Appendix H1
Transportation Impact Analysis

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TRANSPORTATION IMPACT ANALYSIS

Catavina Residential

PREPARED FOR:

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September 4, 2025

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1 EXECUTIVE SUMMARY

This study analyzes the forecast traffic conditions associated with the proposed Catavina Residential (Project) development located near the southwest corner of Frank Sinatra Drive and Portola Avenue in the City of Palm Desert. The Project consists of contructing 546 single family dwelling units on a site that is vacant and undeveloped. Vehicular access to the site will be provided via a driveway on Frank Sinatra Drive (directly across from Hollister Drive) and a driveway on Portola Avenue (directly across from Desert Willow Court). The Project is anticipated to be completed in Year 2027. The Project is forecast to generate approximately 4,810 daily trips with 349 AM peak hour trips and 490 PM peak hour trips.

1.1 LEVEL OF SERVICE ANALYSIS RESULTS

This study evaluates traffic conditions that include AM and PM peak hour intersections level of service (LOS) analysis and roadway segment volume-to-capacity (v/c) analysis. According to the *Palm Desert Traffic Impact Analysis Guidelines* dated February 15, 2023, the City has identified LOS D as the threshold for acceptable operating conditions for intersections and roadway segments. The results of the LOS analysis are as follows:

Existing Conditions – The results of the Existing conditions analysis show that all of the eight study intersections are currently operating at an acceptable level of service (LOS D or better).

The results of the roadway segment analysis show that all of the six study segments are currently operating at an acceptable LOS C under existing conditions.

Existing Plus Project Conditions – The results of the Existing Plus Project conditions analysis shows that all eight study intersections are currently operating at an acceptable LOS D or better. The results of the roadway segment analysis show that all of the study segments are forecast to operate acceptable LOS C when Project traffic is added to existing conditions. **Table 1** provides a summary of the intersection LOS results for Existing and Existing Plus Project conditions. **Table 2** provides a summary of the roadway segment LOS results for Existing and Existing Plus Project conditions. Since the addition of Project traffic does not degrade the study intersection operations or roadway segments to a deficient LOS E or F, improvements are not required at any of the study locations. Refer to Chapter 6 in this report for more information related to traffic control options 1 and 2 at Frank Sinatra Drive & Hollister Drive.

Opening Year 2027 Without Project Conditions – The results of the Opening Year 2027 Without Project conditions analysis shows that all of the study intersections are forecast to operate at LOS D or better. All study segments are forecast to operate at an acceptable LOS C or better under Opening Year 2027 Without Project conditions.

Opening Year 2027 Plus Project Conditions - With the addition of project-related traffic, all of the study intersections are forecast to operate at an acceptable LOS D or better. The results of the roadway segment analysis show that all of the study segments are forecast to operate acceptable LOS C when Project traffic is added to Opening Year 2027 Without Project conditions. Therefore, improvements are not required. **Table 3** provides a summary of the intersection LOS results for Opening Year 2027 Without Project and Opening Year 2027 Plus Project conditions. **Table 4** provides a summary of the roadway segment LOS results for Opening Year 2027 and Opening Year 2027 Plus Project conditions. Refer to Chapter 8 in this report for more information related to traffic control options 1 and 2 at Frank Sinatra Drive & Hollister Dr.

TABLE 1 –EXISTING AND EXISTING PLUS PROJECT INTERSECTION LOS SUMMARY

Study Intersection	Existing Traffic Control	Existing Conditions		Existing Plus Project Conditions		Improv. Required?
		AM	PM	AM	PM	
		Delay LOS	Delay LOS	Delay LOS	Delay LOS	
1 - Cook Street & I-10 WB On Ramp	Signal	22.0 – C	2.2 – A	22.1 – C	3.8 – A	No
2 - Cook Street & I-10 EB On Ramp	Signal	40.7 – D	33.4 – C	33.5 – C	34.6 – C	No
3 - Cook Street & Gerald Ford Drive	Signal	30.2 – C	34.5 – C	30.4 – C	34.7 – C	No
4 - Frank Sinatra Drive & Hollister Drive	TWSC	14.9 – B	15.7 – C	17.4 – C	23.3 – C	No
Option 1 – Center Raised Median	*RI/RO/LI*	*14.9 – B*	*15.7 – C*	*11.2 – B*	*11.3 – B*	- -
Option 2 – Intall New Signal	*Signal*	*14.9 – B*	*15.7 – C*	*10.3 – B*	*12.1 – B*	- -
5 - Frank Sinatra Drive & Portola Avenue	Signal	34.5 – C	37.9 – D	36.3 – D	44.2 – D	No
6 - Frank Sinatra Drive & Cook Street	Signal	19.0 – B	25.0 – C	22.1 – C	27.5 – C	No
7 - Portola Avenue & Desert Willow Court	TWSC	15.2 – C	19.4 – C	30.8 – D	32.7 – D	No
8 - Portola Avenue & Country Club Drive	Signal	42.1 – D	39.5 – D	45.5 – D	40.9 – D	No

Notes:
Delay is expressed in seconds per vehicle.
LOS = Level of Service
TWSC = Two-Way Stop Control, worst approach delay and LOS reported.
RI/RO/LI = Right-Turn In, Right-Turn Out, and Left-Turn In at the Project driveway.

TABLE 2 – EXISTING AND EXISTING PLUS PROJECT ROADWAY SEGMENT LOS SUMMARY

Roadway	Segment	Roadway Classification	LOS C Capacity	Existing			Existing Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	Vehicular Oriented Arterials	45,000	35,067	0.78	C	36,510	0.81	C
	Gerald Ford Drive to Frank Sinatra Drive	Vehicular Oriented Arterials	45,000	29,028	0.65	C	30,712	0.68	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	Balanced Arterials	30,000	7,061	0.24	C	9,226	0.31	C
	Portola Avenue to Cook Street	Balanced Arterials	30,000	10,362	0.35	C	12,286	0.41	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	Balanced Arterials	30,000	17,497	0.58	C	19,181	0.64	C
	Desert Willow Court to Country Club Drive	Balanced Arterials	30,000	17,813	0.59	C	19,256	0.64	C

LOS= Level of Service
V/C= Volume to Capacity Ratio
Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

TABLE 3 – OPENING YEAR 2027 WITHOUT PROJECT & OPENING YEAR 2027 PLUS PROJECT INTERSECTION LOS SUMMARY

Study Intersection	Existing Traffic Control	Opening Year 2027 Without Project Conditions		Opening Year 2027 Plus Project Conditions		Improv. Required?
		AM	PM	AM	PM	
		Delay LOS	Delay LOS	Delay LOS	Delay LOS	
1 - Cook Street & I-10 WB On Ramp	Signal	24.7 – C	8.0 – A	24.9 – C	9.3 – A	No
2 - Cook Street & I-10 EB On Ramp	Signal	50.7 – D	48.6 – D	53.0 – D	51.6 – D	No
3 - Cook Street & Gerald Ford Drive	Signal	49.8 – D	51.9 – D	50.2 – D	53.9 – D	No
4 - Frank Sinatra Drive & Hollister Drive	TWSC	15.5 – C	16.4 – C	18.1 – C	24.8 – C	No
Option 1 – Raised Center Median	*RI/RO/LI*	*15.5 – C*	*16.4 – C*	*11.3 – B*	*11.5 – B*	- -
Option 2 - Signalized	*Signal*	*15.5 – C*	*16.4 – C*	*10.2 – B*	*12.2 – B*	- -
5 - Frank Sinatra Drive & Portola Avenue	Signal	35.7 – D	39.4 – D	37.6 – D	46.4 – D	No
6 - Frank Sinatra Drive & Cook Street	Signal	19.7 – B	29.4 – C	22.9 – C	32.0 – C	No
7 - Portola Avenue & Desert Willow Court	TWSC	15.7 – C	20.4 – C	30.4 – D	31.6 – D	No
8 - Portola Avenue & Country Club Drive	Signal	45.6 - D	43.1 – D	50.4 – D	44.9 – D	No

Notes:
Delay is expressed in seconds per vehicle.
LOS = Level of Service
TWSC = Two-Way Stop Control, worst approach delay and LOS reported.
RI/RO/LI = Right-Turn In, Right-Turn Out, and Left-Turn In at the Project driveway.

TABLE 4 – OPENING YEAR 2027 WITHOUT PROJECT AND OPENING YEAR 2027 PLUS PROJECT ROADWAY SEGMENT LOS SUMMARY

Roadway	Segment	Classification	LOS C Capacity	Opening Year 2027 Without Project			Opening Year 2027 Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	Vehicular Oriented Arterials	45,000	42,225	0.94	C	43,668	0.97	C
	Gerald Ford Drive to Frank Sinatra Drive	Vehicular Oriented Arterials	45,000	35,924	0.80	C	37,608	0.84	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	Balanced Arterials	30,000	7,503	0.25	C	9,668	0.32	C
	Portola Avenue to Cook Street	Balanced Arterials	30,000	10,916	0.36	C	12,840	0.43	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	Balanced Arterials	30,000	20,590	0.69	C	22,274	0.74	C
	Desert Willow Court to Country Club Drive	Balanced Arterials	30,000	20,919	0.70	C	22,362	0.75	C

LOS= Level of Service
V/C= Volume to Capacity Ratio
Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

1.2 VEHICLE MILES TRAVELED

To satisfy California Environmental Quality Act (CEQA), a Vehicle Miles Traveled (VMT) screening assessment and analysis was prepared for the Project under a separate memorandum.

2 INTRODUCTION

This study analyzes the forecast traffic conditions associated with the proposed Project located near the southwest corner of Frank Sinatra Drive and Portola Avenue in the City of Palm Desert, refer to **Exhibit 1**, *Regional Vicinity Map*.

The site is bound by residential to the north and south, undeveloped and vacant land to the east, and residential to the west; refer to **Exhibit 2** showing the *Project Location Map*. Regional access to the site is provided via Interstate 10 and Cook Street. Local access is provided via Frank Sinatra Drive and Portola Avenue. **Exhibit 3** shows the *Project Site Plan*. The Project plans to construct 546 single family dwelling units and anticipated to be fully constructed in Year 2027. According to the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition),* the Project is forecast to generate approximately 4,810 daily vehicle trips with 349 AM peak hour trips and 490 PM peak hour trips.

2.1 STUDY AREA

The study evaluates the following eight (8) intersections during the AM and PM peak hours in the vicinity of the Project site:

