACTOR STATE OF THE STATE O	e e e e e e e e e e e e e e e e e e e		SECRETARIOS CARROLLAS		
			ENTITE CONTROL CONTROL AND ARREST AND	and an experience of the contract of the contr		and the second second second second second		The transport of the tr		200			
	Detector 2 Channel			-enclusive states and disprove states of	n og meller i stemste til fillste for til stemste til stemste til stemste til stemste til stemste til stemste	ine en electricity de la light de la l		n saideachd a Taill e (1920)					

3: NYS Route 9D & Beekman Street/W. Church Street

	-		*	*	-	1	T	*	• 🛊	4
Lane Group	EBL	EBT	EBR	WEL	WBT	WBR NBL	NBT	NBR SBI	SBT	SBR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0)	
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+p	t NA	A STATE OF THE STA
Protected Phases		4			8	5	2		AN TRACESSON FROM NEW PROPERTY AND THE SAN	
Permitted Phases	4		4	8	and an artificial Commission Commission	2	electron/mile exercision because 2	(**************************************	desemblaces outside (5
Detector Phase	4	4	4	8	- 8	5	2		l 6	
Switch Phase				and the second to have a to be second with		a mension to a mension of the mension of the formal to the first of th	entra esta esta esta esta esta esta esta est	enderformer of the state of the		12-02-04-0218020-2-22-02-0-18
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	2.0	16.0	4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0	7.0	21.0	9.0	21.0	Vultura de estat Account tital el
Total Split (s)	32.0	32.0	32.0	32.0	32.0	13.0	45.0	13.0	45.0	
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%	14.4%	50.0%	14.4%	50.0%	Approximately (Activity (Approximately)
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0	8.0	40.0	8.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6		resident of section of Section 197
All-Red Time (s)	1.0	1,0	1.0	1.0	1.0	1.0	CONTRACTOR OF THE SECOND	1,1	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		Constitution of an inchigate an
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	on PAA throat Consequence was assured					Lead	Lag	Lead	d Lag	
Lead-Lag Optimize?		100				Yes	Yes	Ye		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	,
Recall Mode	None	None	None	None	None	None	Max	None	e Max	
Walk Time (s)			7589 (6780) (6880) (6880)	5.0	5.0				Marie and the second	
Flash Dont Walk (s)				11.0	11.0					
Pedestrian Calls (#/hr)	TO THE LABOR TO SERVE AND A SERVE	graf Armer in Springers geringen	Terrent Administration (NA)	0	0		Filiphe in Adriller philiphoromes con	e name anna (America) anna anna anna anna anna anna anna a	COLUMN TO SERVED AND A SERVED	v glassja tyrat, ky systaansy s
v/c Ratio		0.64	0.36		0.09	0.15	Control of the contro	0.0	AGE 1200 1200 1200 1200 1200 1200 1200 120	
Control Delay		39.1	6.7	MENTALINE CONTRACTOR SANCTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONT	18.1	7.3		6.1	annes mane son a meta contain e e secono con	of State Carlo Carlo Carlo Carpan
Queue Delay		0.0	0.0	3.00	0.0	0.0	25.325.000.002.000.000.002.00	0.	STREET, SHOWING THE STREET, AND THE STREET, AN	
Total Delay		39.1	6.7	PATERIA DE LE SERVICIO	18.1	7.3		6.0		ONE MANAGEMENT SERVICES
Queue Length 50th (ft)		74	0		8	5	227.00 CO.	enter hineser ein Literations auf receipt fan 120 te 120 te 140 te	0 ~519	
Queue Length 95th (ft)		138	45		30	19	329		2 #884	2Gdr. van biogrammung
Internal Link Dist (ft)		193			78		308		87	
Turn Bay Length (ft)			95			80		8		Separateopologica
Base Capacity (vph)		472	712		679	275		56		
Starvation Cap Reductn		0	0	NASCOTOGRAFIASSER	0	0	Market Street with order and the confidence of the con-		0	STORESTERNAMENTAL
Spillback Cap Reductn	E.408y982932	0	0		0	0	694-082598620053633	revarias para contrator estados de contrator	0 0	
Storage Cap Reductn		0	0		0	0			0 0	STRAFESTOS SOFT
Reduced v/c Ratio		0.35	0.24		0.05	0.13	0.73	0.0	0 1.02	

intersection Summary

Area Type:

