

## Evaluation of Congress Street Detours Maine Medical Center (MMC) – Bramhall Campus Portland, Maine January 31, 2018

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### Proposed Detours:

There are three roadway closures associated with Phase I of the proposed upgrade and expansion of the Maine Medical Center (MMC); East Tower (Wescott St), Patient / Visitor Garage (Congress St), and Utility Plant (Gilman St partial closure). Because each of the three closures has their own challenges, subtleties, and timeframes, the three detours associated with the closures are being evaluated separately, keeping in mind any overlapping impacts that one may have on the other two. This memo focuses on the Patient / Visitor Garage closure and associated detour expected to affect Congress Street and the surrounding area.

### Description of Closure:

To accommodate construction activities, workers, and to provide safety for the general public, Congress Street will be closed between Forest Street and Weymouth Street, a length of approximately 470 feet. Congress Street provides two-way traffic and is a State road that experiences approximately 12,200 vehicles on an average day (according to MaineDOT Map Viewer). The primary access to the Visitor parking garage is located within the boundary of the closed portion of Congress Street; however, the other access to the Visitor parking garage located off Crescent Street will remain open. In addition, the MMC team is designing a way in which the visitors can also enter and exit the Visitor garage through the employee entrance off Gilman Street. The Congress Street closure is expected to take approximately 8 weeks from the beginning of May to the end of June.

Based on previous traffic counts within the area, the detour will divert the following approximate number of through vehicles inbound and outbound on Congress Street during the AM and PM peak hours of traffic:

AM Peak Hour:	Inbound; 300-350 vehicles Outbound; 100-150 vehicles
PM Peak Hour	Inbound; 400-450 vehicles Outbound; 250-300 vehicles

The above volumes are based on counts that were completed at the Bramhall Street / Congress Street / Deering Avenue. They are approximate but provide the reader the scale of the peak hour volumes forecast to be effected by the closure. When comparing traffic volumes at this intersection with the Congress Street / St. John Street intersection, it was obvious that there is a significant loss of inbound traffic before the closure primarily due to employees and patients using the Gilman Garage and MOB parking garage. The reverse is true for outbound traffic to a somewhat lesser extent due to shift times of the employees. These accesses will still be available during the Congress Street closure (MOB via Forest Street).



There are five potential options for the detours evaluated herein, some shown on the attached Figures. The following provides more detail on the five options.

### Detour Option A:

#### *Description of Detour:*

Option A would direct the current users of Congress Street to use Weymouth Street, Boynton Street, and Forest Street. Forest Street experiences approximately 600-700 vehicles per day on average, is two-way near the Congress Street end, and one-way toward Park Street after the access to the parking garage. Boynton Street experiences approximately 100-200 vehicles per day on average, is a two-way street approximately 22 feet in width with parking along the southerly side of the street and no parking along the northerly side of the street. Weymouth Street experiences approximately 1200-1300 vehicles per day on average and is a two-way street with parking along each side. All of the streets are townways.

This detour would only be used by passenger size and single unit size vehicles with larger inbound vehicles directed to St. John Street then to Park Avenue then to Weymouth Street. Outbound larger vehicles would be directed to seek an alternate route, which could include either Deering Avenue or Weymouth Street.

#### *Emergency Vehicles:*

During the Congress Street closure, this detour allows for two-way traffic in the immediate area. This detour option is not expected to affect Emergency Department Ambulatory access via use of Crescent Street. Police can still be accommodated with minimal detour. Larger size vehicles, such as fire trucks would most likely have to take the truck detour routes if during the busy times of the day with higher traffic congestion but can use the detour during times of lower congestion.

#### *Parking:*

The parking impacts anticipated as a result of this Congress Street detour are primarily along the southerly side of Boynton Street. Boynton Street currently does not allow parking on the northerly side of the street, and is restricted to 2 hour parking between 9 AM and 9 PM on the southerly side of the street. As identified above, in order to accommodate two-way traffic on Boynton Street, parking will need to be restricted on the southerly side of the street. Portland does not stripe individual parking spaces, but based on the distance between driveways and field reviews, to restrict parking would remove approximately 14 parking spaces. There are ten residential buildings directly along Boynton Street, with two additional residential buildings that front more than one street, one on each end. Of the ten residential buildings directly on Boynton Street, they appear to accommodate approximately 31 units. Of these 31 units, there appears to be approximately 27 off street parking spaces available for use, leaving a need for approximately four on-street parking spaces.

To supplement available off street parking spaces and help address loss of parking along Boynton Street, MMC is planning to meet with the residents to discuss the potential loss of parking, and will offer parking in the nearby MOB parking garage as an option. This shared parking could work out well since the highest demand of MMC would be during the day and the highest demand for the residents would be at night.

#### *Benefits and Challenges:*



**Benefits:**

- Keeps the affected area minimal in size
- Minimizes the Potential for drivers to get lost in the detour
- Nearby parking will be provided for displaced parking spaces within the MOB Parking garage

**Challenges:**

- Loss of parking along Boynton Street and potentially a few spaces on Forest Street and Weymouth Street
- All the streets involved are residential in nature and not used to high volumes of traffic
- Boynton Street is relatively narrow at 22 feet wide, but acceptable for two-way traffic provided it does not include large vehicles
- Mitigation to improve radii. Potential mitigation for this detour may include modifications to the curb radii at the intersections of Forest Street with Boynton Street and Weymouth Street with Boynton Street.

**Detour Option B:**

*Description of Detour:*

Option B would direct inbound traffic to Forest Street, Boynton Street, and Weymouth Street, similar to Option A. The detour would direct outbound traffic to Weymouth Street and Park Avenue.

*Emergency Vehicles:*

During the Congress Street closure, this detour allows for one-way inbound traffic on Boynton. Outbound traffic would need to seek another route or use the Weymouth Street to Park Avenue detour. This detour option is not expected to affect Emergency Department Ambulatory access via use of Crescent Street. Police can still be accommodated with minimal detour. Larger size vehicles, such as fire trucks would most likely have to take the truck detour routes if during the busy times of the day with higher traffic congestion but can use the detour during times of lower congestion.

*Parking:*

With only allowing one-way inbound traffic on Boynton Street, parking could technically still be maintained. However, with the narrow width of 22 feet and the increase in traffic volume, consideration should be given to still restricting parking along the street as described in Option A.