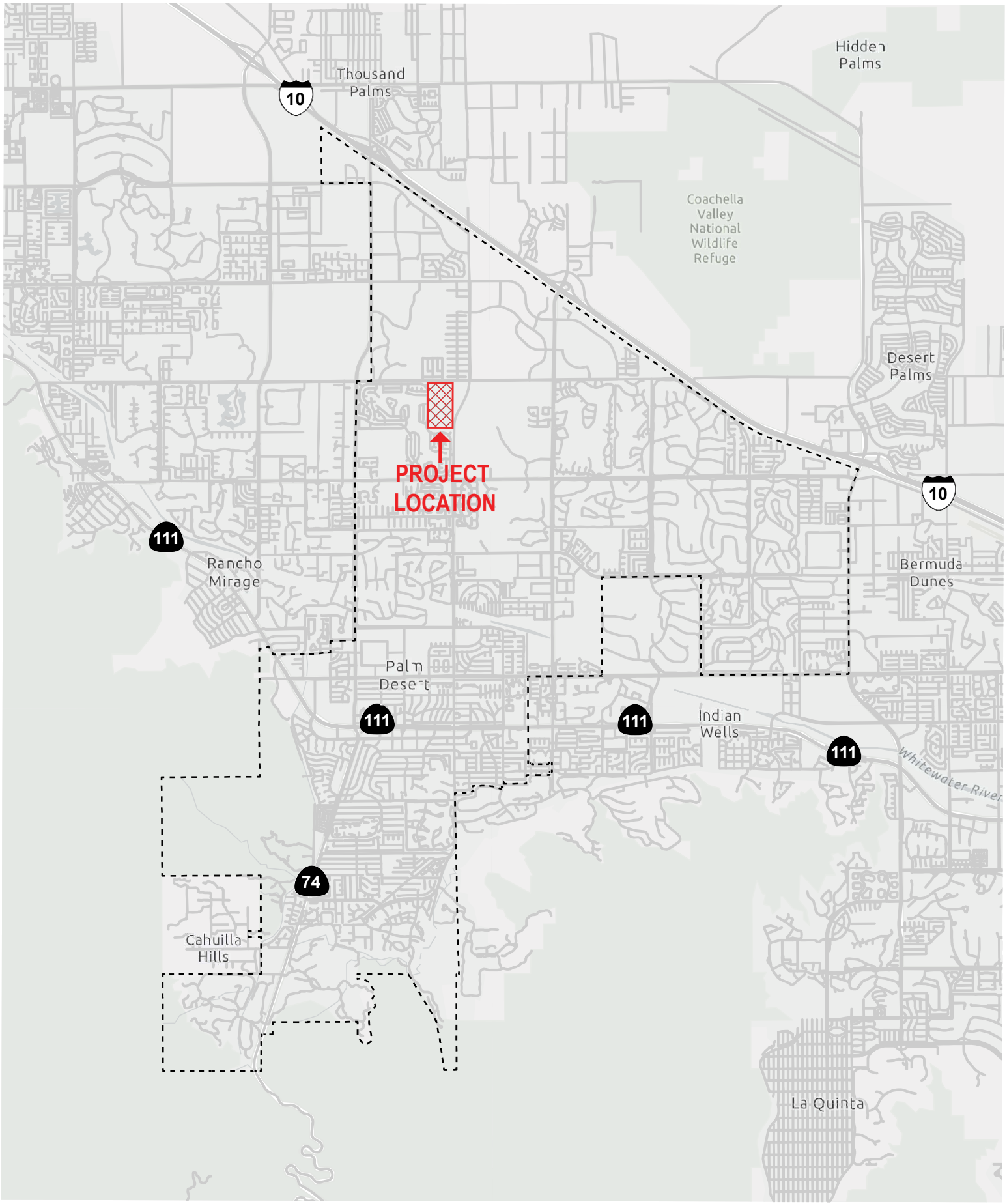
1. Cook Street & I-10 WB On Ramp (Signalized)
2. Cook Street & I-10 EB On Ramp (Signalized)
3. Cook Street & Gerald Ford Drive (Signalized)
4. Frank Sinatra Drive & Hollister Drive (Two-Way Stop Control)
5. Frank Sinatra Drive & Portola Avenue (Signalized)
6. Frank Sinatra Drive & Cook Street (Signalized)
7. Portola Avenue & Desert Hollow Court (Two-Way Stop Control)
8. Portola Avenue & Country Club Drive (Signalized)

The study evaluates the following six (6) roadway segments in the vicinity of the Project site:

1. Cook Street between I-10 EB Ramps and Gerald Ford Drive
2. Cook Street between Gerald Ford Drive and Frank Sinatra Drive
3. Frank Sinatra Drive between Hollister Drive and Portola Avenue
4. Frank Sinatra Drive between Portola Avenue and Cook Street
5. Portola Avenue between Frank Sinatra Drive and Desert Willow Court
6. Portola Avenue between Desert Willow Court and Country Club Drive

Exhibit 4 shows the study locations. These eight (8) intersections and six (6) roadway segments have been identified in coordination with City staff as potential locations impacted by the Project. These study locations are analyzed for the following conditions:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year 2027 Without Project Conditions
- Opening Year 2027 Plus Project Conditions

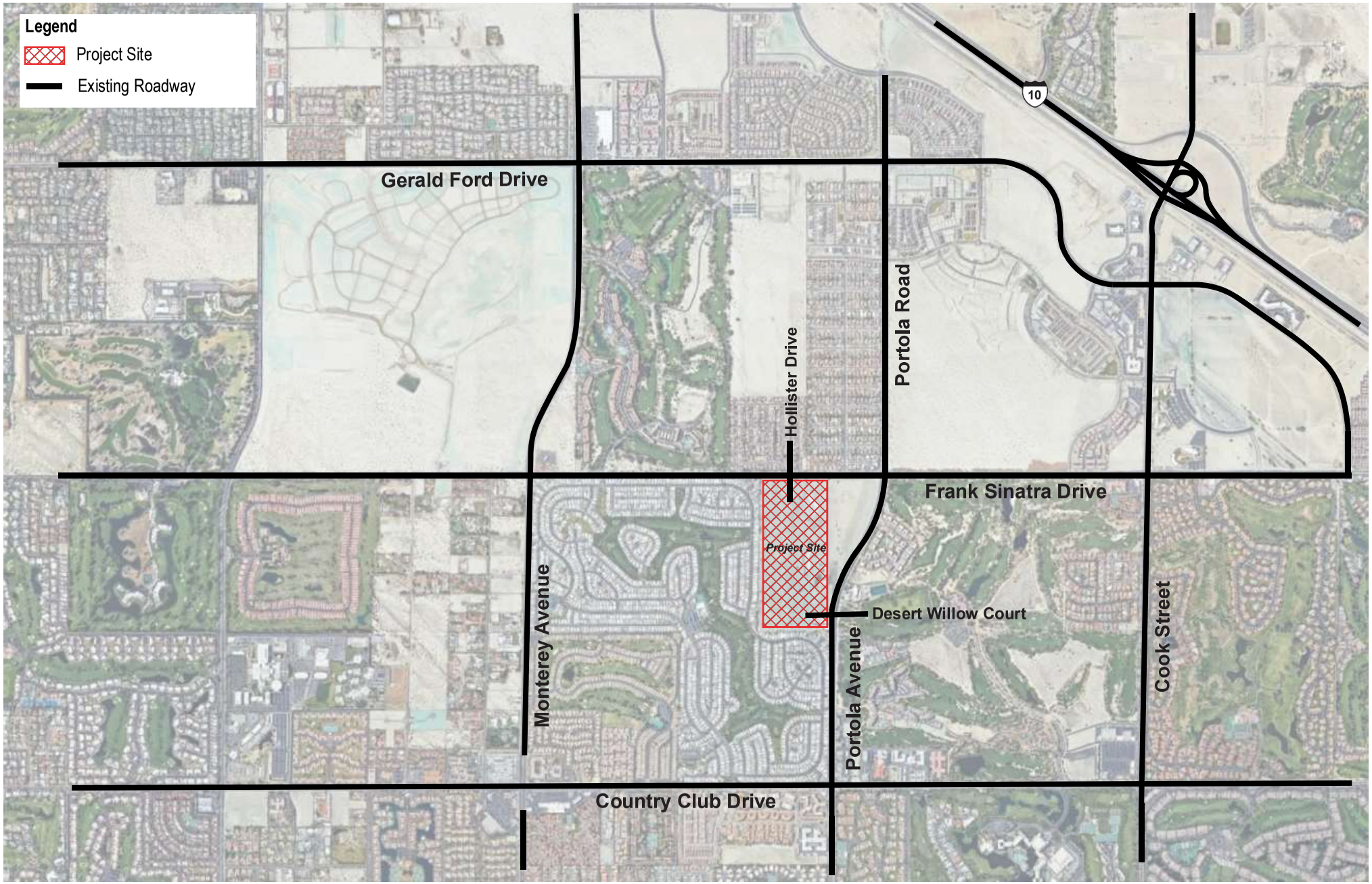


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Not to Scale

Regional Map

Exhibit 1



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Not to Scale

Project Location Map

Exhibit 2



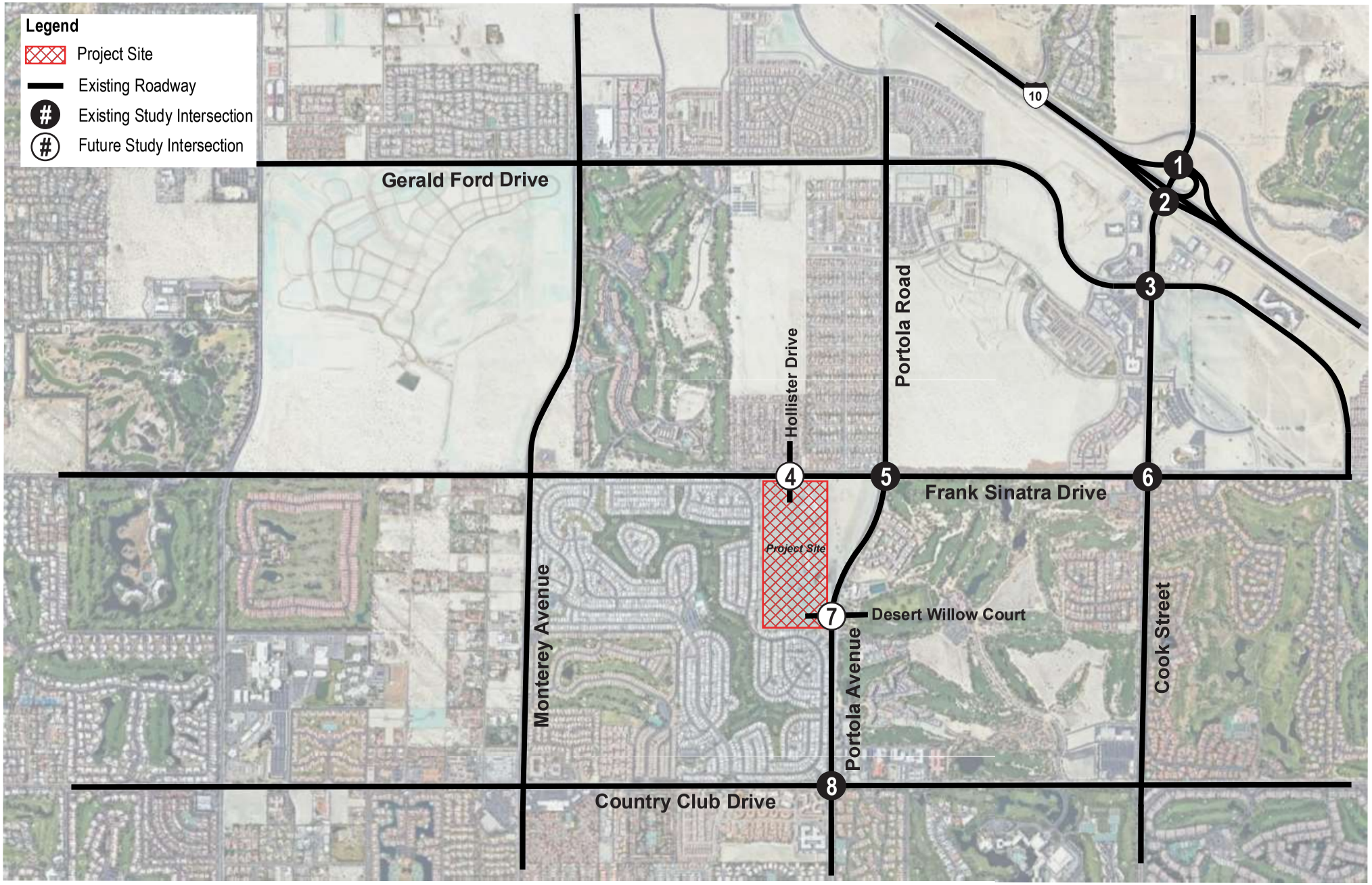
Source: MSA Consulting, INC.

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Project Site Plan

Exhibit 3



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Not to Scale

Study Area

Exhibit 4

3 ANALYSIS METHODOLOGY

As required by the City of Palm Desert, this transportation impact analysis has been prepared in accordance with the *Palm Desert Traffic Impact Analysis Guidelines* dated February 15, 2023 (City Guidelines). Michael Baker reviewed the study area, trip generation estimates, trip distribution, and other assumptions with City staff per the TIA Scoping Agreement contained in **Appendix A**.

3.1 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on traffic control and experienced delay at the intersection. The intersection analysis conforms to the operational analysis methodology outlined the *Highway Capacity Manual (HCM 6th Edition)* and performed utilizing *Synchro 11* traffic analysis software.

The *HCM* analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for study intersections as shown in **Table 5**.

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model. Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection.

Unsignalized intersection LOS for all-way stops and roundabouts is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay.

TABLE 5 - LEVEL OF SERVICE & DELAY RANGE

Level of Service	Control Delay (seconds/vehicle)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10.0	≤ 10.0	Operates with very low delay and most vehicles do not stop.
B	> 10.0 to 20.0	> 10.0 to 15.0	Operates with good progression with some restricted movements.
C	> 20.0 to 35.0	>15.1 to 25.0	Operates with significant number of vehicles stopping with some backup and light congestion.
D	> 35.0 to 55.0	> 25.0 to 35.0	Operates with noticeable congestion, longer delays occur, and many vehicles stop.
E	> 55.0 to 80.0	> 35.1 to 50.0	Operates with significant delay, extensive queuing and unfavorable progression.
F	> 80.0	> 50.0	Operates at a level that is unacceptable to most drivers. Arrival rates exceed capacity of the intersection. Extensive queuing occurs.