Other

Cycle Length: 90

Actuated Cycle Length: 72.9

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 9D & Beekman Street/W. Church Street

V _{Ø1}	1 02	♣ 04
135	45.s	32s
1 Ø5	★ ®Ø6	₹ Ø8
13 s	45 <i>s</i>	926

	<i>></i>		\	•	4	4	1	1	~	1	ļ	1
Movement	EBL	EBI	EBR	- WBL	WBT	WER	NBL	NBT	NER	SBL	SBT	SBR
Lane Configurations		4	7		4		ሻ	1>		*	1→	
Traffic Volume (veh/h)	153	4	160	3	17	11	35	527	0	1	456	457
Future Volume (veh/h)	153	4	160	3	17	11	35	527	0	1	456	457
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	Ō	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	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	1881	1793	1881	1995	1937	1995	1795	1864	1957	1872	1766	1872
Adj Flow Rate, veh/h	163	4	170	3	18	12	37	561	0	1	485	486
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	Ö	0.0	9	5	5	0.01	11	11
Cap, veh/h	330	6	270	66	187	112	139	1129	0	478	475	476
Arrive On Green	0.17	0.17	0.17	0.17	0:17	0.17	0.02	0.61	0.00	0.00	0.59	0.59
Sat Flow, veh/h	1308	32	1566	47	1086	647	1710	1864	0.00	1782	808	810
Grp Volume(v), veh/h	167	0	170	33	0	0	37	561	0	1704	Official and a series of the series of the	
Grp Sat Flow(s), veh/h/ln	1340	0	1566	1780	0	SECULORISMONS SECULORISMOS.	ەر 1710	1864	k Transcriber och til Street fra 1970		0	971
Q Serve(g_s), s	6.9	0.0	6.9	0.0	0.0	0 0.0			0	1782	0	1618
Cycle Q Clear(g_c), s	7.9	0.0	6.9		50000000000000000000000000000000000000	MARKET STATE OF THE STATE OF THE STATE OF	0.6	11.6	0.0	0.0	0.0	40.0
Prop In Lane	0.98	U.U	1.00	1.0	0.0	0.0	0.6	11.6	0.0	0.0	0.0	40.0
 American Burgary Company Company Committee of the Committee o	336	^		0.09	^	0.36	1,00	4400	0:00	1.00		0.50
Lane Grp Cap(c), veh/h V/C Ratio(X)	0.50	0.00	270	365	0	0	139	1129	0	478	0	951
\$140-ming-properties and an analysis and a properties and	629	HEROOGIE BEGINNERSTANDEN DE STOOT DE SENTENCE DE SENTENCE DE SENTENCE DE SENTENCE DE SENTENCE DE SENTENCE DE S	0.63	0.09	0.00	0.00	0.27	0.50	0.00	0.00	0.00	1.02
Avail Cap(c_a), veh/h HCM Platoon Ratio		0	621	751	0	0	307	1129	0	685	0	951
 Conversion and Conversion Conference of the Property of the Conference of the Conference	1.00	1.00	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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26,5	0.0	26.1	23.7	0.0	0.0	17.1	7,6	0.0	6.5	0.0	14.0
Incr Delay (d2), s/veh	1.1	0.0	2.4	0.1	0.0	0.0	1.0	1.6	0.0	0.0	0.0	34.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/in	3.1	0.0	3.1	0.5	0.0	0.0	0.5	6.4	0.0	0.0	0.0	26.6
LnGrp Delay(d),s/veh	27.6	0.0	28,5	23.8	0.0	0.0	18.1	9.1	0.0	6.5	0.0	48.7
LnGrp LOS	<u> </u>	SOLTA CONSCION SERVENCIONALIS	C	C	An explanation and engine		В	A		Α		F
Approach Vol. veh/h		337			33			598			972	
Approach Delay, s/veh	Colomos berganagan sagagan co	28.1	PARENTATION OF THE PROPERTY AND INVESTOR TO T	In Consequent services	23.8			9.7			48.7	
Approach LOS		С			С			A			D	
Timer	1	2	2	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	S	A THE STATE OF THE				
Phs Duration (G+Y+Rc), s	5.1	46.2		The complete of the second	Service Control of the Control of th	Section of the State of the Sta		8				
			1075E258A50	16.8	6.3	45.0		16.8	IDENGA SANTANTAN			GANTETTE EFFEREN
Change Period (Y+Rc), s Max Green Setting (Gmax), s	5.0	5.0	and the second	5.0	5.0	5.0		5.0				
	8.0	40.0		27.0	8.0	40.0		27.0				
Max Q Clear Time (g_c+l1), s	A STATE OF THE PARTY OF THE PAR	13.6		9.9	2.6	42.0		3.0				
Green Ext Time (p_c), s	0.0	5.9		1.9	0.0	0.0		2.1				
intersection Summary												
HCM 2010 Ctrl Delay	enti ogning si tunnon i i i i i i i i i i i i i i i i i i	Patient Street, and more annual	32.7	PP. P.	200							
HCM 2010 LOS			C									

