

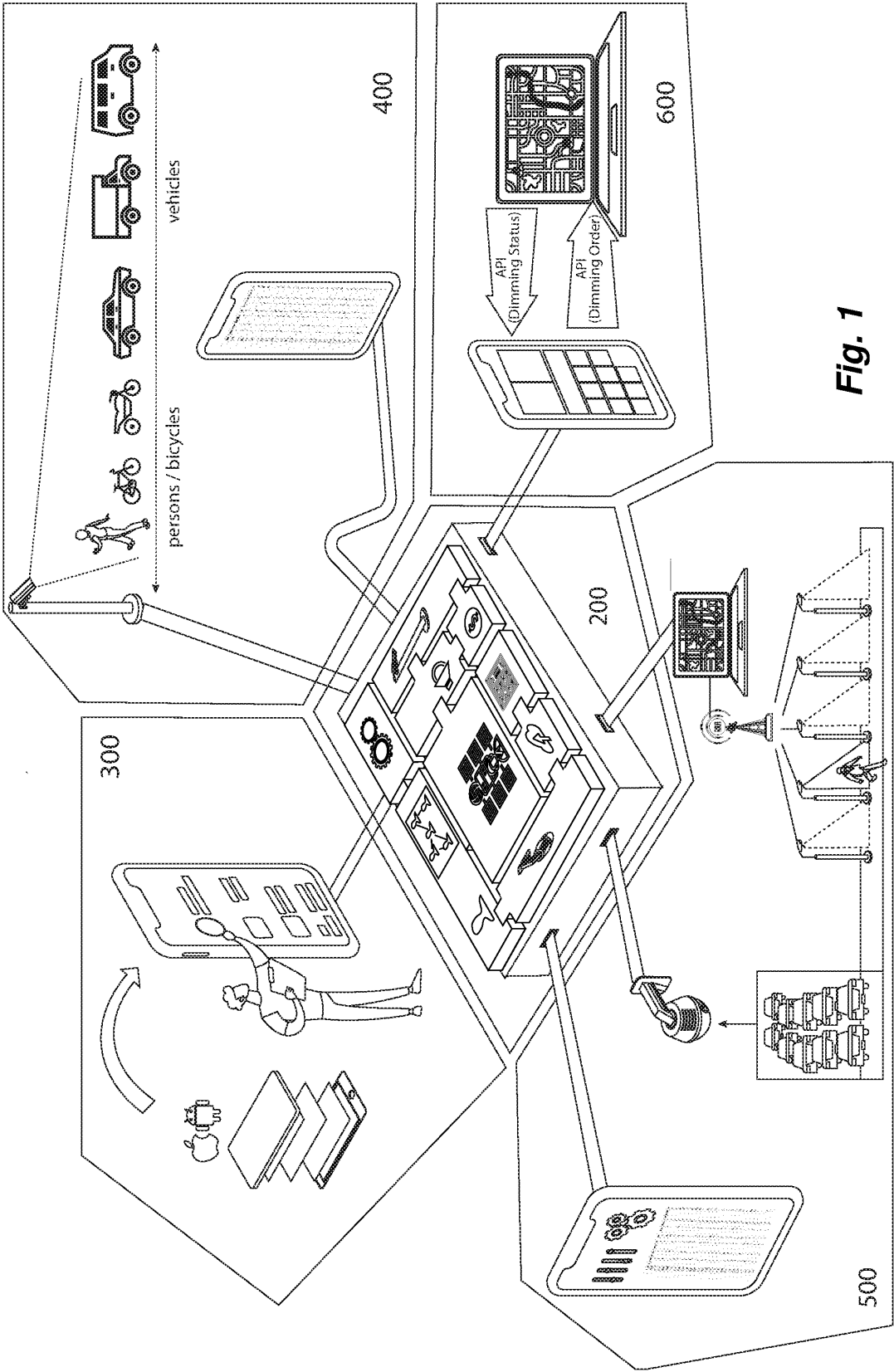


Fig. 1

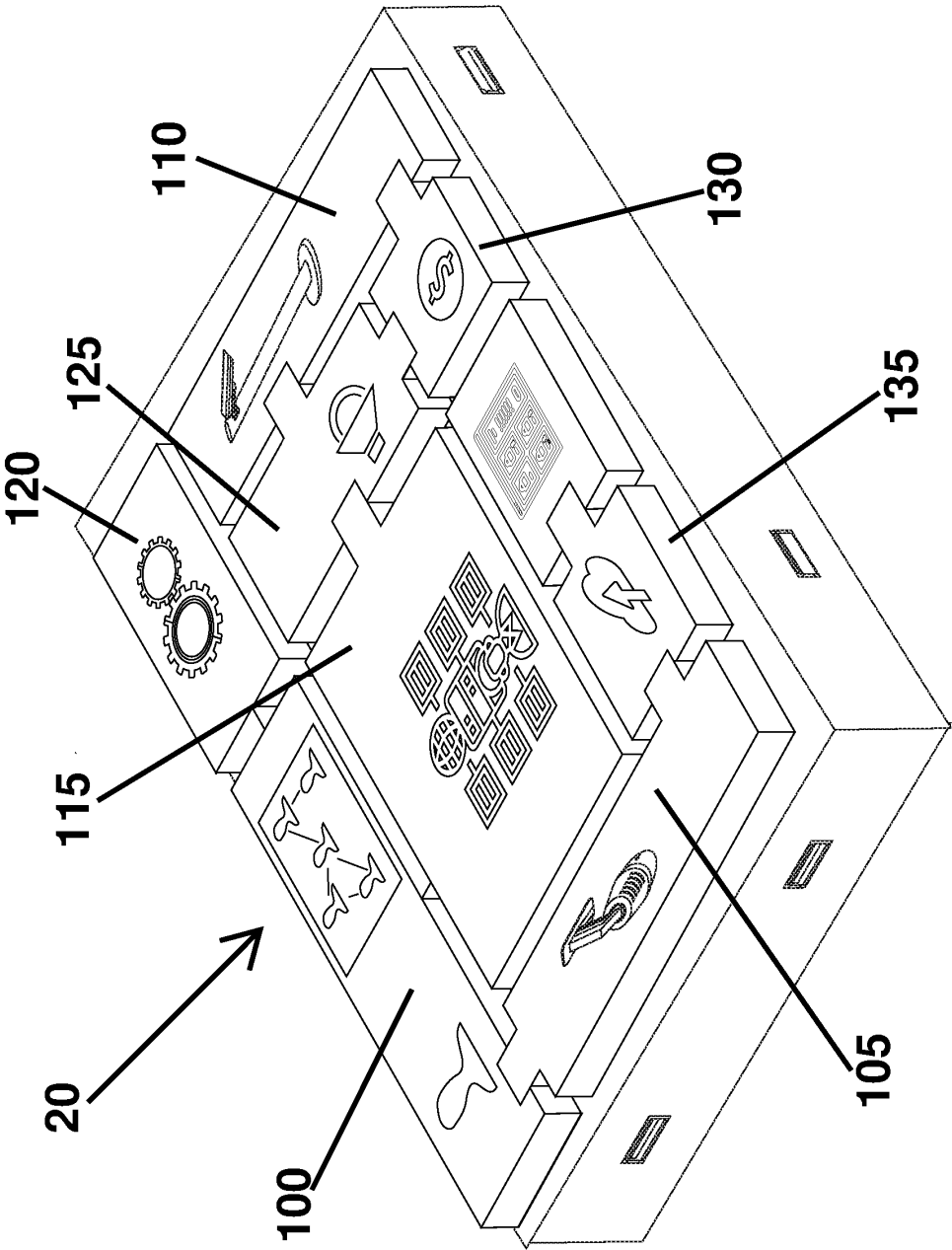


Fig. 2

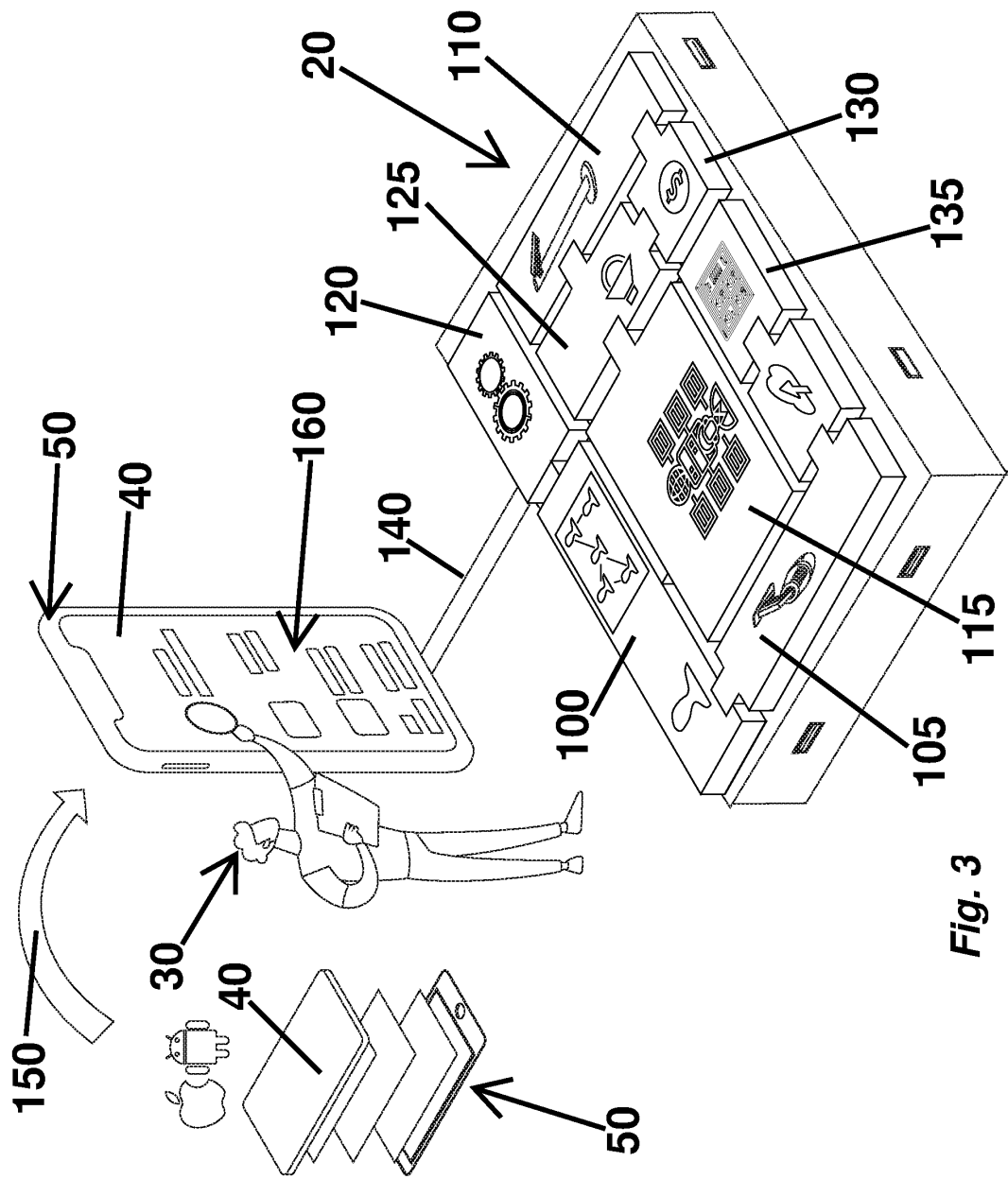


Fig. 3

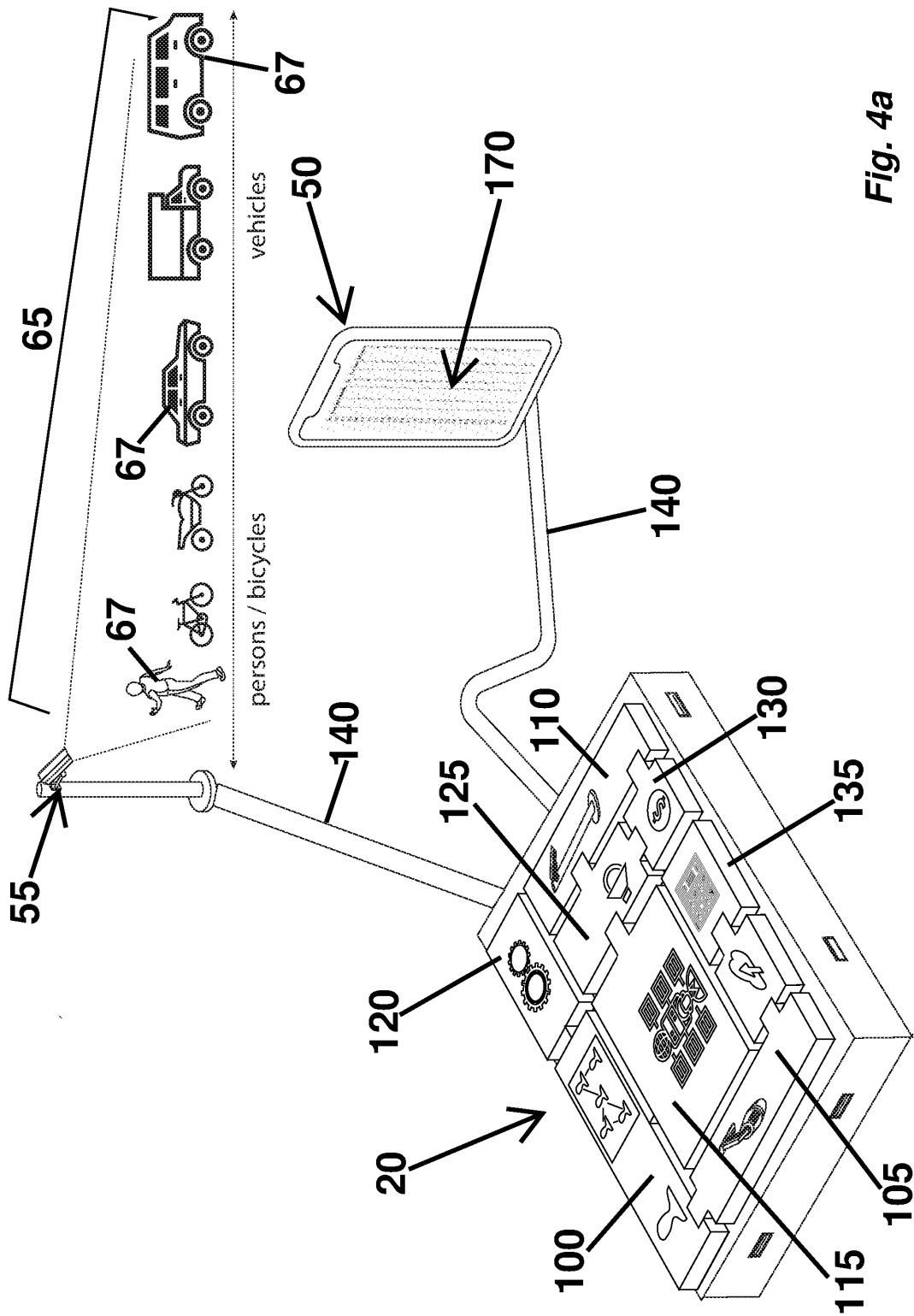


Fig. 4a