*Benefits and Challenges:*

**Benefits:**

- Keeps the affected area minimal in size but slightly larger than Option A
- Minimizes the Potential for drivers to get lost in the detour but not as much as Option A



#### Challenges:

- Loss of parking along Boynton Street and potentially a few spaces on Forest Street and Weymouth Street
- All the streets involved are residential in nature and not used to high volumes of traffic
- Mitigation on the corner of Boynton / Forest Street to improve radii
- This detour would require temporary signalization of the Weymouth Street / Park Avenue intersection.

#### Detour Option C:

##### *Description of Detour:*

Option C would direct inbound Congress Street traffic to St. John Street, Park Avenue, and Weymouth Street. Outbound Congress Street traffic would be directed to Weymouth Street and Park Avenue.

##### *Emergency Vehicles:*

During the Congress Street closure, two-way traffic will still be available in the immediate area. This detour option is not expected to affect Emergency Department Ambulatory access via use of Crescent Street. Police can still be accommodated with minimal detour. Larger size vehicles, such as fire trucks would most likely have to take the truck detour routes if during the busy times of the day with higher traffic congestion but can use the detour during times of lower congestion.

##### *Parking:*

There are no plans to eliminate parking spaces as a direct result of this Option; however, some spaces may be eliminated at the corners of the Weymouth Street / Park Avenue intersection should it become signalized.

##### *Benefits and Challenges:*

##### Benefits:

- This detour keeps traffic on major streets which reduces wear and tear on local roadways. Weymouth Street is a townway, but is one of the wider routes in the immediate area
- Reduces the impacts to residential neighborhoods

##### Challenges:

- Requires a larger area of impact which could result in driver confusion and getting lost
- This detour would require temporary signalization of the Weymouth Street / Park Avenue intersection.



### Detour Option D:

#### *Description of Detour:*

Option D involves the conversion of Park Avenue from one-way to two-way between Fore River Parkway and St. John Street. Inbound Congress Street traffic would be directed to use Park Avenue and Weymouth Street. Outbound Congress Street traffic would be directed to use Weymouth Street and Park Avenue.

#### *Emergency Vehicles:*

During the Congress Street closure, two-way traffic will still be available in the immediate area. This detour option is not expected to affect Emergency Department Ambulatory access via use of Crescent Street. Police can still be accommodated via use of adjacent streets.

#### *Parking:*

No parking is expected to be lost as a direct result of using Park Street as a two-way street.

#### *Benefits and Challenges:*

##### Benefits:

- This detour keeps traffic to major streets which reduces wear and tear on local roadways. Weymouth Street is a townway, but is one of the wider routes in the immediate area
- Reduces the impacts to residential neighborhoods
- Minimizes the use of other streets and therefore minimizes the potential for drivers to get lost in a detour.

##### Challenges:

The potential two-way option of Park Street from Congress Street to St. John Street is Phase I of a concept considered originally in a “Libbytown Traffic Circulation and Streetscape Study” dated November 2013, with updates to the capacity analysis currently being completed. Although there are some benefits to making this change at some point, there are also some significant changes and mitigation that would have to take place in order to implement such a conversion. Some of those changes include the following:

- Construct a connector between Congress Street and Park Avenue and creation of a new intersection. This would include survey to be completed, drainage design, utilities coordination, formal design, and ultimately MaineDOT review and approval. Complicating the design is the fact that construction would need to consider the adjacent I-295 overpass and support structures.
- Mitigation to the St. John Street / Park Ave intersection. This would require new signal equipment, video detection, signage, retiming and rephasing of the intersection. There is also a concern as to the location and visibility of new signal heads approaching the intersection from the new direction given that there are two low overpasses.
- Reconstruction of Marston Street. This road is currently configured as a one-way street onto a one-way street and angled as such. This intersection would need to get reconstructed to accommodate the new two-way traffic pattern. This would require survey to be completed,



drainage design, utilities coordination, formal design, and ultimately MaineDOT review and approval.

- Impacts to Hood Delivery vehicles. We recognize that Hood was a participant in the original 2013 study; however, the impacts to just doing this portion of Park Avenue as a two-way would need to be revisited.
- Pedestrian impacts. Not a significant impact, but currently there are dynamic pedestrian signs along this section of Park Avenue. However, they only face one direction and would need to be retrofitted to face both directions.
- Signage. All signage is oriented for a one-way direction. A complete sign inventory would need to be completed and new signs made and erected while conflicting signs would need to be removed.

Conclusion: Although we understand that the concept of two-way traffic on Park Avenue shows promise for potential implementation in the future, in our opinion, there are too many unknowns and significant challenges that would need to be resolved prior to the implementation of an eight week street closure on Congress Street. There appear to be other viable and less intrusive Options for a detour with less potential for issues to arise during the detour.

### Detour Option E:

#### *Description of Detour:*

Option E is a hybrid of some of the detours discussed previously. The intent of this detour is to operate as a two-tier system. The first tier will remove some traffic from reaching the closure by implementing signage well in advance both inbound and outbound informing drivers that Congress Street is closed and they may want to seek an alternate route. An example of this would be to inform outbound drivers in advance of the Bramhall / Deering intersection such that they could take Deering. For those drivers that do not take an alternate route as a result of the first tier, the second tier is for those that have reached the closure and have no other way to go other than following a detour. This would include the implementation of one of the options A-C or combination of the options.

It would be unrealistic to think that drivers would not try to use Forest, Boynton and Weymouth to travel around the closure regardless of which detour or combination of detours is pursued. To reduce the negative impacts associated with increased traffic volumes, Option B (in our opinion) would be the preferred option to complement the two tiered approach to accommodating Congress Street traffic. This option would reduce the traffic to one-way on Boynton for inbound traffic and require outbound traffic to continue to Weymouth where a temporary signal would be in operation.

#### *Emergency Vehicles:*

This detour option is essentially a modified version of one of the Options A-C and as such it would operate similar to the previous options described.

#### *Parking:*

Parking would be effected similar to whichever option is implemented to supplement the two-tier system.



*Benefits and Challenges:*

**Benefits:**

The benefit to this option is that it minimizes the impacts to any one neighborhood, roadway or intersection.

**Challenges:**

Since this option is essentially a modified version of one of the Options A-C above, the challenges would be the same as whichever option was pursued.