	•	→	•	1	4	*	1	†	7	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4		*	7		*	L	
Traffic Volume (vph)	325	6	66	12	3	7	72	471	11	12	631	126
Future Volume (vph)	325	6	66	12	3	7	72	471	11	12	631	126
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	CONTRACTOR CAST CONTRACTOR DELICATION OF THE CONTRACTOR	2%			-10%			-6%			0%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0	2-04-2-0-2-2-0-2-0-0-0-0-0-0-0-0-0-0-0-0	1	0		0	1		0	1		0
Taper Length (ft)	25			25			25	95.00		25		_
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96			0.98			1.00		1.00		
Frt			0.850		0.957	encine and comments to the contract of the second	and the second s	0.996	records are productive transfer		0.975	-030/040/40/(00/4)
FII Protected		0.953			0.973		0.950			0.950		
Satd. Flow (prot)	0	1758	1552	0	1729	0	1603	1911	0	1805	1825	0
Fit Permitted		0.712			0.788		0.082			0.368		
Satd. Flow (perm)	0	1264	1552	0	1400	0	138	1911	0	698	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		tti rottiaa varmon sassa	85		8	**************************************	The first section securing a page	2			15	
Link Speed (mph)		- 30			30			30			30	
Link Distance (ft)	Managara da sa	273		Constantenentativativa.	158		Salah Dingga ang Pilipan salah ang Pilipan sa	388	STEPLIFATE FOR SIGNATURE AND A SIGNATURE		167	
Travel Time (s)	200	6.2			3.6			8.8	a Tree		3.8	
Confl. Peds. (#/hr)	14	57609200202000				14		ic.or mass, iconomicinal reference ser	6	6	all hands and a sensor sensor sens	nero merena e arano a
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	3%	0%	0%	17%	16%	2%	0%	0%	1%	4%
Adj. Flow (vph)	369	7	75	14	3	8	82	535	13	14	717	143
Shared Lane Traffic (%)				Valoroja vežaros								Harvern zamenino
Lane Group Flow (vph)	. 0	376	75	0	25	0	82	548	0	14	860	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft) Link Offset(ft)		0			0			12	2012/2014/2014/2014 2012/2014/2014/2014		12	evarose sagestara
Crosswalk Width(ft)		0	Control of Greek		0			0			0	2008-3319
Two way Left Turn Lane		16			16			16			16	
Headway Factor	1.01	1.01	1.01	0.94	0.04	0.04	0.00	0.00	0.00	4 00	4 00	4.00
Turning Speed (mph)	1.01	1.01	1.01 0	15	0.94	0.94	0.96	0.96	0.96	1.00	1.00	1.00
Number of Detectors	10	2	2	10 1	2	9	15	4	9	15	4	9
Detector Template	Left	L	4	Left	2	SENTEN SERVE	2	1		2	1	
Leading Detector (ft)	20	83	83	20	83		02	c		၀၁	c	
Trailing Detector (ft)	20	-5	-5	20	-5		83 -5	6 0		83 -5	6 0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5 -5	υ 0		-ə -5	\$20.00 (\$10.00 \$	ioninandim
Detector 1 Size(ft)	20	43	43	20	43		-3 43	6		-3 43	0 6	
Detector 1 Type	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex	
Detector 1 Channel	VI -∧	<u>-</u> ^		∵. ∟Λ	OI! LX		OI'LX	OI'LX		いって入	OITEX	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		40	40		40		40	0.0		40		
Detector 2 Size(ft)	No. of the second state of the second se	43	43		43		43			43		
Detector 2 Type		CI+Ex	Cl+Ex		CI+Ex		CI+Ex			CI+Ex		
Detector 2 Channel												