Time	Persons	Bicycles	Motorbikes	Cars	Trucks	Buses	Traffic Volume
18:00	1	0	0	73	0	0	74
18:15	0	0	0	46	0	0	46
18:30	0	0	0	48	0	0	48
18:45	0	0	0	50	0	0	50
19:00	0	0	0	41	1	0	42
19:15	0	0	0	42	0	0	42
19:30	0	0	0	47	1	0	48
19:45	0	0	0	40	0	0	40
20:00	0	0	0	25	0	0	25
20:15	0	0	0	28	1	1	30
20:30	0	0	0	19	0	0	19
20:45	0	0	0	30	0	0	30
21:00	0	0	0	28	0	0	28
21:15	0	0	0	25	0	0	25
21:30	0	0	0	29	0	0	29
21:45	0	0	0	11	0	0	11
22:00	0	0	0	21	0	0	21
22:15	0	0	0	18	0	0	18
22:30	0	0	0	22	0	0	22
22:45	0	0	0	60	0	0	60
23:00	0	0	0	60	0	0	60
23:15	0	0	0	20	1	1	22
23:30	1	0	0	9	0	0	10
23:45	0	0	0	7	0	0	7
0:00	0	0	0	11	0	1	12
0:15	0	0	0	5	0	0	5
0:30	0	0	0	7	0	0	7