**Capacity Analysis:**

To further evaluate the options, key intersections for each option were evaluated using Synchro/SimTraffic computer analysis software. Level of service rankings are similar to the academic ranking system, where an 'A' is good with little control delay and an 'F' represents poor traffic conditions. If levels of service fall below a 'D', an evaluation should be made to determine if mitigation should be implemented. The following tables summarize the relationship between level of service and control delay per vehicle for unsignalized and signalized intersections:

**Level of Service Criteria for Unsignalized Intersections**

Level of Service	Control Delay per Vehicle (sec)
A	Less than 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

**Level of Service Criteria for Signalized Intersections**

Level of Service	Control Delay per Vehicle (sec)
A	Less than 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

The results are based on the average of five SimTraffic runs. The following summarizes the capacity analysis results for Options A, B, and C. It was determined that Option D has too many unknowns and significant challenges that would need to be resolved before implementation. Additionally, Option E could result in a variety of changes to the existing traffic and would need to be finalized before completing a capacity analysis for the key intersections. However, Option E would be expected to operate as well as if not better than Options A, B, or C since traffic volumes would be more diluted and less concentrated to any single location.



*Detour Option A:*

The key intersection of this detour has been identified as the intersection of Boynton Street with Weymouth Street. The following table summarizes the forecast operation of the intersection. Detailed results are attached.

**Level of Service Summary: Option A**

Approach	AM Peak Hour	PM Peak Hour
<b>Boynton / Weymouth (U*)</b>		
Boynton EB	A	A
Weymouth NB	A	A
Weymouth SB	A	A

\*(U) = Unsignalized

As shown in the table, the intersection of Boynton Street with Weymouth Street is forecast to operate at high levels of service if Option A is implemented.

*Detour Option B:*

The key intersections for this detour option have been identified as the following:

- Boynton Street / Weymouth Street
- Park Avenue / Weymouth Street

It should be noted that initial evaluations indicate that the intersection of Park Avenue / Weymouth Street would meet at least one warrant for signalization. The following table summarizes the forecast operation of the two intersections with the detour in place. Detailed results are attached.

**Level of Service Summary: Option B**

Approach*	AM Peak Hour	PM Peak Hour
<b>Boynton / Weymouth (U)</b>		
Boynton EB	A	A
Weymouth NB	A	A
Weymouth SB	A	A
<b>Park / Weymouth (S)</b>		
Park EB	B	B
Park WVB	A	C
Weymouth NB	B	B
Parking Lot SB	A	B
<b>Overall</b>	<b>B</b>	<b>C</b>

\*(U) = Unsignalized, (S) = Signalized

As shown in the table, both intersections are forecast to operate at acceptable levels of service if Option B is implemented.

*Detour Option C:*

The key intersections for this detour option have been identified as the following:

- Park Avenue / Weymouth Street





- St. John Street / Park Avenue
- Congress Street / St. John Street

The following table summarizes the forecast operation of the key intersections with the detour in place. Detailed results are attached.

**Level of Service Summary: Option C**

Approach*	AM Peak Hour	PM Peak Hour
<b>Park / Weymouth (S)</b>		
Park EB	B	D
Park WB	A	B
Weymouth NB	C	E
Parking Lot SB	B	A
<b>Overall</b>	<b>B</b>	<b>D</b>
<b>St. John / Park (S)</b>		
Park WB	C	C
St. John NB	B	C
St. John SB	C	C
<b>Overall</b>	<b>C</b>	<b>C</b>
<b>Congress / St. John (S)</b>		
Congress EB	B	C
Congress WB	B	B
St. John NB	D	D
St. John SB	C	C
<b>Overall</b>	<b>C</b>	<b>C</b>

\*(U) = Unsignalized, (S) = Signalized

As shown in the table, the intersections of St. John Street with Park Avenue and Congress Street with St. John Street are forecast to operate at acceptable levels of service if Option C is implemented. At the intersection of Weymouth Street with Park Avenue, most approaches are forecast to operate at acceptable levels of service, with the exception of the Weymouth Street northbound approach, which is forecast to operate at a level of service 'E'. The low level of service is due to the high volume of eastbound traffic, as well as a high volume of northbound left turning vehicles. Although the Weymouth Street northbound approach is forecast to operate at a low level of service, the intersection overall is forecast to operate at an acceptable level of service.

**Recommendation of Option:**

Based on the evaluation herein, we recommend Option E, a two tiered approach, with Option B as the detour immediately around the closure. In our opinion this two tiered approach will minimize the impacts to any one neighborhood, road, or intersection.

**METRO Impacts:**

The MMC Team has met with METRO to provide advance notice of the closure of a short section of Congress Street. Based on discussions with them, their preference in dealing with road closures is to stay outside of the detours and to change their routes accordingly. They expect that regardless of the specific



closure chosen, travel times will be increased and additional buses / drivers will be required to ensure headways and schedules are maintained.