Source: HCM 6th Edition

3.2 ROADWAY SEGMENT ANALYSIS METHODOLOGY

The basis for roadway segment analysis is the relationship between the measured daily traffic volume and the Level of Service (LOS) capacity thresholds established according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over capacity. **Table 6** presents the roadway segment capacity thresholds by LOS C contained in the Mobility Chapter of the *City's General Plan*.

TABLE 6 – ROADWAY SEGMENT CAPACITY THRESHOLDS

Roadway Classification	Number of Travel Lanes	Maximum Two Way Average Daily Traffic (ADT) Volume
		LOS C
Enhanced Arterials	6	45,000
Vehicular Oriented Arterials	6	45,000
Balanced Arterials	4	30,000
Enhanced Secondary Roadways	4	30,000
Secondary Streets	4	30,000
Downtown Collectors	2	10,000
Collector Streets	2	10,000

3.3 LEVEL OF SERVICE ANALYSIS PERFORMANCE STANDARDS

The City of Palm Desert has identified LOS "D" as the threshold for acceptable operating conditions for intersections and roadway segments.

For purposes of this analysis, improvements or fair share contributions are required if a project does not meet the following LOS standards:

1.) If the pre-project condition at an intersection or roadway segment is at or better than the minimum acceptable LOS (LOS D, or LOS E and the addition of project trips results in an unacceptable LOS (E or F).
2.) If the pre-project condition is LOS E or F and the project adds 50 or more peak hour trips to the intersection or roadway segment. This type of impact would be considered a "cumulative" project impact in which the project would be required to constribute a fair share payment toward reducing the impact.

All fair share contributions are calculated using the following equation:

$$d = \frac{c}{(b - a)}$$

Where:
a = Existing Traffic Volume
b = Opening Year Cumulative With Project Volume
c = Proposed Project Trips
d = Fair Share Percentage

4 EXISTING CONDITIONS

4.1 SURROUNDING ROADWAY NETWORK

The characteristics of the roadway system in the vicinity of the project site are described below:

Cook Street is a six-lane roadway trending in the north-south direction with left turn lanes provided at some roadways and driveways along the corridor. Cook Street is classified as a six-lane Vehicular Oriented Arterial per the City's General Plan. This roadway will provide one of the primary vehicular access facilities to the project site. Sidewalks are provided on both sides of the roadway. On-street parking is generally not permitted and the posted speed limit is 55 MPH.

Frank Sinatra Drive is a four-lane roadway with a raised median trending in the east-west direction. Frank Sinatra Drive is classified as a four-lane Balanced Arterial per the City's General Plan. Sidewalks are provided intermittently on both sides of the street as well as Class II bike lanes. On-street parking is not permitted and the posted speed limit is 50 MPH. Project access is provided along Frank Sinatra Drive directly across from Hollister Drive where a dedicated left-turn lane is provided for the Project driveway.

Portola Avenue is a four-lane roadway with a raised median trending in the north-south direction. Portola Avenue is classified as a four-lane Balanced Arterial per the City's General Plan. Project access is provided along Portola Avenue directly across from Desert Willow Court. A center two-way left-turn lane is provided along Portola Avenue which will allow left turn movements into the Project site. Sidewalks are provided on the both sides of the street within the study area. The posted speed limit is 55 MPH.

Exhibit 5 shows the City's Proposed Circulation Network (Figure 4.1) per the adopted General Plan updated October 2024.



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City of Palm Desert Roadway Network

Exhibit 5

4.2 EXISTING TRAFFIC VOLUMES

To determine the existing operations of the study intersections, peak hour intersection movement counts were collected on Tuesday, February 4th, 2025. Morning (AM) peak period counts were collected between 7:00 AM to 9:00 AM and evening (PM) peak period counts were collected from 4:00 PM – 6:00 PM. The counts used in this analysis represent the highest hour within the peak periods counted for each intersection. 24-hour machine counts on study roadway segments were collected on February 4th, 2025. Detailed count data is contained in **Appendix B**. It should be noted that the intersection of Frank Sinatra Drive & Portola Avenue was not counted due to active construction at the intersection. Existing AM and PM peak hour turning movement counts were estimated at Frank Sinatra Drive & Portola Avenue by using the clostest study intersections such as Frank Sinatra Drive & Cook Street and Portola Avenue & Country Club Drive.

Exhibit 6 shows the Existing study intersection lane geometry.

Exhibit 7 shows the Existing daily and AM/PM peak hour volumes at the study intersections.

4.3 EXISTING PEAK HOUR STUDY INTERSECTION LOS

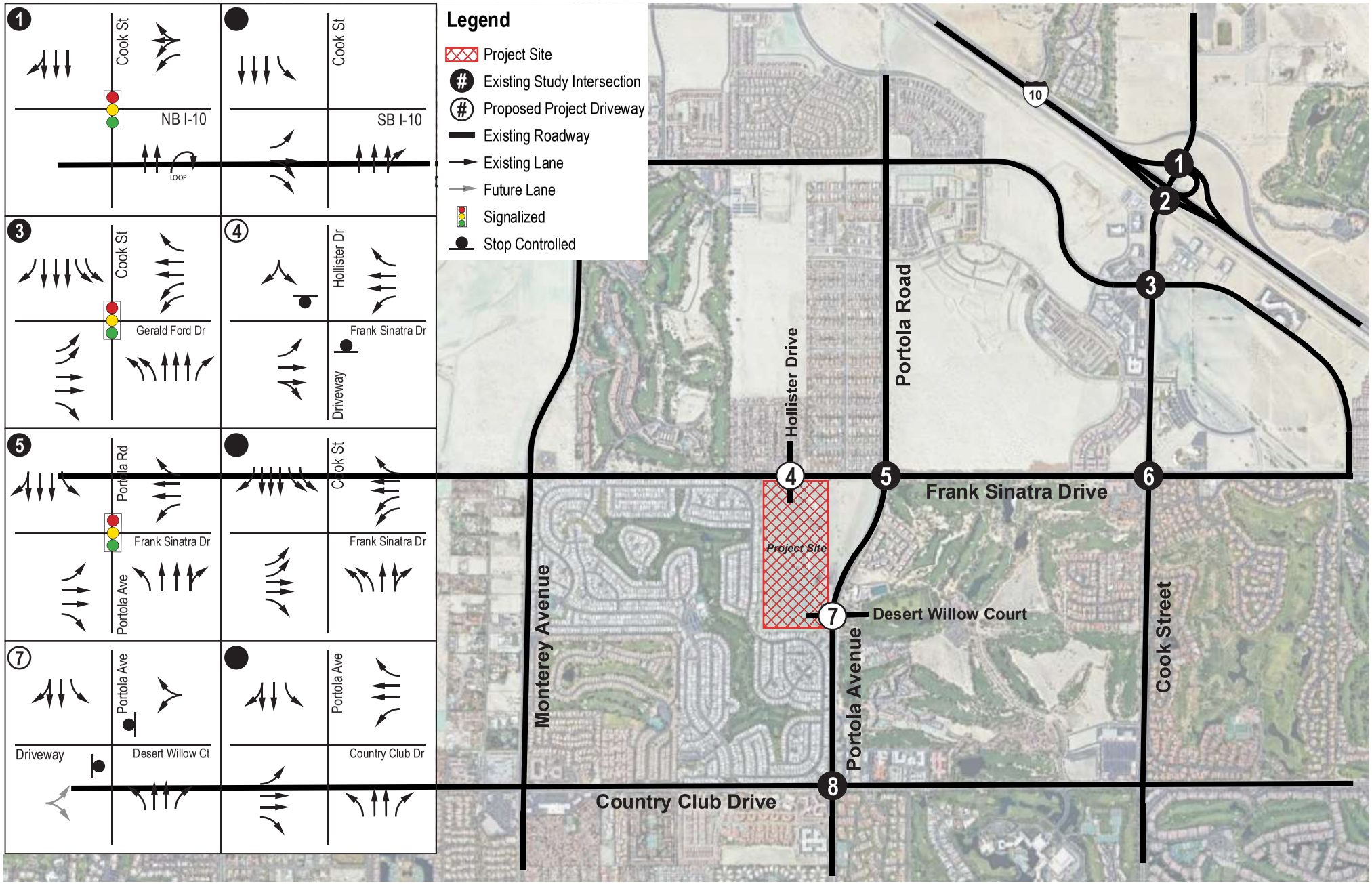
Table 7 summarizes Existing conditions AM and PM peak hour level of service for all study intersections. Detailed analysis sheets are contained in **Appendix C**.

TABLE 7 – EXISTING AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Existing Conditions	
		AM	PM
		Delay[1] LOS	Delay[1] LOS
1 - Cook Street & I-10 WB On Ramp	Signal	22.0 - C	2.2 - A
2 - Cook Street & I-10 EB On Ramp	Signal	40.7 - D	33.4 - C
3 - Cook Street & Gerald Ford Drive	Signal	30.2 - C	34.5 - C
4 - Frank Sinatra Drive & Hollister Drive	TWSC	14.9 - B	15.7 - C
5 - Frank Sinatra Drive & Portola Avenue	Signal	34.5 - C	37.9 - C
6 - Frank Sinatra Drive & Cook Street	Signal	19.0 - B	25.0 - C
7 - Portola Avenue & Desert Willow Court	TWSC	15.2 - C	19.4 - C
8 - Portola Avenue & Country Club Drive	Signal	42.1 - D	39.5 - D

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle.
LOS = level of service.
TWSC = Two Way Stop Control, worst approach delay and LOS reported.

As shown in **Table 7**, all of study intersections are currently operating at an acceptable level of service (LOS D or better) under existing conditions. It may be noted that northbound traffic at the I-10 Ramps & Cook Street interchange has queued back to Gerald Ford Drive based on recent observations. The existing delays along this segment of Cook Street may be attributed to suboptimal signal timing at the I-10 Ramps & Cook Street interchange, which can lead to inefficient opeations and extended queues during peak hours. Therefore, coordination with Caltrans is recommended to review and adjust the signal timing to mitigate delays and improve traffic flow.