	۶		*	1	←	* *	†	r 😼	.
Lane Group	EBL	EBT	EBR	- WBL	WBT	WBR NBL	NBT	NBR SBL	SBT
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		4			8	5	2	1	6
Permitted Phases	4		4	8	#####################################	2		6	
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase	44-00001-10-004-00001-10-00004-10-00004-10-00004-10-00004-10-00004-10-00004-10-00004-10-00004-10-00004-10-0000			NAMES OF THE STATE	and the second				
Minimum Initial (s)	4,0	4.0	4.0	4.0	4.0	2.0	16.0	4.0	16.0
Minimum Split (s)	9.0	9.0	9.0	21.0	21.0	7.0	21.0	9.0	21.0
Total Split (s)	31.0	31.0	31.0	31.0	31,0	13.0	46.0	13.0	46.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%	14.4%	51.1%	14.4%	51.1%
Maximum Green (s)	26.0	26.0	26.0	26.0	26.0	8.0	41.0	8.0	41.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	engeng beralik biski bilandi Mil	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5,0		5,0	5.0	5.0	5.0	5.0
Lead/Lag			2000) 1000 T.C.T.			Lead	Lag	Lead	Lag
Lead-Lag Optimize?			nico esperante del			Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	Max	None	Max
Walk Time (s)	a an earth ann a dear an agus aine gan taointe an a			5.0	5.0			1,741,5	
Flash Dont Walk (s)				11.0	11.0				
Pedestrian Calls (#/hr)				0	0				an Albert Broken (1964)
v/c Ratio		0.99	0.14		0.06	0.42	0.51	0.03	0.99
Control Delay	nd temotration discuss also 1995	77.9	5,6		18.4	16,6	14.4	7.8	52.3
Queue Delay		0.0	0.0		0.0	0.0	2.9	0.0	0.0
Total Delay		77.9	5.6	erepting pepakhahan	18.4	16.6	17.4	7.8	52,3
Queue Length 50th (ft)		~218	0		7	18	160	3	~481
Queue Length 95th (ft)	n-n-10-20-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0	#390	25	2000.0025V.15202.255.256.000	25	44	307	10	#723
Internal Link Dist (ft)		193			78		308	,,	87
Turn Bay Length (ft)			95			80		85	
Base Capacity (vph)		379	525		426	215	1072	483	872
Starvation Cap Reductn	de referende de la compre	0	0		0	0	401	0	0
Spillback Cap Reductn		0	0		0	0	0	Ō	0
Storage Cap Reductn	TA NASTINE AND LINES AND STREET, NO. 18 PAGE	0	0	ioning in a second water of	0	0	0	0	0
Reduced v/c Ratio		0.99	0.14		0.06	0.38	0.82	0.03	0.99
Intersection Summary									
Area Type:	Other								
Cycle Length: 90	an canal de la Calabri de Santille de la ca	r enillate anches mitte vestjete	**************************************	200-21/2004 (1/2020-2020-2020)					
Actuated Cycle Length: 86.	8								
Natural Cycle: 90	an e-monetaria anti-anti-anti-anti-anti-anti-anti-anti-	non-wittenson-Bibliotellen	eran en		***************************************				
Control Type: Semi Act-Uni	coord								
 Volume exceeds capac 		s theoretic	cally infini	ite.					
Queue shown is maximu									
# 95th percentile volume			leue mav	be longe	Г.				
Queue shown is maximu									
eranisma nema in prominer i e semanten morrente (se la liberta estado de la liberta de la liberta de la liberta	um en								

Splits and Phase	s: 3: NYS Route 9D & Beekman Street/W. Church Street	
Ø1	↑ ↑ Ø2	♣ 04
13.5	696 \$	315
↑ ø5	↓ **ø6	₹ Ø8
13s	#6.5	315