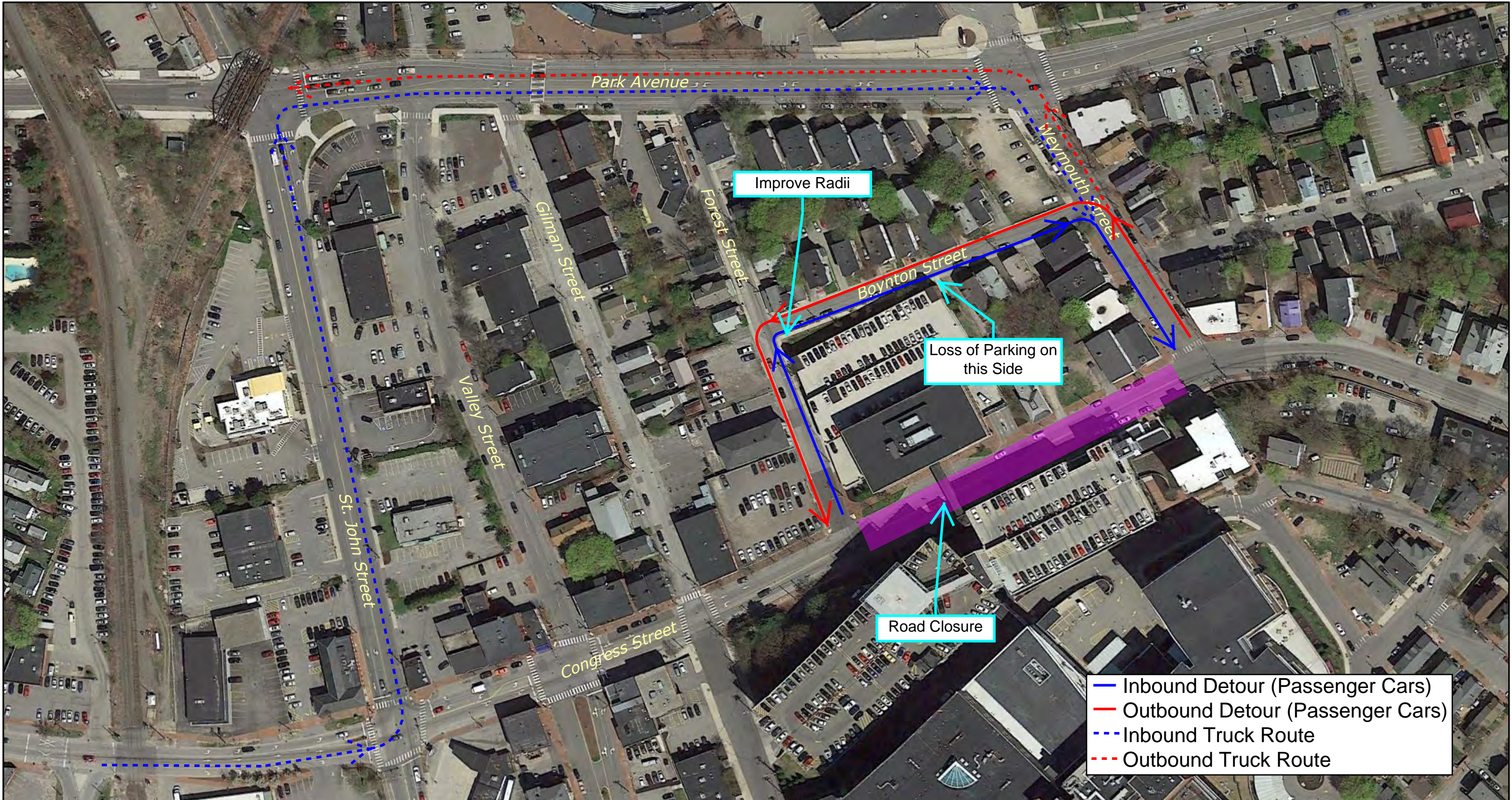
Construction related Deliveries, Delivery Routes, and Parking Restrictions:

Turner Construction will be the responsible party for the actual construction and will be providing number, type (size), and routes for deliveries under separate cover.

It should be noted, that additional on-street parking restrictions may be identified when delivery routes are reviewed in the field to ensure proper turning of larger delivery vehicles can be accommodated.

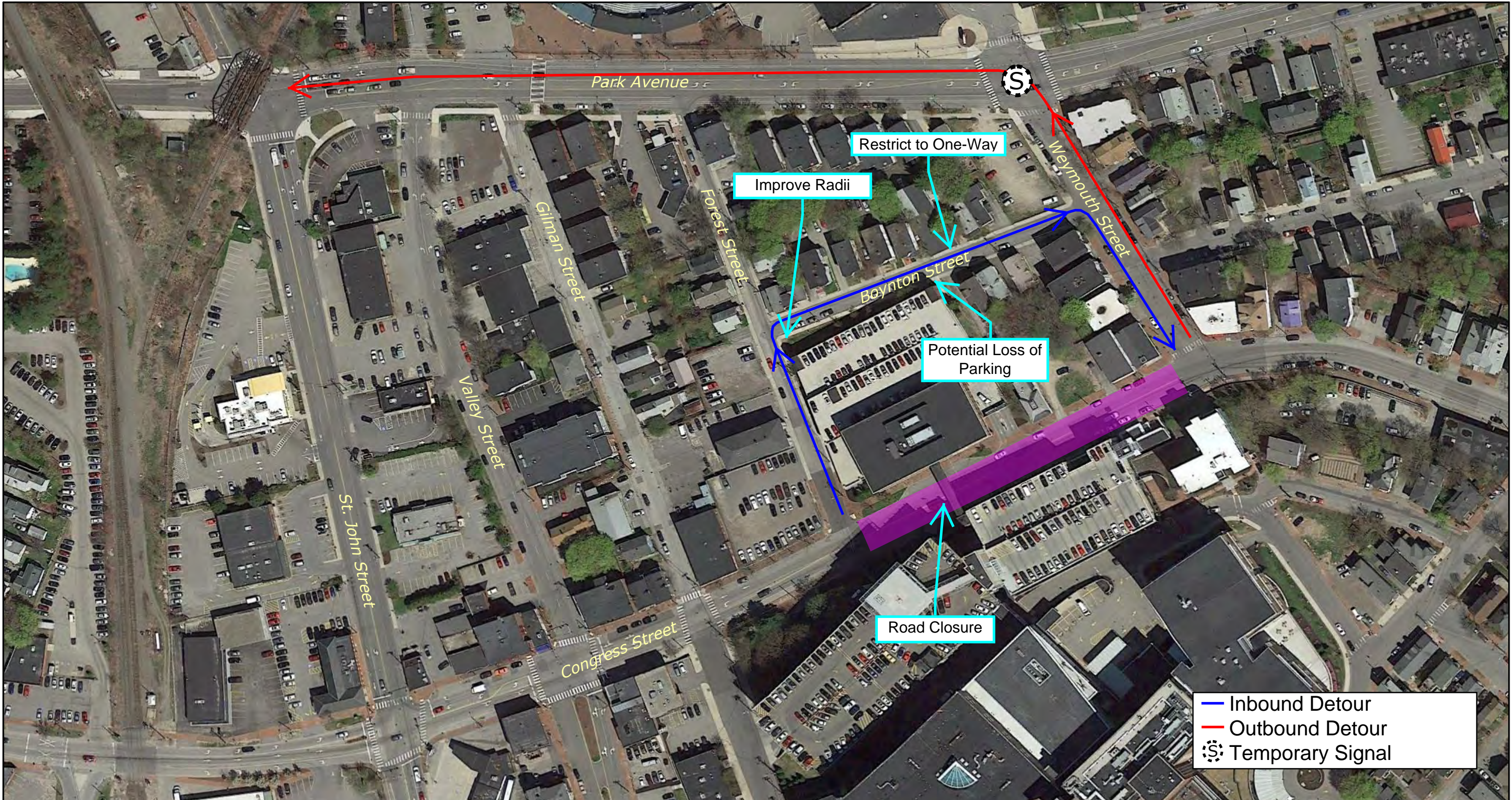
Parking for construction workers will be provided off-site at satellite parking areas, such as the MMC Scarborough Campus, and workers will be shuttled to the work site. Any non-essential vehicles not critical to the work site will be restricted from the site. Any parking by workers in the immediate area reported to MMC or Turner Construction will be taken seriously and addressed by Turner Construction.