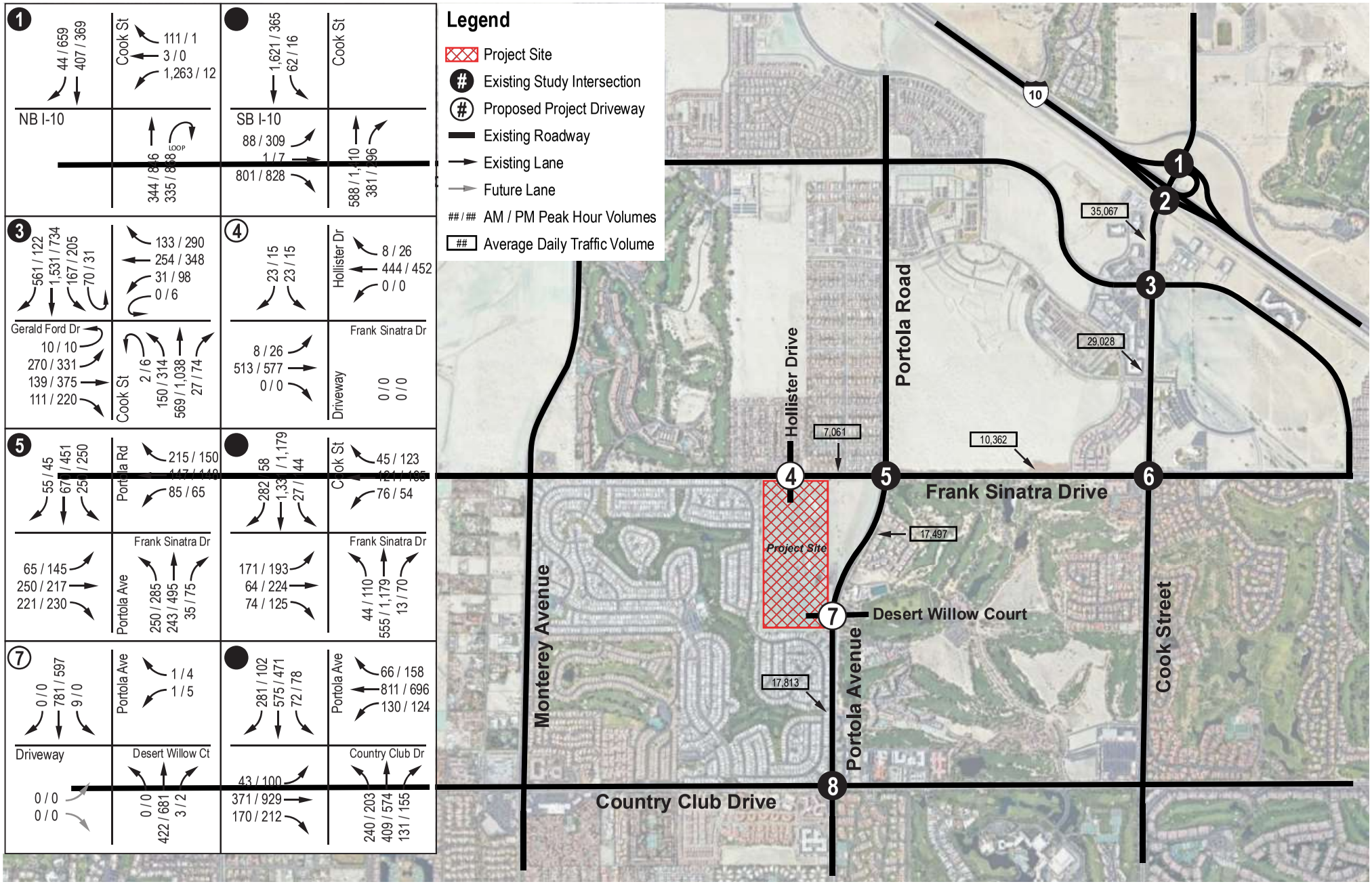


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Not to Scale

Existing Lane Geometry

Exhibit 6



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Not to Scale

Existing Intersection Volumes

Exhibit 7

4.4 EXISTING ROADWAY SEGMENT LOS ANALYSIS

Operating conditions and LOS for roadway segments are calculated based on the capacity of the roadway determined by the existing functional classification of the roadway and existing daily traffic volumes. **Table 8** summarizes existing conditions average daily traffic LOS for all four study roadway segments based on the City's roadway segment capacity thresholds (refer to Table 6 in this TIA). As shown, the study roadway segments currently operates at LOS C.

TABLE 8 – EXISTING ROADWAY SEGMENT LOS ANALYSIS

Roadway	Segment	No. Lanes	Roadway Classification	LOS C Capacity	Existing Condition		
					ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	6	Vehicular Oriented Arterials	45,000	35,067	0.78	C
	Gerald Ford Drive to Frank Sinatra Drive	6	Vehicular Oriented Arterials	45,000	29,028	0.65	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	4	Balanced Arterials	30,000	7,061	0.24	C
	Portola Avenue to Cook Street	4	Balanced Arterials	30,000	10,362	0.35	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	4	Balanced Arterials	30,000	17,497	0.58	C
	Desert Willow Court to Country Club Drive	4	Balanced Arterials	30,000	17,813	0.59	C

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

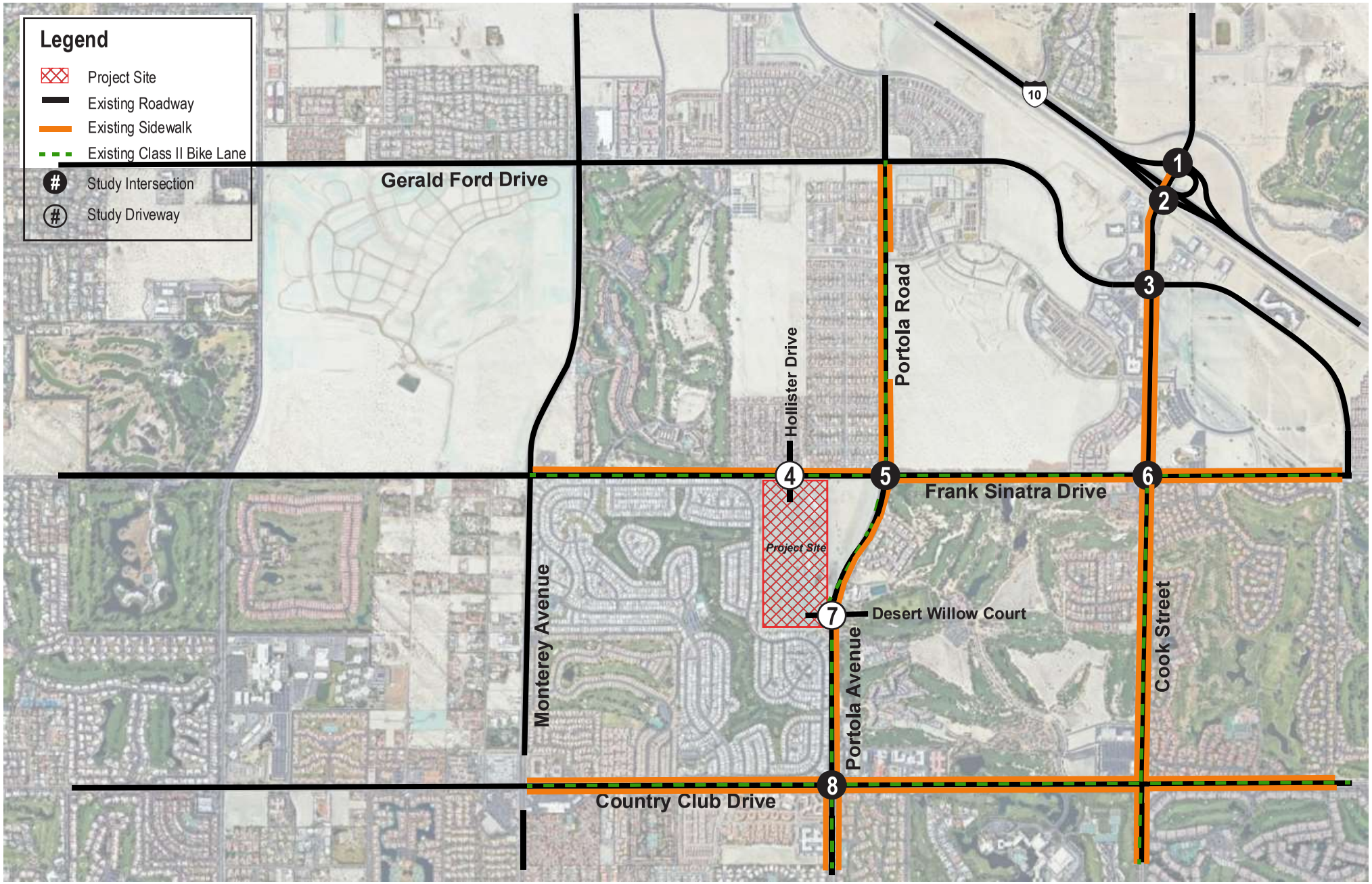
Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

4.5 EXISTING PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

As shown in **Exhibit 8**, sidewalks are provided intermittently on Frank Sinatra Drive, Portola Avenue, Portola Road, Cook Street and Country Club Drive. Marked crosswalks at the signalized intersections within the study area are provided for pedestrians.

Class II bike lanes are currently provided along Frank Sinatra Drive between Montery Avenue and Gerald Ford Drive. Along Portola Avenue, Class II bike lanes are also provided on both sides of the road.

Transit service near the Project site is provided by Sun Line Transit Agency. As shown in **Exhibit 9**, transit Route 5 and 10 Commuter Link run along Cook Street. However, the closest bus stop is located near the intersection of Frank Sinatra Drive & Cook Street, which is over 1 mile (over 20-min walk) from the Project site.

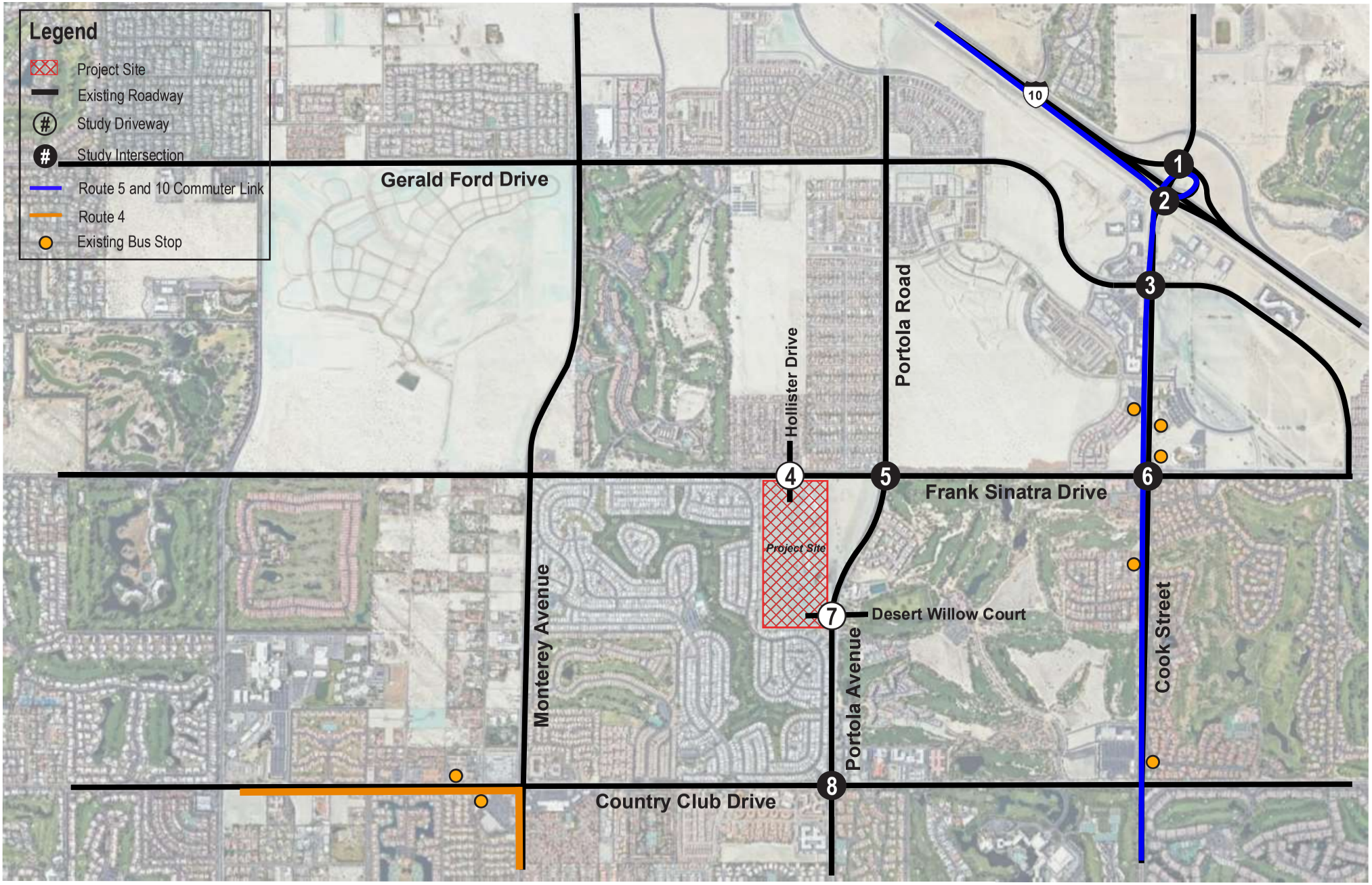


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Not to Scale

Existing Pedestrian & Bicycle Facilities

Exhibit 8



Michael Baker INTERNATIONAL

Not to Scale

Existing Transit Facilities

Exhibit 9

5 PROPOSED PROJECT

The Project proposes to construct 546 single family homes on vacant and undeveloped land. Regional access to the site is provided via the Interstate 10 & Cook Street interchange.

5.1 PROJECT FORECAST TRIP GENERATION

In order to calculate vehicle trips forecast to be generated by the proposed Project, the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition)* was used to calculate the trip generation rates as summarized in **Table 9** which are based on the proposed land use quantity. **Table 10** summarizes the vehicular trip generation forecast to be generated by the project using the rates shown in Table 9. The site is vacant and undeveloped, therefore, no trip generation credit has been applied. As shown, the proposed Project is forecast to generate approximately 4,810 daily vehicle trips with 349 AM (87 inbound and 262 outbound) peak hour trips and 490 PM (309 inbound and 181 outbound) peak hour trips.

TABLE 9 - ITE TRIP GENERATION RATES

Land Use	ITE Code [1]	Daily Trip Rate		AM Peak Hour Rate					PM Peak Hour Rate				
				Total		In	:	Out	Total		In	:	Out
Single-Family Detached Housing	210	8.81	/DU	0.64	/DU	25%	:	75%	0.90	/DU	63%	:	37%

[1] Source: ITE Trip Generation Manual, 11th Edition.