	*	-	*	1	4	1	1	1	<i>></i>	1	\	1
Viovement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	- Andrews of the Constitution of the Constitut	4	7		44		7	7>		1	Þ	·
Traffic Volume (veh/h)	325	- 6	66	12	3	7	72	471	11	12	631	120
Future Volume (veh/h)	325	6	66	12	3	7	72	471	11	12	631	12
Number	7	4	14	3	- 8	18	5	2	12	1	6	- 1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	ericentrologiesen vilonies s
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.98	1.00		0.99	1.00		0.9
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Adj Sat Flow, veh/h/ln	1881	1845	1826	1995	1892	1995	1687	1920	1957	1900	1872	190
Adj Flow Rate, veh/h	369	7	75	14	3	8	82	535	12	14	717	14
Adj No. of Lanes	0	1	1	0	- 1	0	1	1	0	1	1	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	8.0
Percent Heavy Veh, %	0	0	- 3	0	0	0	16	2	2	0	- 1	
Cap, veh/h	394	6	460	66	22	10	158	950	21	379	725	14
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.04	0.51	0.51	0.01	0.48	0.4
Sat Flow, veh/h	1025	19	1516	0	73	34	1607	1870	42	1810	1514	30
Grp Volume(v), veh/h	376	0	75	25	0	0	82	0	547	14	0	86
Grp Sat Flow(s),veh/h/ln	1044	Ō	1516	107	0	0	1607	0	1912	1810	0	181
Q Serve(g_s), s	0.0	0.0	3.1	0.0	0.0	0.0	2.2	0.0	16.9	0.3	0.0	40.
Cycle Q Clear(g_c), s	26.0	0.0	3.1	26.0	0.0	0.0	2.2	0.0	16.9	0.3 0.3	0.0 0.0	
Prop In Lane	0.98	0.0	1.00	0.56	0.0	0.0	1,00	U. U			0.0	40.
Lane Grp Cap(c), veh/h	400	0	460	98	0	υ.οz 0	1,00	٨	0.02	1.00	^	0.1
V/C Ratio(X)	0.94	0.00	0.16	0.25	0.00	0.00		0	971	379	0	86
Avail Cap(c_a), veh/h	400	0.00	460	0.20 98	econocidente de marchite	grand understanding the property of	0.52	0.00	0.56	0.04	0.00	0.9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0 1.00	0	240	0	971	524	0	86
Upstream Filter(I)	1.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.0
Uniform Delay (d), s/veh	31.9	0.00		1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.0
Incr Delay (d2), s/veh			21.9	24.6	0.0	0.0	20,1	0.0	14.5	12.4	0.0	22.
	29.7	0.0	0.1	0.5	0.0	0.0	1.0	0.0	2.4	0.0	0.0	28.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.
%ile BackOfQ(50%),veh/ln	12.1	0.0	1.3	0.4	0.0	0.0	1.0	0.0	9.4	0.2	0.0	26.
LnGrp Delay(d),s/veh	61.5	0.0	21.9	25.1	0.0	0.0	21.1	0.0	16.9	12.4	0.0	50.
LnGrp LOS	E	945 TOROV (1842 1958)	C	C	wanto likin w ilikuw	saccour mar derrication solder file	C	and survey restricted to the control	В	В		
Approach Vol, veh/h		451			25			629			874	
Approach Delay, s/veh		54.9		William Commission Commission Commission Commission Commission Commission Commission Commission Commission Com	25.1	PERSONAL PROPERTY AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF		17.4			49.5	
Approach LOS		D			C			В			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	48.5		31.0	8.7	46.0		31.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	41.0		26.0	3.0 8.0	41.0		26.0				
Max Q Clear Time (g_c+l1), s		18.9		28.0	4.2	42.2		er evergrenner er mente senten en en en		100000000000000000000000000000000000000		
Green Ext Time (p_c), s	2.3 0.0	1.8		Anaronasan valaban ang	ALL STREET, ST	CONTRACTOR AND SERVICE OF THE SERVICE		28.0				easte be
	U.U	1.0		0.0	0.1	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			40.2									
HCM 2010 LOS			D								785 1287 1700	SEESTANGE