# Congress Street Detour - Option A



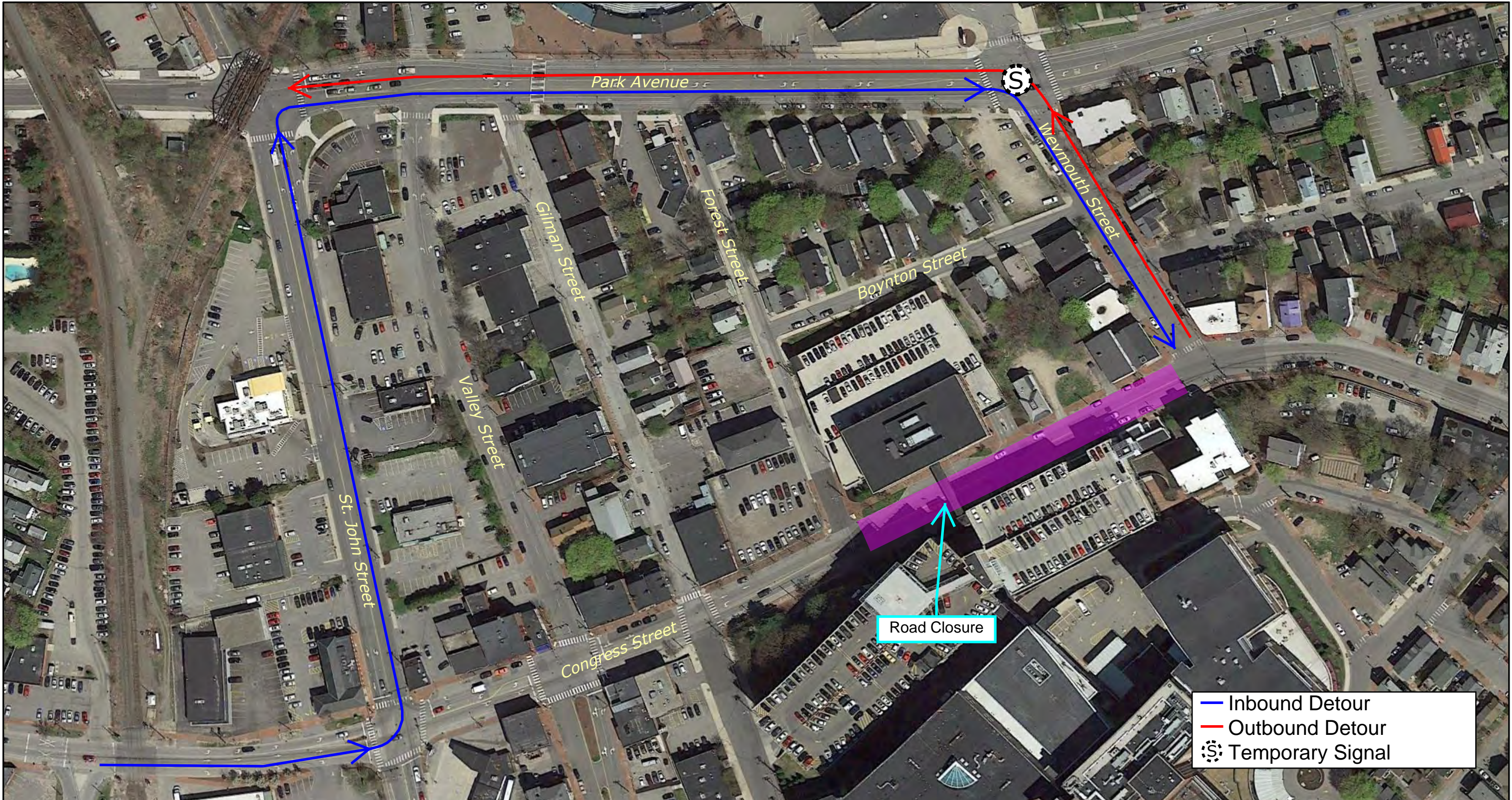
## Maine Medical Center Expansion PORTLAND, MAINE

# Congress Street Detour - Option B



Maine Medical Center Expansion  
PORTLAND, MAINE

# Congress Street Detour - Option C



Maine Medical Center Expansion  
PORTLAND, MAINE



## Maine Medical Center Expansion PORTLAND, MAINE

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	728	806	773	746	661	743
Vehs Exited	727	801	776	745	658	741
Starting Vehs	5	5	6	6	6	5
Ending Vehs	6	10	3	7	9	6
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	147	162	157	151	134	150
Travel Time (hr)	6.8	7.4	7.3	7.1	6.2	6.9
Total Delay (hr)	0.8	0.9	0.9	0.9	0.7	0.9
Total Stops	374	385	418	382	356	383
Fuel Used (gal)	6.0	6.6	6.5	6.2	5.4	6.1

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	728	806	773	746	661	743
Vehs Exited	727	801	776	745	658	741
Starting Vehs	5	5	6	6	6	5
Ending Vehs	6	10	3	7	9	6
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	147	162	157	151	134	150
Travel Time (hr)	6.8	7.4	7.3	7.1	6.2	6.9
Total Delay (hr)	0.8	0.9	0.9	0.9	0.7	0.9
Total Stops	374	385	418	382	356	383
Fuel Used (gal)	6.0	6.6	6.5	6.2	5.4	6.1

### 1: Weymouth & Boynton Performance by approach

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Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.3	0.2	0.2	0.3
Total Del/Veh (s)	5.6	1.6	0.8	3.5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

### Total Network Performance

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Denied Del/Veh (s)	0.3
Total Del/Veh (s)	3.9
Denied Entry Before	0
Denied Entry After	0



**Intersection: 1: Weymouth & Boynton**

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Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	114	55
Average Queue (ft)	60	13
95th Queue (ft)	96	43
Link Distance (ft)	440	666
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