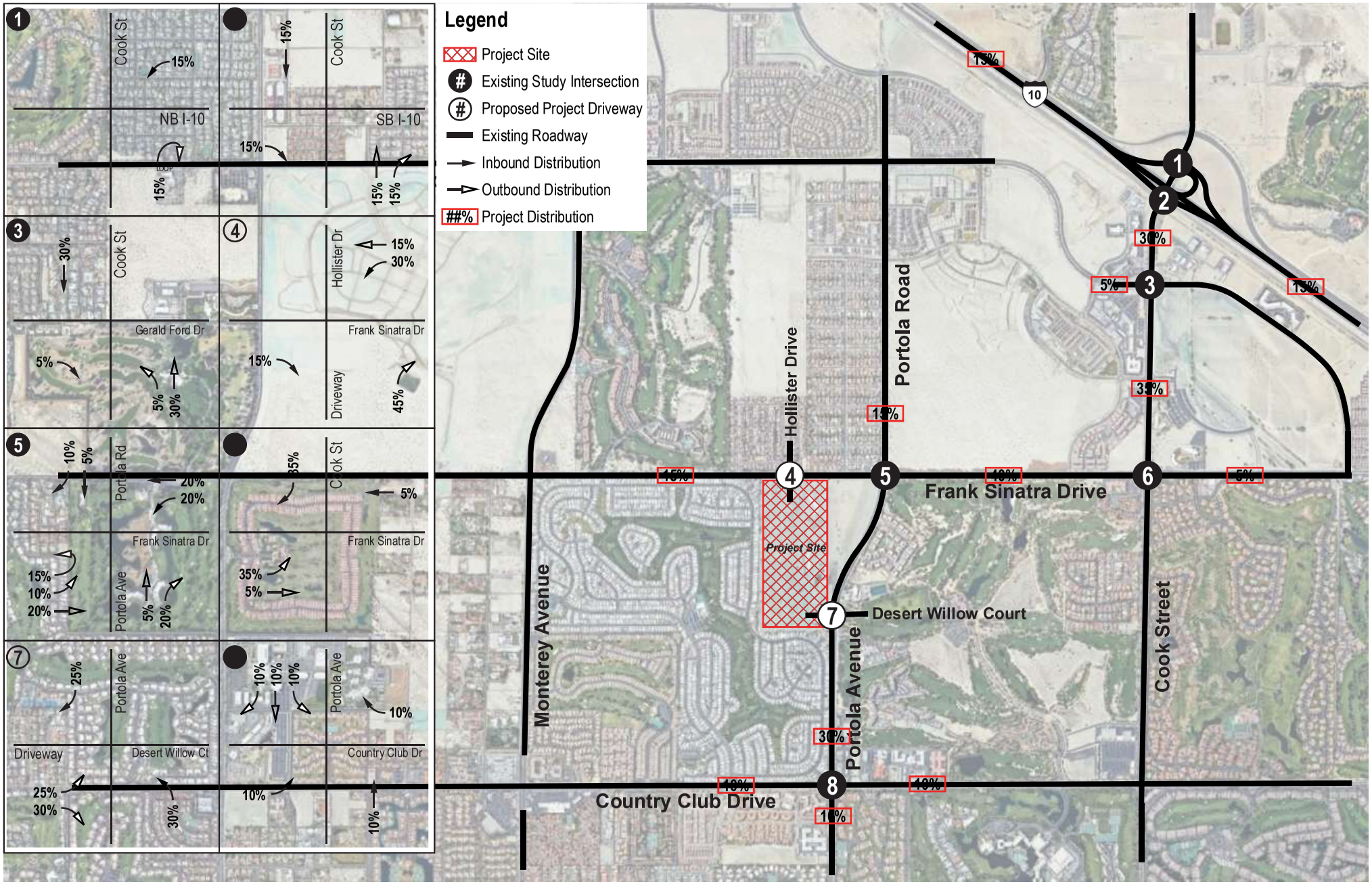
TABLE 10 - PROPOSED PROJECT TRIP GENERATION

Land Use	Intensity	Daily Trips	AM Peak Hour Trips				PM Peak Hour Trips			
			Total	In	:	Out	Total	In	:	Out
Single-Family Detached Housing	546 DU	4,810	349	87	:	262	490	309	:	181

DU = Dwelling Units

5.2 TRIP DISTRIBUTION AND TRIP ASSIGNMENT OF PROPOSED PROJECT

Project-generated trips were assigned to the surrounding roadway network based on the Project's proximity to key transportation infrastructure, including freeway interchanges and major arterial roads. Existing traffic volumes at study intersections were analyzed to understand current traffic distribution and travel patterns. These patterns informed the allocation of Project-related traffic throughout the roadway network within the study area. **Exhibit 10** shows the forecast trip percent distribution of Project traffic within the study area. The distribution of Project traffic assumes 15% travel north on Portola Avenue, 30% travel south via Portola Avenue, 15% travel west on Frank Sinatra Drive and 40% travel east towards Cook Street via Frank Sinatra Drive. Traffic entering and exiting the two Project access points was distributed with 45% assigned to Frank Sinatra Drive and 55% to Portola Avenue. Although the proposed development features a generally even distribution of housing units across the site, the analysis applied a slightly heavier traffic allocation to Portola Avenue. This 5% adjustment reflects the assumption that vehicles traveling southbound from the northern portion of the site are more likely to use the Portola Avenue access point. **Exhibit 11** shows the corresponding forecast assignment of daily and AM/PM peak hour project-generated trips assuming the trip percent distribution shown in Exhibit 10. For details regarding the Project access points at Frank Sinatra Drive and Portola Avenue, please refer to Chapter 10 of this report. Exhibit 10 shows the percentage of U-turns at Portola Avenue under Option 1, refer to Chapter 6.

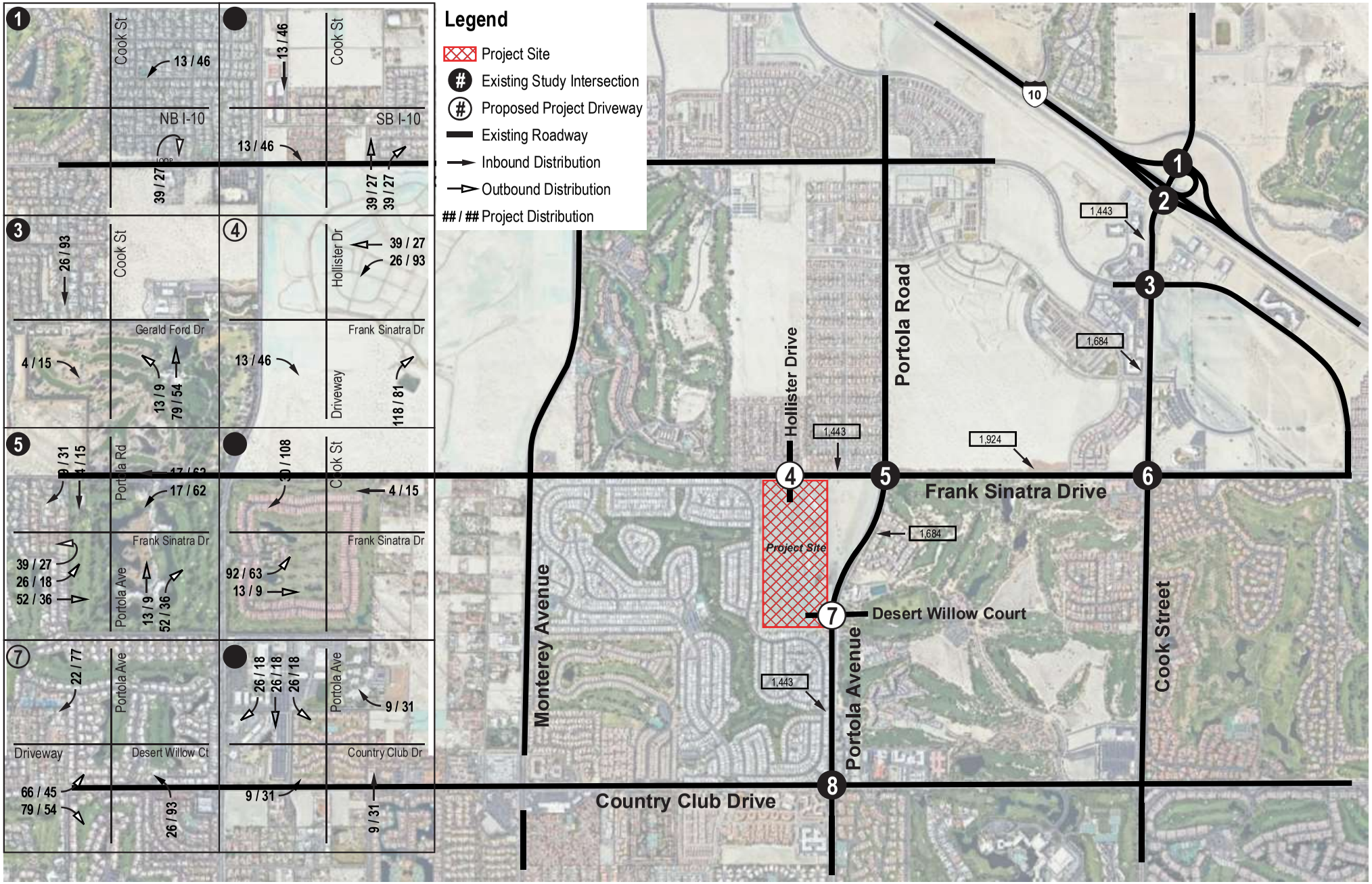


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Not to Scale

Project Trip Distribution

Exhibit 10



Not to Scale

Michael Baker INTERNATIONAL

Project Trip Assignment

Exhibit 11

6 EXISTING PLUS PROJECT CONDITIONS

This chapter of the report evaluates the Existing Plus Project conditions. Existing Plus Project traffic volumes were derived by adding project only daily, AM and PM peak hour traffic volumes to Existing daily, AM and PM peak hour traffic volumes. **Exhibit 12** shows the Existing Plus Project daily and AM/PM peak hour volumes at the study intersections.

6.1 EXISTING PLUS PROJECT PEAK HOUR STUDY INTERSECTION LOS

Table 11 compares the Existing Conditions AM/PM peak hour LOS to the Existing Plus Project AM/PM peak hour LOS for all study intersections. Detailed analysis sheets are contained in **Appendix D**.

TABLE 11 – EXISTING & EXISTING PLUS PROJECT AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection		Existing Traffic Control	Existing Conditions		Existing Plus Project Conditions		Improv. Required?
			AM	PM	AM	PM	
			Delay LOS	Delay LOS	Delay LOS	Delay LOS	
1 -	Cook Street & I-10 WB On Ramp	Signal	22.0 – C	2.2 – A	22.1 – C	3.8 – A	No
2 -	Cook Street & I-10 EB On Ramp	Signal	40.7 – D	33.4 – C	33.5 – C	34.6 – C	No
3 -	Cook Street & Gerald Ford Drive	Signal	30.2 – C	34.5 – C	30.4 – C	34.7 – C	No
4 -	Frank Sinatra Drive & Hollister Drive	TWSC	14.9 – B	15.7 – C	17.4 – C	23.3 – C	No
	Option 1 – Center Raised Median	*RI/RO/LI*	*14.9 – B*	*15.7 – C*	*11.2 – B*	*11.3 – B*	- -
	Option 2 – Install New Signal	*Signal*	*14.9 – B*	*15.7 – C*	*10.3 – B*	*12.1 – B*	- -
5 -	Frank Sinatra Drive & Portola Avenue	Signal	34.5 – C	37.9 – D	36.3 – D	44.2 – D	No
6 -	Frank Sinatra Drive & Cook Street	Signal	19.0 – B	25.0 – C	22.1 – C	27.5 – C	No
7 -	Portola Avenue & Desert Willow Court	TWSC	15.2 – C	19.4 – C	30.8 – D	32.7 – D	No
8 -	Portola Avenue & Country Club Drive	Signal	42.1 – D	39.5 – D	45.5 – D	40.9 – D	No

Notes:
Delay is expressed in seconds per vehicle.
LOS = Level of Service
TWSC = Two-Way Stop Control, worst approach delay and LOS reported.
RI/RO/LI = Right-Turn In, Right-Turn Out, and Left-Turn In at the Project driveway.