Fig. 4B

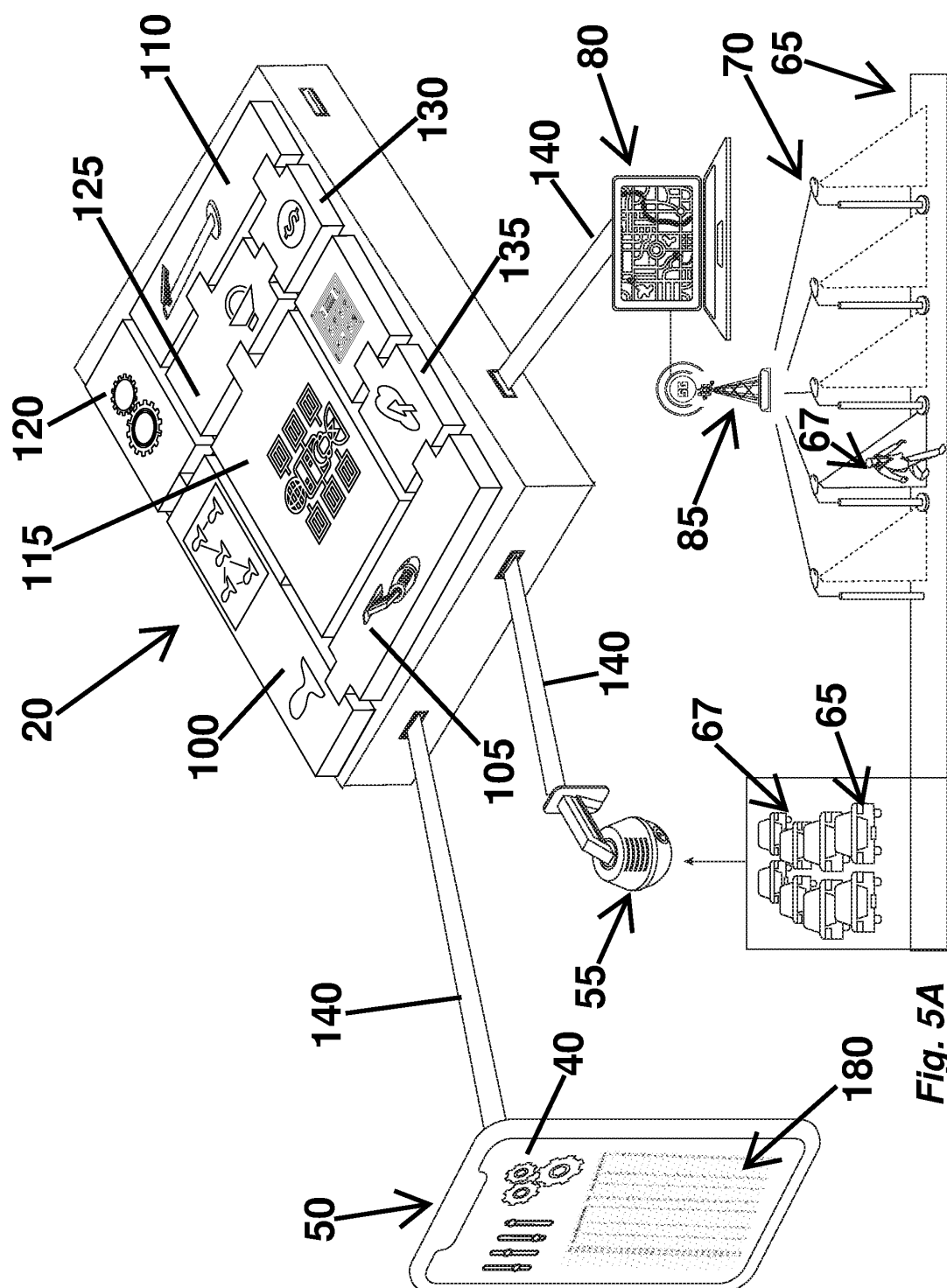


Fig. 5A

75

82

180

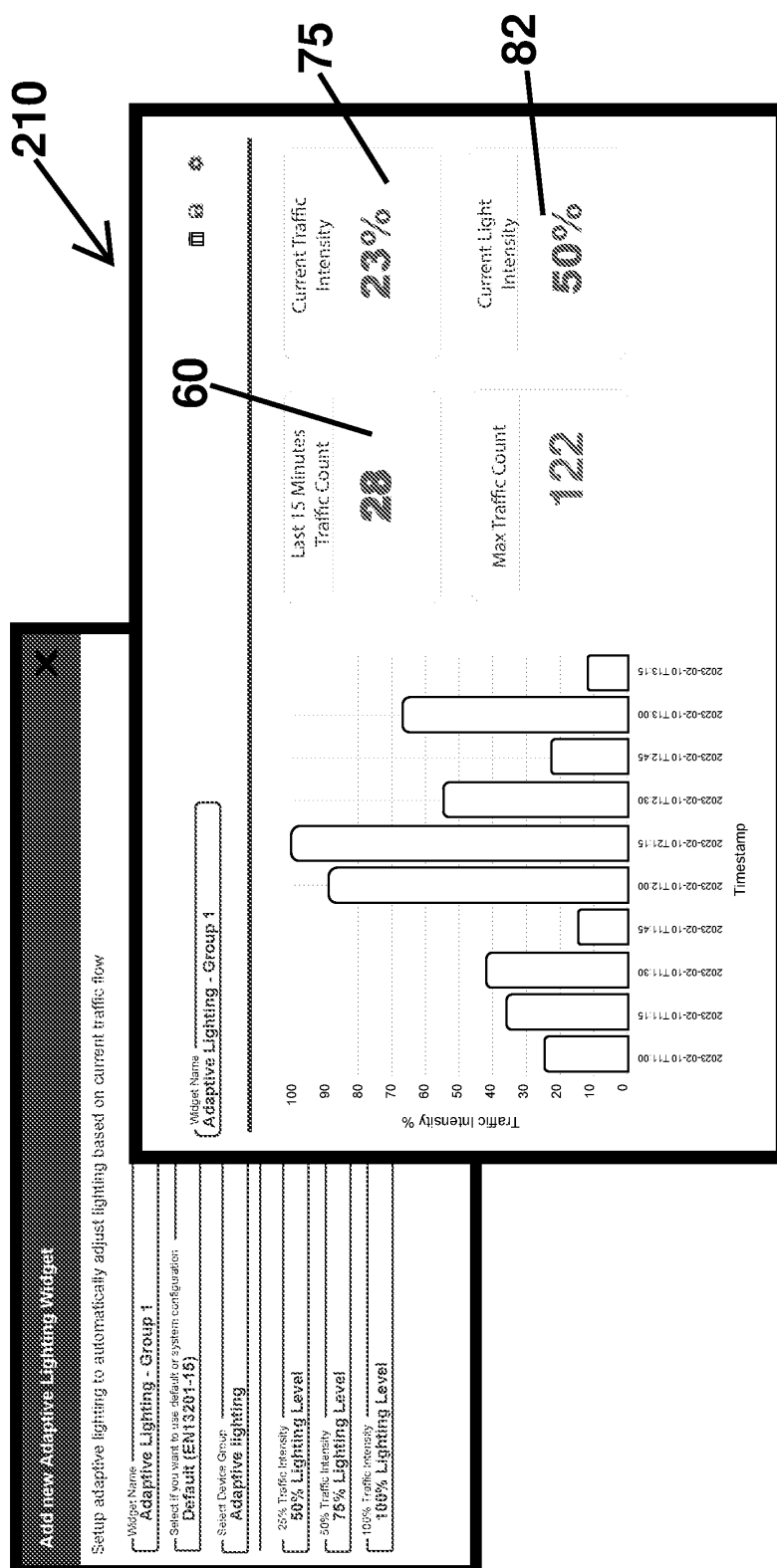
Time	Relative Traffic Intensity	Illumination Level
18:00	60%	100%
18:15	37%	75%
18:30	39%	75%
18:45	40%	75%
19:00	34%	75%
19:15	34%	75%
19:30	39%	75%
19:45	32%	75%
20:00	20%	50%
20:15	24%	50%
20:30	15%	50%
20:45	24%	50%
21:00	23%	50%
21:15	20%	50%
21:30	23%	50%
21:45	9%	50%
22:00	17%	50%
22:15	15%	50%
22:30	18%	50%
22:45	48%	75%
23:00	48%	75%
23:15	18%	50%
23:30	8%	50%
23:45	6%	50%
0:00	10%	50%
0:15	4%	50%
0:30	6%	50%