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Network wide Queuing Penalty: 0



### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1009	1149	1077	1017	932	1036
Vehs Exited	1015	1149	1076	1020	930	1038
Starting Vehs	12	8	5	9	8	9
Ending Vehs	6	8	6	6	10	7
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	208	236	222	212	192	214
Travel Time (hr)	10.1	11.5	10.9	10.2	9.1	10.3
Total Delay (hr)	1.5	1.8	1.7	1.5	1.2	1.6
Total Stops	516	560	569	529	477	530
Fuel Used (gal)	8.7	9.8	9.3	8.7	7.9	8.9

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1009	1149	1077	1017	932	1036
Vehs Exited	1015	1149	1076	1020	930	1038
Starting Vehs	12	8	5	9	8	9
Ending Vehs	6	8	6	6	10	7
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	208	236	222	212	192	214
Travel Time (hr)	10.1	11.5	10.9	10.2	9.1	10.3
Total Delay (hr)	1.5	1.8	1.7	1.5	1.2	1.6
Total Stops	516	560	569	529	477	530
Fuel Used (gal)	8.7	9.8	9.3	8.7	7.9	8.9

### 1: Weymouth & Boynton Performance by approach

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Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.5	0.4	0.1	0.4
Total Del/Veh (s)	7.1	2.3	1.0	4.5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

### Total Network Performance

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Denied Del/Veh (s)	0.4
Total Del/Veh (s)	5.0
Denied Entry Before	0
Denied Entry After	0

**Intersection: 1: Weymouth & Boynton**

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Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	191	69
Average Queue (ft)	78	21
95th Queue (ft)	137	61
Link Distance (ft)	440	666
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

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Network wide Queuing Penalty: 0



### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1534	1531	1559	1536	1515	1536
Vehs Exited	1542	1519	1562	1543	1521	1537
Starting Vehs	32	20	26	32	21	27
Ending Vehs	24	32	23	25	15	23
Denied Entry Before	0	0	1	0	0	0
Denied Entry After	1	1	0	0	0	0
Travel Distance (mi)	559	554	565	561	547	557
Travel Time (hr)	25.6	25.0	25.6	25.7	25.4	25.5
Total Delay (hr)	5.2	4.9	5.2	5.3	5.5	5.2
Total Stops	1028	999	1036	1055	1037	1031
Fuel Used (gal)	20.1	20.1	20.5	20.4	19.9	20.2

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1534	1531	1559	1536	1515	1536
Vehs Exited	1542	1519	1562	1543	1521	1537
Starting Vehs	32	20	26	32	21	27
Ending Vehs	24	32	23	25	15	23
Denied Entry Before	0	0	1	0	0	0
Denied Entry After	1	1	0	0	0	0
Travel Distance (mi)	559	554	565	561	547	557
Travel Time (hr)	25.6	25.0	25.6	25.7	25.4	25.5
Total Delay (hr)	5.2	4.9	5.2	5.3	5.5	5.2
Total Stops	1028	999	1036	1055	1037	1031
Fuel Used (gal)	20.1	20.1	20.5	20.4	19.9	20.2

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### 1: Weymouth & Boynton Performance by approach

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Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.4	0.2	0.0	0.3
Total Del/Veh (s)	5.8	1.1	0.9	3.5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

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### 2: Park Avenue Performance by approach

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Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	0.5	0.1	0.1	0.4
Total Del/Veh (s)	10.9	9.5	13.5	6.6	10.9
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

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### Total Network Performance

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Denied Del/Veh (s)	0.5
Total Del/Veh (s)	11.6
Denied Entry Before	0
Denied Entry After	0



**Intersection: 1: Weymouth & Boynton**

Movement	EB	NB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	132	100	6
Average Queue (ft)	63	9	0
95th Queue (ft)	102	47	4
Link Distance (ft)	442	666	112
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 2: Park Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	55	213	104	180	123	40
Average Queue (ft)	8	88	24	81	86	10
95th Queue (ft)	33	170	65	152	126	32
Link Distance (ft)		829		1489	112	264
Upstream Blk Time (%)					3	
Queuing Penalty (veh)					7	
Storage Bay Dist (ft)	50		70			
Storage Blk Time (%)	0	14	0	7		
Queuing Penalty (veh)	0	3	2	3		

**Network Summary**

Network wide Queuing Penalty: 15
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**Intersection: 2: Park Avenue**

Phase	2	3	4	5	6	7	8
Movement(s) Served	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Maximum Green (s)	36.0	5.0	34.0	5.0	26.0	5.0	34.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	None	None	None	None	None	None
Avg. Green (s)	11.9	5.9	16.5	0.0	11.9	9.6	18.3
g/C Ratio	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01	-0.01
Cycles Skipped (%)	18	73	8	100	18	93	7
Cycles @ Minimum (%)	0	23	1	0	0	4	2
Cycles Maxed Out (%)	0	27	3	0	2	7	7
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2078	2220	2192	2127	2061	2135
Vehs Exited	2067	2215	2181	2122	2067	2130
Starting Vehs	32	40	39	36	43	37
Ending Vehs	43	45	50	41	37	42
Denied Entry Before	0	1	1	0	0	0
Denied Entry After	0	0	0	0	1	0
Travel Distance (mi)	756	803	788	771	751	774
Travel Time (hr)	40.2	51.4	43.0	40.3	38.8	42.8
Total Delay (hr)	12.7	22.1	14.3	12.3	11.4	14.5
Total Stops	1619	2130	1774	1625	1581	1748
Fuel Used (gal)	28.7	32.6	30.3	29.2	28.1	29.8

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2078	2220	2192	2127	2061	2135
Vehs Exited	2067	2215	2181	2122	2067	2130
Starting Vehs	32	40	39	36	43	37
Ending Vehs	43	45	50	41	37	42
Denied Entry Before	0	1	1	0	0	0
Denied Entry After	0	0	0	0	1	0
Travel Distance (mi)	756	803	788	771	751	774
Travel Time (hr)	40.2	51.4	43.0	40.3	38.8	42.8
Total Delay (hr)	12.7	22.1	14.3	12.3	11.4	14.5
Total Stops	1619	2130	1774	1625	1581	1748
Fuel Used (gal)	28.7	32.6	30.3	29.2	28.1	29.8