As shown in **Table 11**, all of the study intersections are operating at an acceptable LOS D or better under Existing Plus Project Conditions in the AM and PM peak hour. As such, improvements are not required.

At the intersection of Frank Sinatra Drive and Hollister Drive/Project Access Driveway, two traffic control options are being considered (refer to Chapter 10 for more details):

- **Option 1** involves a two-way stop-controlled intersection restricting northbound left-turn movements at the Project driveway due to a center raised median, while permitting right-turns in, right-turns out, and left-turns in. These same turn movements would apply to the southbound approach on Hollister Drive. With the addition of Project-related traffic, this configuration is projected to operate at LOS B during both the AM and PM peak hours.

- **Option 2** assumes the installation of a new traffic signal at the Project driveway. Under this scenario, the intersection is also forecast to operate at LOS B during the AM and PM peak hours. It may be noted that a new traffic signal is not required to improve LOS operations as the two-way stop-controlled intersection operates at acceptable LOS D or better when Project-related traffic is added to the intersection. If Option 2 is approved by the City, the developer would be responsible for constructing the new traffic signal, or provide a fair-share payment towards the new traffic signal, or post a bond for the fair-share payment of the new traffic signal.

6.2 EXISTING PLUS PROJECT ROADWAY SEGMENT LOS ANALYSIS

Table 12 presents a LOS comparison of the Existing Conditions roadway segment analysis and Existing Plus Project Conditions analysis. As shown, all of the study segments are forecast to operate at LOS C with Project traffic. Therefore, no improvements are required.

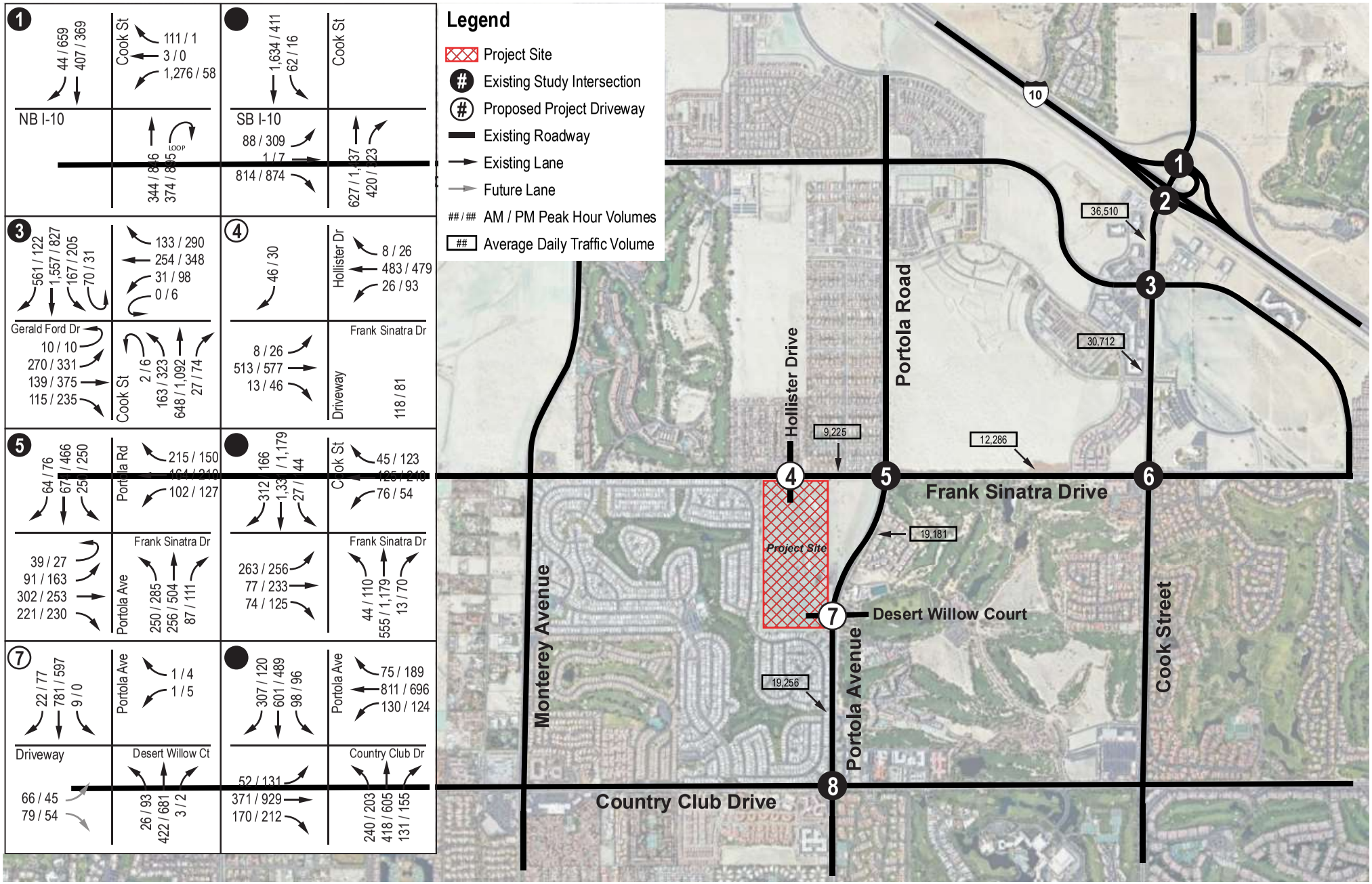
TABLE 12 – EXISTING & EXISTING PLUS PROJECT ROADWAY SEGMENT LOS COMPARISON

Roadway	Segment	Roadway Classification	LOS C Capacity	Existing			Existing Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	Vehicular Oriented Arterials	45,000	35,067	0.78	C	36,510	0.81	C
	Gerald Ford Drive to Frank Sinatra Drive	Vehicular Oriented Arterials	45,000	29,028	0.65	C	30,712	0.68	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	Balanced Arterials	30,000	7,061	0.24	C	9,226	0.31	C
	Portola Avenue to Cook Street	Balanced Arterials	30,000	10,362	0.35	C	12,286	0.41	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	Balanced Arterials	30,000	17,497	0.58	C	19,181	0.64	C
	Desert Willow Court to Country Club Drive	Balanced Arterials	30,000	17,813	0.59	C	19,256	0.64	C

LOS= Level of Service

V/C= Volume to Capacity Ratio

Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).



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Not to Scale

Existing Plus Project Daily and AM/PM Peak Hour Volumes

Exhibit 12

7 OPENING YEAR 2027 WITHOUT PROJECT CONDITIONS

7.1 CUMULATIVE PROJECTS

Based on consultation with City staff and review of the City's Land Development Project map, Michael Baker found 17 cumulative projects that would add project-related traffic to the study area. **Exhibit 13** shows the location of the cumulative projects.

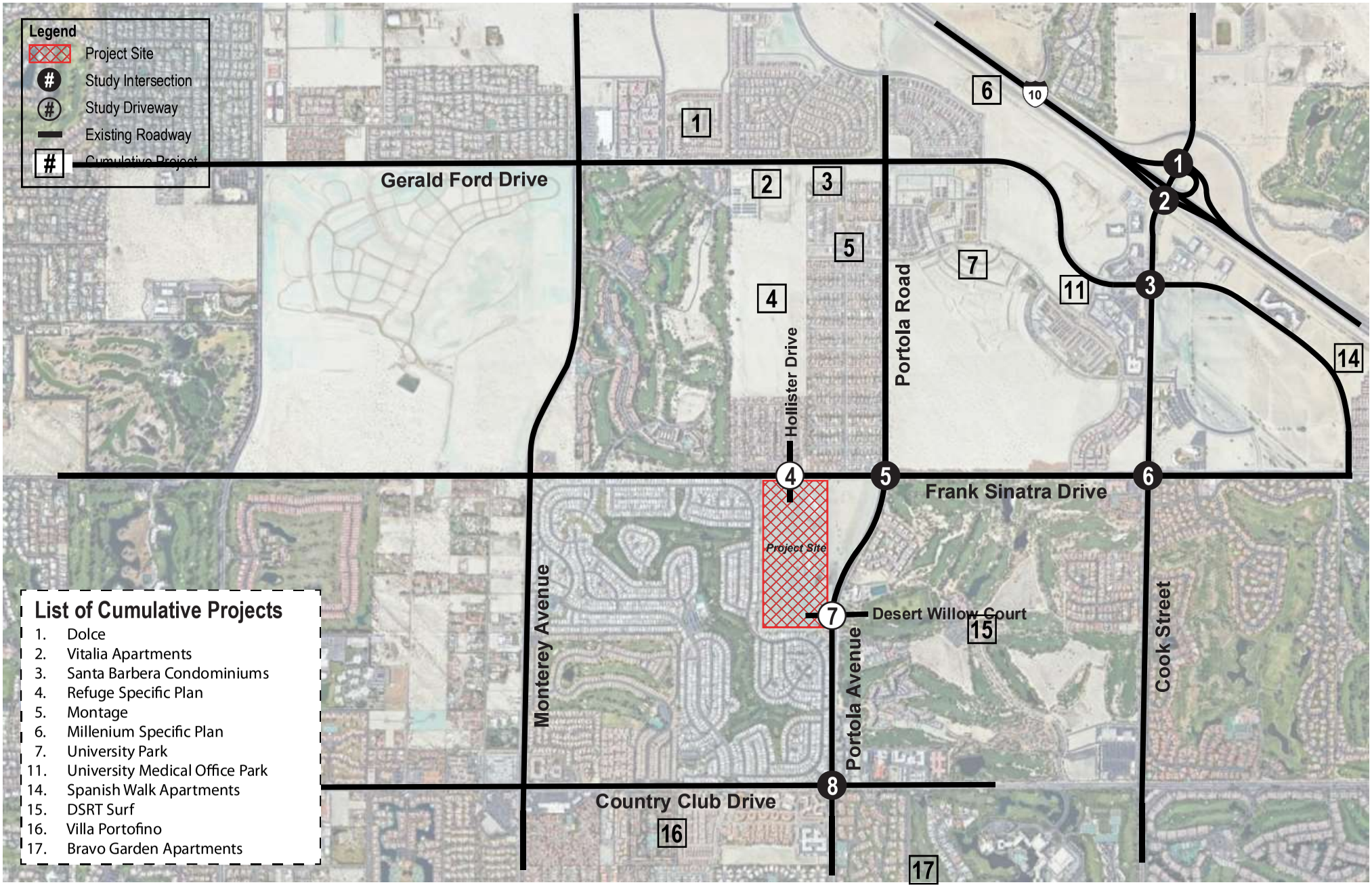
Table 13 presents the trip generation for the 17 cumulative projects. As shown, the cumulative projects are expected to generate approximately 23,017 daily vehicle trips with 1,202 AM peak hour and 1,867 PM peak hour trips.

TABLE 13 – CUMULATIVE PROJECTS TRIP GENERATION SUMMARY

	Project	Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
					Total	Inbound	Outbound	Total	Inbound	Outbound
1	Dolce	SFR	132 DU	1,303	96	24	72	129	81	48
2	Vitalia Apartments	Affordable Multifam	269 DU	1,143	116	34	82	124	73	51
3	Santa Barbera Condominiums	SFAR	32 DU	193	11	3	8	15	9	6
4	Refuge Specific Plan	Mixed Residential	969 DU	7,267	476	125	351	610	377	233
		TOTAL (10% Assumed in Cum. Analysis)		727	48	13	35	61	38	23
5	Montage	SFR	63 DU	660	49	12	37	64	41	23
6	**Millenium Specific Plan**									
	Parcel 2	Gen Commercial	35 TSF	1,707	83	50	33	231	115	116
	Parcel 3	Region Commercial	235 TSF	8,697	197	122	75	799	384	415
	Parcel 4	Industrial	110 TSF	536	81	72	9	72	10	62
	Parcel 5(Stay Bridge Hotel)	Hotel	96 Rooms	617	41	23	18	43	22	21
	Parcel 6	Planned Commercial	134 TSF	9,048	232	144	88	695	341	354
	Parcel 7 (Millenium Apartments)	Mixed Income Res	330 DU	1,370	137	40	97	152	90	62
	Parcel 8 (Palm Villas Apartments)	Affordable Multifam	241 DU	1,038	106	31	75	11	65	46
		TOTAL		23,013	877	482	395	2,003	1,027	1,076
		TOTAL (10% Assumed in Cum. Analysis)		2,301	88	48	40	200	103	108
7	University Park	SF and MF Res	550 DU	4,852	351	88	263	493	311	182
		MF	550 DU	3,601	193	46	147	257	162	95
		TOTAL		8,453	544	134	410	750	473	277
		TOTAL (50% Assumed in Cum. Analysis)		4,227	272	67	205	375	237	139
11	University Medical Office Park	Medical Office	94.7 TSF	3,242	256	207	49	281	70	211
		Office	20.0 TSF	286	42	37	5	44	7	37
		TOTAL		3,528	298	244	54	325	77	248
14	Spanish Walk Apartments	Affordable Multifam	150 DU	699	72	21	51	69	41	28
15	DSRT Surf			5,496				304	147	157
16	Villa Portofino		30 DU	178	10	2	8	14	8	6
17	Bravo Garden Apartments		388 DU	2,562	143	34	109	187	118	69
Total Cumulative Project Trips				23,017	1,202	502	701	1,867	972	905

TSF = Thousand Square Feet; DU=Dwelling Unit; AC = Acres

Traffic from these 17 cumulative projects were distributed onto the roadway network and the study intersections and roadway segments. **Exhibit 14** shows the cumulative project only daily and AM/PM peak hour traffic volumes.