Fig. 5B

Adaptive Dimming Widget

190

210



75

28

Fig. 5C

220

Cuba St.: Adaptive Dimming Saving Analysis

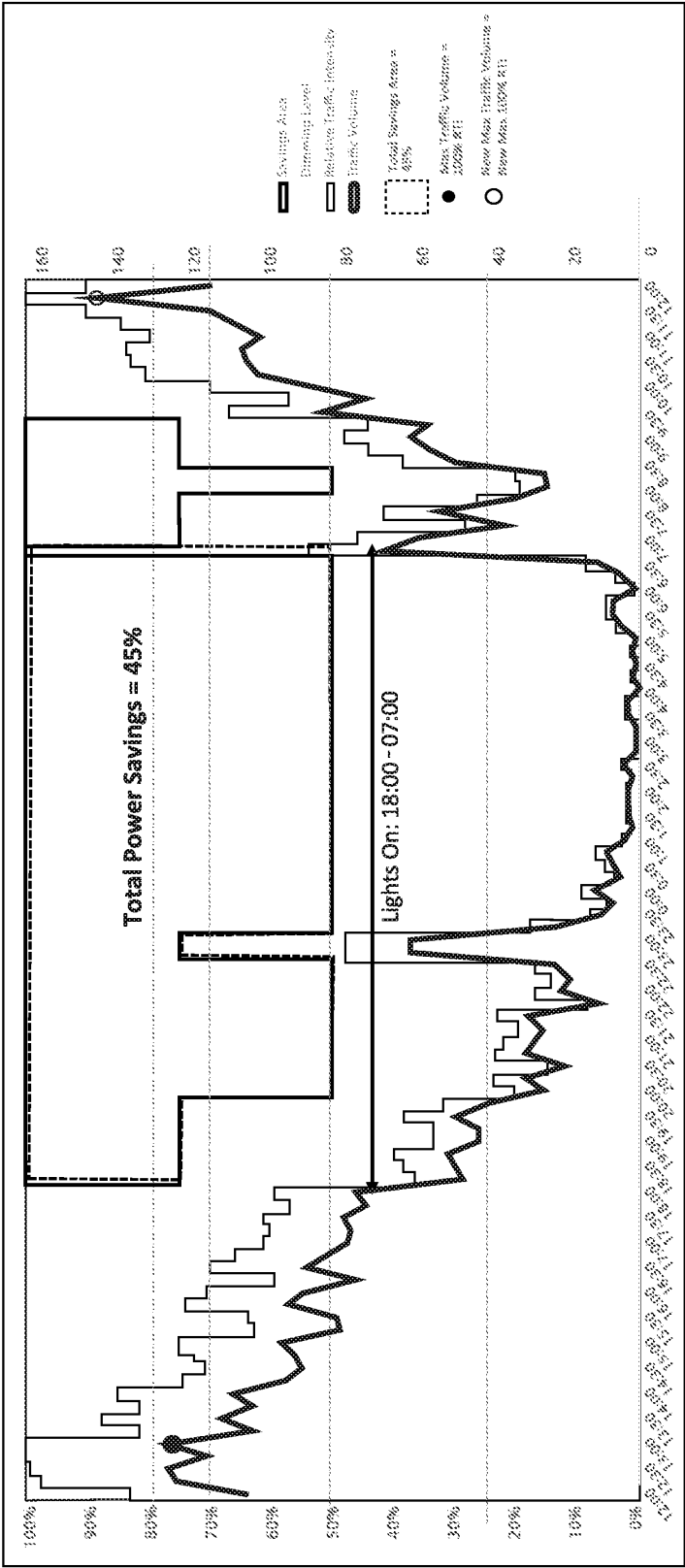


Fig. 5D

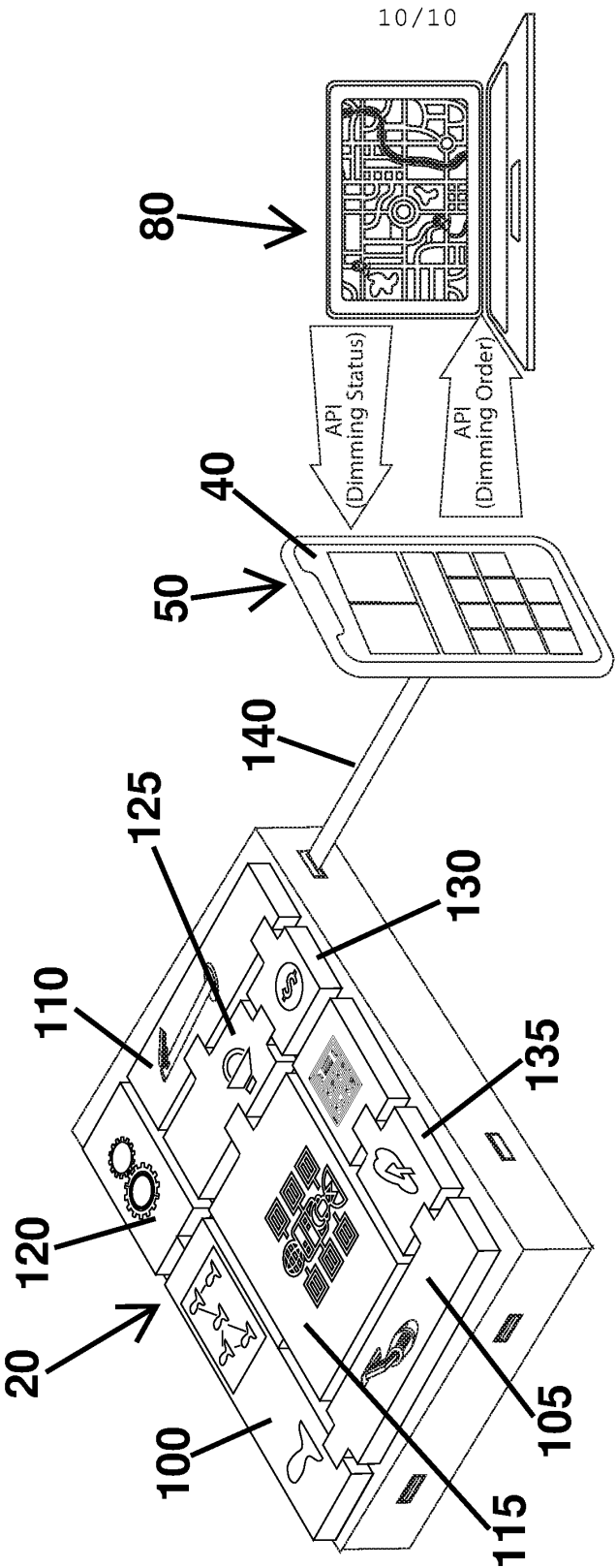


Fig. 6