### 1: Weymouth & Boynton Performance by approach

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Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.5	0.4	0.0	0.4
Total Del/Veh (s)	7.0	8.9	0.9	7.5
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

### 2: Park Avenue Performance by approach

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Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.8	0.6	0.0	0.1	0.5
Total Del/Veh (s)	16.8	33.1	17.4	10.2	23.6
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

### Total Network Performance

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Denied Del/Veh (s)	0.6
Total Del/Veh (s)	23.5
Denied Entry Before	0
Denied Entry After	0

**Intersection: 1: Weymouth & Boynton**

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	177	274
Average Queue (ft)	78	106
95th Queue (ft)	133	232
Link Distance (ft)	442	666
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 2: Park Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	95	290	304	593	126	49
Average Queue (ft)	28	115	30	283	113	14
95th Queue (ft)	66	213	156	601	132	39
Link Distance (ft)		829		1489	112	264
Upstream Blk Time (%)					23	
Queuing Penalty (veh)					107	
Storage Bay Dist (ft)	100		300			
Storage Blk Time (%)	0	10		10		
Queuing Penalty (veh)	0	5		2		

**Network Summary**

Network wide Queuing Penalty: 115
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**Intersection: 2: Park Avenue**

Phase	2	3	4	5	6	7	8
Movement(s) Served	NBTL	WBL	EBTL	NBL	SBTL	EBL	WBTL
Maximum Green (s)	35.0	5.0	35.0	5.0	25.0	5.0	35.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	None	None	None	None	None	None
Avg. Green (s)	25.3	5.4	31.4	0.0	25.3	5.1	29.4
g/C Ratio	-0.01	-0.01	NA	-0.01	-0.01	-0.01	NA
Cycles Skipped (%)	2	77	0	100	2	58	0
Cycles @ Minimum (%)	0	21	0	0	0	40	0
Cycles Maxed Out (%)	29	23	44	0	52	42	46
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2897	3099	2951	3012	3039	3001
Vehs Exited	2907	3039	2936	2996	2993	2974
Starting Vehs	104	85	96	114	88	97
Ending Vehs	94	145	111	130	134	119
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	3	0	0	2	0
Travel Distance (mi)	2129	2208	2124	2192	2181	2167
Travel Time (hr)	112.7	118.6	109.6	118.3	116.1	115.0
Total Delay (hr)	33.4	36.5	30.6	36.6	35.0	34.4
Total Stops	3393	3701	3304	3651	3575	3521
Fuel Used (gal)	78.4	82.1	77.4	81.3	80.5	80.0

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2897	3099	2951	3012	3039	3001
Vehs Exited	2907	3039	2936	2996	2993	2974
Starting Vehs	104	85	96	114	88	97
Ending Vehs	94	145	111	130	134	119
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	3	0	0	2	0
Travel Distance (mi)	2129	2208	2124	2192	2181	2167
Travel Time (hr)	112.7	118.6	109.6	118.3	116.1	115.0
Total Delay (hr)	33.4	36.5	30.6	36.6	35.0	34.4
Total Stops	3393	3701	3304	3651	3575	3521
Fuel Used (gal)	78.4	82.1	77.4	81.3	80.5	80.0

**2: Weymouth & Park Avenue Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.6	0.3	0.1	0.4
Total Del/Veh (s)	18.6	9.9	25.8	10.1	17.4
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**7: St. John Street & Congress Street Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	0.5	1.0	0.0	0.5
Total Del/Veh (s)	15.5	13.4	40.3	31.8	22.0
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**10: St. John Street & Park Avenue Performance by approach**

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.1	1.4	0.5
Total Del/Veh (s)	23.0	18.3	20.3	20.3
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**Total Network Performance**

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	39.2
Denied Entry Before	0
Denied Entry After	0



**Intersection: 2: Weymouth & Park Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	91	552	105	181	268	44
Average Queue (ft)	12	211	29	75	131	14
95th Queue (ft)	63	455	69	153	231	39
Link Distance (ft)		922		1490	962	264
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		70			
Storage Blk Time (%)	0	27	1	7		
Queuing Penalty (veh)	0	5	3	3		

**Intersection: 7: St. John Street & Congress Street**

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	R	T	TR	L	T
Maximum Queue (ft)	446	317	156	30	78	246	194	105	253
Average Queue (ft)	231	116	41	5	27	64	104	42	124
95th Queue (ft)	400	226	106	24	60	160	177	89	218
Link Distance (ft)	1762	1762			1074	3170		771	771
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			290	80			175		
Storage Blk Time (%)		0	0	0	0	0	2		
Queuing Penalty (veh)		0	0	0	0	1	2		

**Intersection: 10: St. John Street & Park Avenue**

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	156	224	202	134	369	170	338	235
Average Queue (ft)	63	110	116	64	144	135	153	60
95th Queue (ft)	133	187	185	114	290	197	255	150
Link Distance (ft)		922		771	771		1174	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	95		175			100		210
Storage Blk Time (%)	2	9	1		9	20	2	0
Queuing Penalty (veh)	12	43	4		45	54	3	0

**Network Summary**

Network wide Queuing Penalty: 175

**Intersection: 2: Weymouth & Park Avenue**

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBTL	SBTL	EBL	WBTL
Maximum Green (s)	24.0	5.0	46.0	24.0	5.0	46.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	None	None	None	None	None
Avg. Green (s)	15.4	5.1	35.9	15.4	5.4	39.5
g/C Ratio	-0.01	-0.01	NA	-0.01	-0.01	-0.01
Cycles Skipped (%)	7	63	0	7	91	2
Cycles @ Minimum (%)	0	38	0	0	9	0
Cycles Maxed Out (%)	16	38	50	16	9	48
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0

**Intersection: 7: St. John Street & Congress Street**

Phase	1	2	3	4	5	6	8	9
Movement(s) Served	EBL	WBL	SBL	NBT	WBL	EBTL	SBT	Ped
Maximum Green (s)	12.5	15.5	3.7	25.5	5.5	22.5	36.0	15.0
Minimum Green (s)	8.0	8.0	3.0	8.0	5.0	8.0	5.0	8.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	33.3	22.6	8.6	16.4	23.5	58.3	28.7	0.0
g/C Ratio	-0.01	NA	-0.01	NA	-0.01	-0.01	NA	-0.01
Cycles Skipped (%)	20	0	20	0	91	5	0	100
Cycles @ Minimum (%)	0	34	0	6	0	0	0	0
Cycles Maxed Out (%)	23	100	11	6	0	95	6	0
Cycles with Peds (%)	0	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0