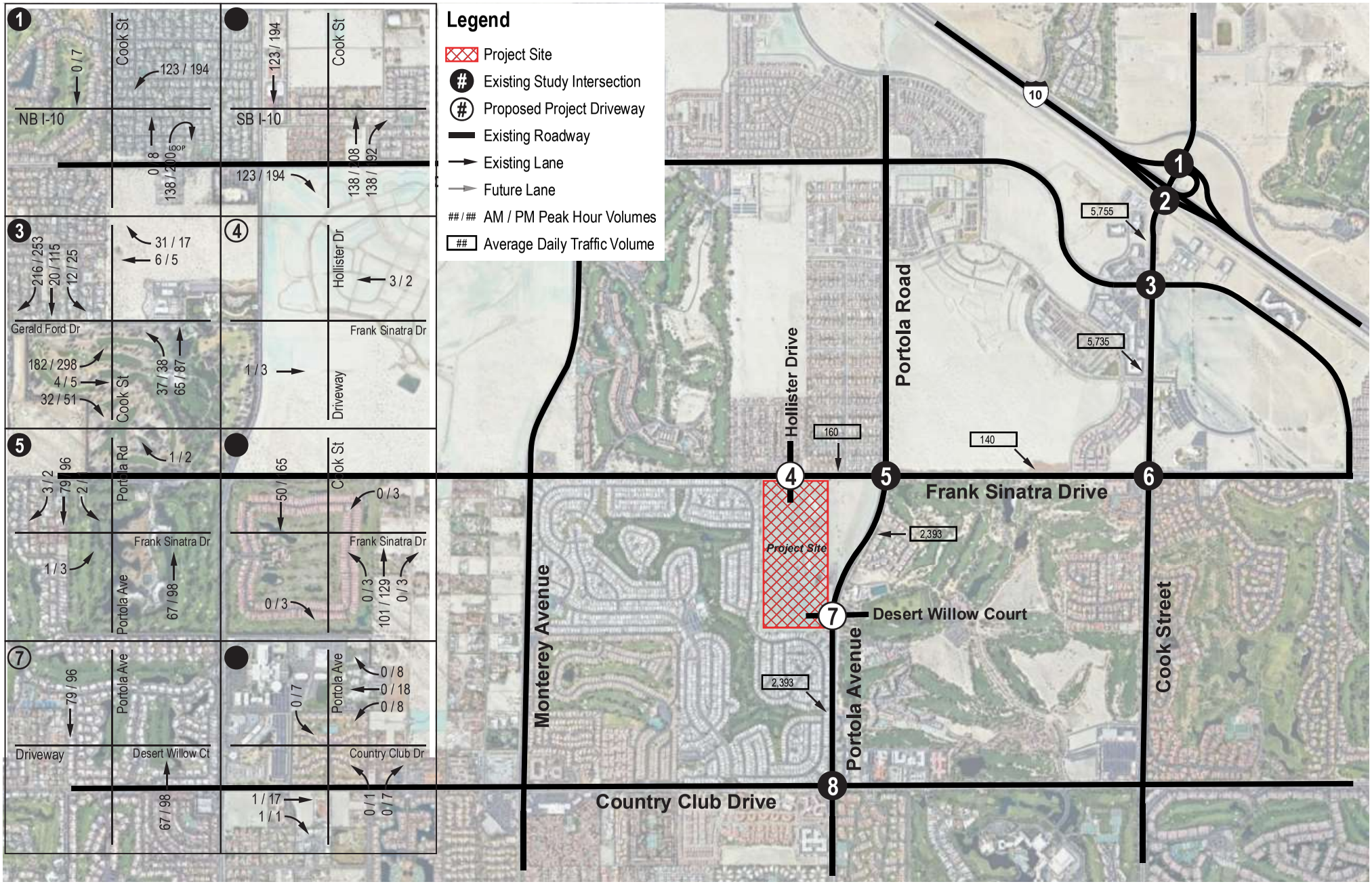


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Not to Scale

Cumulative Project Location Map

Exhibit 13



Not to Scale

Cumulative Projects Projects Daily and AM/PM Peak Hour Volumes

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Exhibit 14

7.2 OPENING YEAR 2027 WITHOUT PROJECT PEAK HOUR INTERSECTION LOS

Traffic volumes for the Opening Year 2027 Without Project scenario were derived by adding cumulative project traffic to existing plus ambient growth traffic. A 2.0% annual ambient growth rate to account for population, household and employment growth within the City of Palm Desert was applied to the existing daily, AM and PM peak hour traffic volumes for two years (2025 to 2027) from existing counts to the projects opening year i.e. representing a total 4% growth.

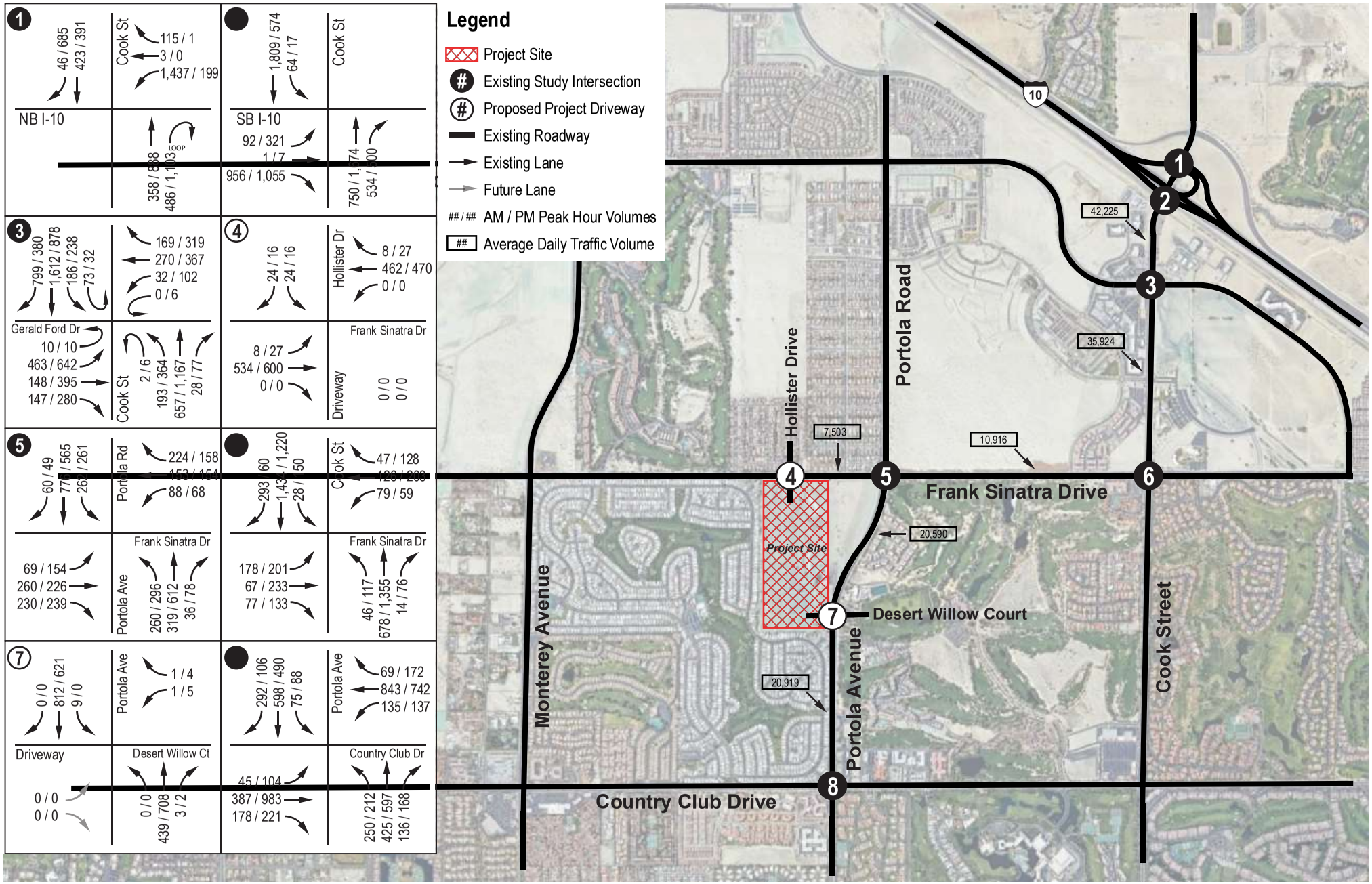
Exhibit 15 shows the Opening Year 2027 Without Project AM/PM peak hour traffic volumes at the study intersections. **Table 14** summarizes the Opening Year 2027 Without Project AM and PM peak hour levels of service for all study intersections. Detailed analysis sheets are contained in **Appendix E**.

TABLE 14 – OPENING YEAR 2027 WITHOUT PROJECT AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Opening Year 2027 Without Project Conditions	
		AM	PM
		Delay[1] LOS	Delay[1] LOS
1 - Cook Street & I-10 WB On Ramp	Signal	24.7 - C	8.0 - A
2 - Cook Street & I-10 EB On Ramp	Signal	50.7 - D	48.6 - D
3 - Cook Street & Gerald Ford Drive	Signal	49.8 - D	51.9 - D
4 - Frank Sinatra Drive & Hollister Drive	TWSC	15.5 - C	16.4 - C
5 - Frank Sinatra Drive & Portola Avenue	Signal	35.7 - D	39.4 - D
6 - Frank Sinatra Drive & Cook Street	Signal	19.7 - B	29.4 - C
7 - Portola Avenue & Desert Willow Court	TWSC	15.7 - C	20.4 - C
8 - Portola Avenue & Country Club Drive	Signal	45.6 - D	43.1 - D

Note: Deficient intersection operation indicated in **bold**.
[1] Delay is expressed in seconds per vehicle.
LOS = level of service.
TWSC = Two Way Stop Control, worst approach delay and LOS reported.

As shown in **Table 14**, all of the study intersections are forecast to operate at acceptable LOS D or better under Opening Year 2027 Without Project conditions.



Not to Scale

Opening Year 2027 without Project Daily and AM/PM Peak Hour Volumes

Exhibit 15

7.3 OPENING YEAR 2027 WITHOUT PROJECT ROADWAY SEGMENT LOS

Daily traffic from the 17 cumulative projects were added to existing daily traffic volumes with the 2% ambient growth rate for two years (total 4%) at the study roadway segments to derive the Opening Year 2027 Without Project daily traffic volumes.

Table 15 presents the roadway segment LOS analysis for the Opening Year 2027 Without Project condition. As shown, all of the study segments are forecast to operate at an acceptable LOS.

TABLE 15 – OPENING YEAR 2027 WITHOUT PROJECT ROADWAY SEGMENT LOS

Roadway	Segment	No. Lanes	Classification	LOS C Capacity	Opening Year 2027 Without Project		
					ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	6	Vehicular Oriented Arterials	45,000	42,225	0.94	C
	Gerald Ford Drive to Frank Sinatra Drive	6	Vehicular Oriented Arterials	45,000	35,924	0.80	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	4	Balanced Arterials	30,000	7,503	0.25	C
	Portola Avenue to Cook Street	4	Balanced Arterials	30,000	10,916	0.36	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	4	Balanced Arterials	30,000	20,590	0.69	C
	Desert Willow Court to Country Club Drive	4	Balanced Arterials	30,000	20,919	0.70	C

ADT= Average Daily Traffic

LOS= Level of Service

V/C= Volume to Capacity Ratio

Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

8 OPENING YEAR 2027 PLUS PROJECT CONDITIONS

8.1 OPENING YEAR 2027 PLUS PROJECT INTERSECTION ANALYSIS

Traffic volumes for the Opening Year 2027 Plus Project scenario were derived by adding Project traffic to Opening Year 2027 Without Project traffic. **Exhibit 16** shows the Opening Year 2027 Plus Project daily and AM/PM peak hour traffic volumes at the study intersections.