Intersection: 10: St. John Street & Park Avenue

Phase	1	2	3
Movement(s) Served	WBTL	NBTL	SBTL
Maximum Green (s)	40.0	25.0	40.0
Minimum Green (s)	3.0	3.0	3.0
Recall	None	None	None
Avg. Green (s)	19.2	20.2	20.4
g/C Ratio	NA	NA	NA
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	0	52	2
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): NA  
Number of Complete Cycles : 0

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3425	3454	3486	3455	3469	3459
Vehs Exited	3403	3424	3440	3399	3434	3421
Starting Vehs	135	118	140	109	125	119
Ending Vehs	157	148	186	165	160	162
Denied Entry Before	0	0	0	0	1	0
Denied Entry After	2	9	46	41	32	25
Travel Distance (mi)	2551	2568	2552	2560	2595	2565
Travel Time (hr)	147.8	160.7	173.6	169.4	164.2	163.1
Total Delay (hr)	53.8	66.3	79.8	75.2	68.8	68.8
Total Stops	4801	5302	5286	5255	5263	5185
Fuel Used (gal)	96.5	100.4	102.8	101.6	100.9	100.5

### Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	3425	3454	3486	3455	3469	3459
Vehs Exited	3403	3424	3440	3399	3434	3421
Starting Vehs	135	118	140	109	125	119
Ending Vehs	157	148	186	165	160	162
Denied Entry Before	0	0	0	0	1	0
Denied Entry After	2	9	46	41	32	25
Travel Distance (mi)	2551	2568	2552	2560	2595	2565
Travel Time (hr)	147.8	160.7	173.6	169.4	164.2	163.1
Total Delay (hr)	53.8	66.3	79.8	75.2	68.8	68.8
Total Stops	4801	5302	5286	5255	5263	5185
Fuel Used (gal)	96.5	100.4	102.8	101.6	100.9	100.5

**7: St. John Street & Congress Street Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.8	1.0	0.0	0.5
Total Del/Veh (s)	22.9	15.9	37.6	30.2	27.7
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**10: St. John Street & Park Avenue Performance by approach**

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.6	0.4	1.5	0.6
Total Del/Veh (s)	26.3	31.7	26.2	28.7
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**222: Weymouth & Park Avenue Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	18.1	0.6	0.4	0.1	8.6
Total Del/Veh (s)	44.0	19.8	62.7	9.3	40.2
Denied Entry Before	0	0	0	0	0
Denied Entry After	25	0	0	0	25

**Total Network Performance**

Denied Del/Veh (s)	5.9
Total Del/Veh (s)	63.4
Denied Entry Before	0
Denied Entry After	25

**Intersection: 7: St. John Street & Congress Street**

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	R	T	TR	L	T
Maximum Queue (ft)	568	331	82	56	79	310	200	79	285
Average Queue (ft)	291	71	36	12	34	131	143	21	138
95th Queue (ft)	481	195	71	39	66	260	216	54	247
Link Distance (ft)	1762	1762			1074	3170		771	771
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			290	80			175		
Storage Blk Time (%)				0	1	1	6		
Queuing Penalty (veh)				0	0	3	14		

**Intersection: 10: St. John Street & Park Avenue**

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	170	607	265	398	643	170	256	158
Average Queue (ft)	123	218	189	148	311	159	119	47
95th Queue (ft)	209	417	271	286	589	204	203	110
Link Distance (ft)		922		771	771		1174	
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					1			
Storage Bay Dist (ft)	95		175			100		210
Storage Blk Time (%)	9	26	9		34	25	1	0
Queuing Penalty (veh)	85	192	55		200	119	1	0

**Intersection: 222: Weymouth & Park Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	140	762	140	432	575	41
Average Queue (ft)	47	494	29	224	349	13
95th Queue (ft)	136	782	96	381	652	37
Link Distance (ft)		922		1492	1002	264
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	50		70			
Storage Blk Time (%)	1	40	1	28		
Queuing Penalty (veh)	8	22	8	6		

**Network Summary**

Network wide Queuing Penalty: 713

**Intersection: 7: St. John Street & Congress Street**

Phase	1	2	3	4	5	6	8	9
Movement(s) Served	EBL	WBL	SBL	NBT	WBL	EBTL	SBT	Ped
Maximum Green (s)	11.5	15.5	3.7	26.5	4.5	22.5	37.0	15.0
Minimum Green (s)	8.0	8.0	3.7	8.0	4.5	8.0	5.0	8.0
Recall	None	C-Min	None	None	None	C-Min	None	None
Avg. Green (s)	36.4	16.0	7.0	23.8	36.9	50.1	33.1	0.0
g/C Ratio	-0.01	NA	-0.01	NA	-0.01	-0.01	NA	-0.01
Cycles Skipped (%)	15	0	34	0	79	13	0	100
Cycles @ Minimum (%)	0	57	0	0	0	5	0	0
Cycles Maxed Out (%)	46	100	6	11	0	87	11	0
Cycles with Peds (%)	0	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0

**Intersection: 10: St. John Street & Park Avenue**

Phase	1	2	3
Movement(s) Served	WBTL	NBTL	SBTL
Maximum Green (s)	40.0	25.0	40.0
Minimum Green (s)	3.0	3.0	3.0
Recall	None	None	None
Avg. Green (s)	33.0	24.7	16.2
g/C Ratio	NA	NA	NA
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	33	90	0
Cycles with Peds (%)	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0

**Intersection: 222: Weymouth & Park Avenue**

Phase	2	3	4	6	7	8
Movement(s) Served	NBTL	WBL	EBTL	SBTL	EBL	WBTL
Maximum Green (s)	35.0	5.0	65.0	35.0	5.0	65.0
Minimum Green (s)	5.0	5.0	5.0	5.0	5.0	5.0
Recall	None	None	None	None	None	None
Avg. Green (s)	32.4	5.2	63.9	32.4	5.1	63.3
g/C Ratio	NA	-0.01	NA	NA	-0.01	NA
Cycles Skipped (%)	0	66	0	0	59	0
Cycles @ Minimum (%)	0	34	0	0	41	0
Cycles Maxed Out (%)	67	34	88	67	41	66
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): NA  
 Number of Complete Cycles : 0