Table 16 compares the Opening Year 2027 Without Project LOS to the Opening Year 2027 Plus Project AM and PM peak hour LOS for all study intersections. Detailed analysis sheets are contained in **Appendix F**.

TABLE 16 – OPENING YEAR 2027 WITHOUT & PLUS PROJECT AM/PM PEAK HOUR INT LOS

Study Intersection		Existing Traffic Control	Opening Year 2027 Without Project Conditions		Opening Year 2027 Plus Project Conditions		Improv. Required?
			AM	PM	AM	PM	
			Delay LOS	Delay LOS	Delay LOS	Delay LOS	
1 -	Cook Street & I-10 WB On Ramp	Signal	24.7 – C	8.0 – A	24.9 – C	9.3 – A	No
2 -	Cook Street & I-10 EB On Ramp	Signal	50.7 – D	48.6 – D	53.0 – D	51.6 – D	No
3 -	Cook Street & Gerald Ford Drive	Signal	49.8 – D	51.9 – D	50.2 – D	53.9 – D	No
4 -	Frank Sinatra Drive & Hollister Drive	TWSC	15.5 – C	16.4 – C	18.1 – C	24.8 – C	No
	Option 1 – Center Raised Median	*RI/RO/LI*	*15.5 – C*	*16.4 – C*	*11.3 – B*	*11.5 – B*	- -
	Option 2 – Install New Signal	*Signal*	*15.5 – C*	*16.4 – C*	*10.2 – B*	*12.2 – B*	- -
5 -	Frank Sinatra Drive & Portola Avenue	Signal	35.7 – D	39.4 – D	37.6 – D	46.4 – D	No
6 -	Frank Sinatra Drive & Cook Street	Signal	19.7 – B	29.4 – C	22.9 – C	32.0 – C	No
7 -	Portola Avenue & Desert Willow Court	TWSC	15.7 – C	20.4 – C	30.4 – D	31.6 – D	No
8 -	Portola Avenue & Country Club Drive	Signal	45.6 - D	43.1 – D	50.4 – D	44.9 – D	No

Notes:
Delay is expressed in seconds per vehicle.
LOS = Level of Service
TWSC = Two-Way Stop Control, worst approach delay and LOS reported.
RI/RO/LI = Right-Turn In, Right-Turn Out, and Left-Turn In at the Project driveway.

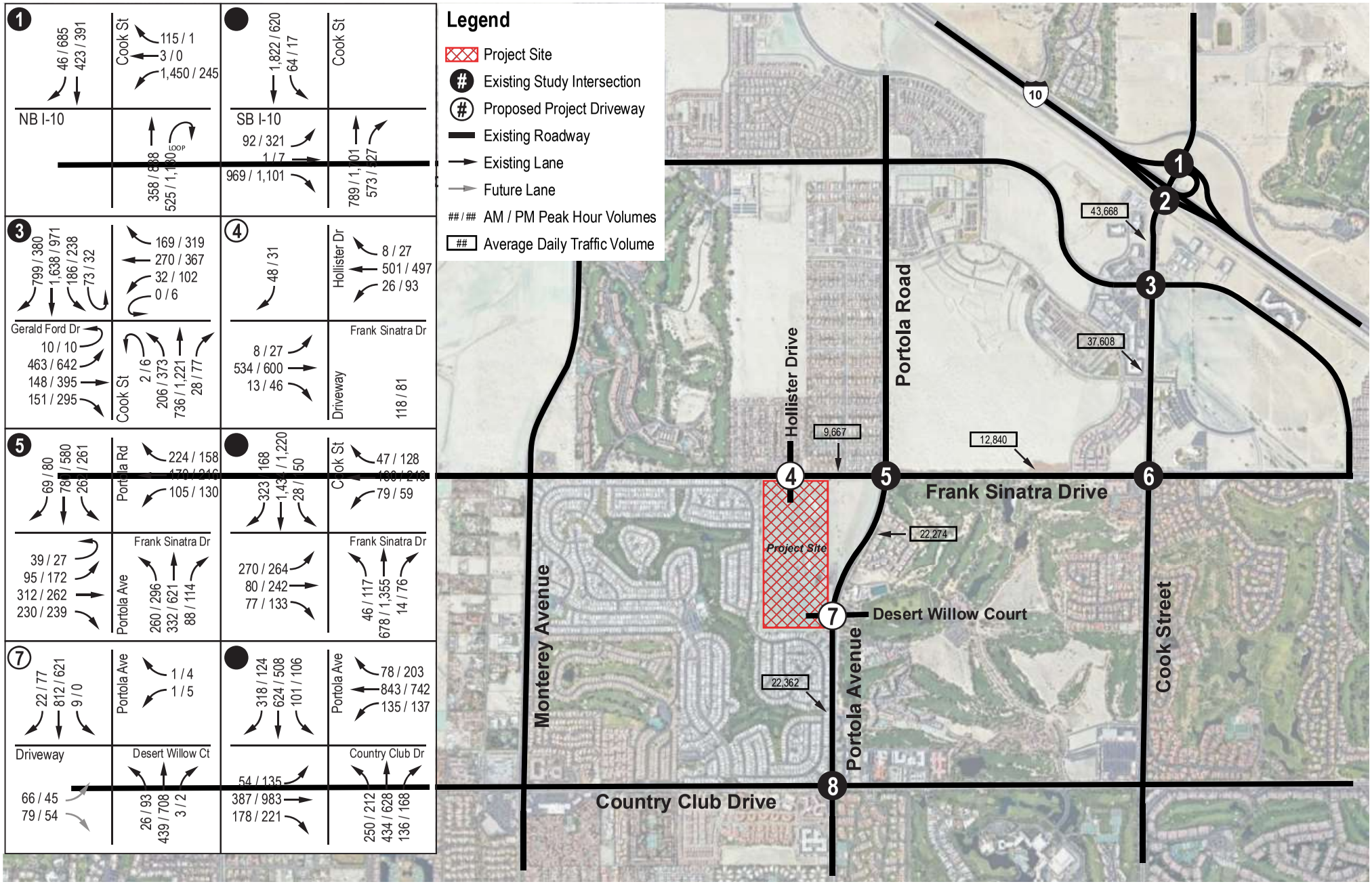
As shown in **Table 16**, all of the study intersections are forecast to operate at an acceptable LOS D or better under Opening Year 2027 Without and With Project Conditions in the AM and PM peak hour. Therefore, improvements at any of the study intersections is not required.

At the intersection of Frank Sinatra Drive and Hollister Drive/Project Access Driveway, two traffic control options are being considered (refer to Chapter 10 for more details):

- **Option 1** involves restricting northbound left-turn movements at the Project driveway due to a center raised median, while permitting right-turns in, right-turns out, and left-turns in. These same turn movements would apply to the southbound approach on Hollister Drive. With the addition of Project-related traffic, this configuration is projected to operate at LOS B during both the AM and PM peak hours. Project-related traffic will make a northbound right turn and proceed eastbound to the signalized intersection at Frank Sinatra Drive & Portola Avenue. At this signal, it

is assumed that 15% of project traffic (approx. 39 AM and 27 PM peak hour trips) intending to travel westbound on Frank Sinatra Drive will perform a U-turn. The existing eastbound left-turn pocket at this location is 140 feet in length. Under the Opening Year 2027 Plus Project scenario, the analysis indicates that during the AM peak hour, the 95th percentile queue length is approximately 168 feet, exceeding the available storage by 28 feet. The 50th percentile queue is approximately 89 feet. During the PM peak hour, the 95th percentile queue reaches 243 feet, exceeding storage by 103 feet, while the 50th percentile queue is 133 feet. It may be noted that some motorists may opt to make a U-turn at Shepherd Lane, prior to reaching the Portola Avenue signal. As a result, the projected queue lengths at the signalized intersection may not fully materialize. Therefore, no improvements to the eastbound left-turn lane at Frank Sinatra Drive & Portola Avenue are proposed.

- **Option 2** assumes the installation of a new traffic signal at the Project driveway. Under this scenario, the intersection is also forecast to operate at LOS B during the AM and PM peak hours. It may be noted that a new traffic signal is not required to improve LOS operations as the two-way stop-controlled intersection operates at acceptable LOS D or better when Project-related traffic is added to the intersection. If Option 2 is approved by the City, the developer would be responsible for constructing the new traffic signal, or provide a fair-share payment towards the new traffic signal, or post a bond for the fair-share payment of the new traffic signal.



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Not to Scale

Opening Year 2027 with Project Daily and AM/PM Peak Hour Volumes

Exhibit 16

8.2 OPENING YEAR 2027 PLUS PROJECT ROADWAY SEGMENT LOS

Opening Year 2027 Plus Project daily traffic volumes were derived by adding Project Only daily traffic to the Opening Year 2027 Without Project daily traffic volumes.

Table 17 presents the roadway segment LOS analysis for the Opening Year 2027 Without and with Project condition. As shown, all of the study segments are forecast to operate at an acceptable LOS C. Therefore, improvements are not required on any study roadway segment.

TABLE 17 – OPENING YEAR 2027 WITHOUT & PLUS PROJECT ROADWAY SEGMENT LOS COMPARISON

Roadway	Segment	Classification	LOS C Capacity	Opening Year 2027 Without Project			Opening Year 2027 Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	Vehicular Oriented Arterials	45,000	42,225	0.94	C	43,668	0.97	C
	Gerald Ford Drive to Frank Sinatra Drive	Vehicular Oriented Arterials	45,000	35,924	0.80	C	37,608	0.84	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	Balanced Arterials	30,000	7,503	0.25	C	9,668	0.32	C
	Portola Avenue to Cook Street	Balanced Arterials	30,000	10,916	0.36	C	12,840	0.43	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	Balanced Arterials	30,000	20,590	0.69	C	22,274	0.74	C
	Desert Willow Court to Country Club Drive	Balanced Arterials	30,000	20,919	0.70	C	22,362	0.75	C

LOS= Level of Service

V/C= Volume to Capacity Ratio

Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

9 TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants were evaluated at the Project access points located at Frank Sinatra Drive & Hollister Drive (Int. #4) and Portola Avenue & Desert Willow Court (Int. #7). Both of these locations are currently two-way stop controlled intersections. For Existing Plus Project and Opening Year 2027 Plus Project conditions, a Peak Hour Volume Warrant (Warrant #3) was evaluated in accordance with the *California Manual on Uniform Traffic Control Devices* (CA MUTCD), 2014 Edition.

As shown in **Table 18**, the signal warrant is not satisfied at either location under Existing Plus Project and Opening Year 2027 Plus Project conditions. It may also be noted that both Project access driveways (Study Int. #4 and #7) are forecast to operate at acceptable LOS D or better under Opening Year 2027 Plus Project conditions. **Appendix G** contains the signal warrant worksheets.

TABLE 18 – TRAFFIC SIGNAL WARRANTS

Study Intersection	Condition	Signal Warrant #3 Met? AM Peak Hour	Signal Warrant #3 Met? PM Peak Hour
Frank Sinatra Drive & Hollister Drive	Existing Plus Project	No	No
	Opening Year 2027 Plus Project	No	No
Portola Avenue & Desert Willow Court	Existing Plus Project	No	No
	Opening Year 2027 Plus Project	No	No

10 SITE ACCESS ANALYSIS

Based on the site plan, vehicular access to the Project will be provided via one driveway on Frank Sinatra Drive directly across from Hollister Drive and one full access driveway on Portola Avenue directly across from Desert Willow Court.

Frank Sinatra Drive & Hollister Drive/Future Project Driveway

At Frank Sinatra Drive & Holliser Drive, a dedicated 275-foot left-turn pocket in the westbound direction is currently provided as shown in **Photo 1**. In the westbound direction, a total of 26 AM and 93 PM peak hour vehicles are expected to make a left turn into the Project site. The intersection queuing analysis shows that the 95th percentile queue for the westbound left-turn movement is 1 vehicle (or 25 feet) in the AM and 1 vehicle (or 25 feet) in the PM peak hour under Opening Year 2027 Plus Project conditions. Therefore, the existing westbound left turn pocket is more than adequate to accommodate the forecast Project trips entering the site during both the AM and PM peak hour.

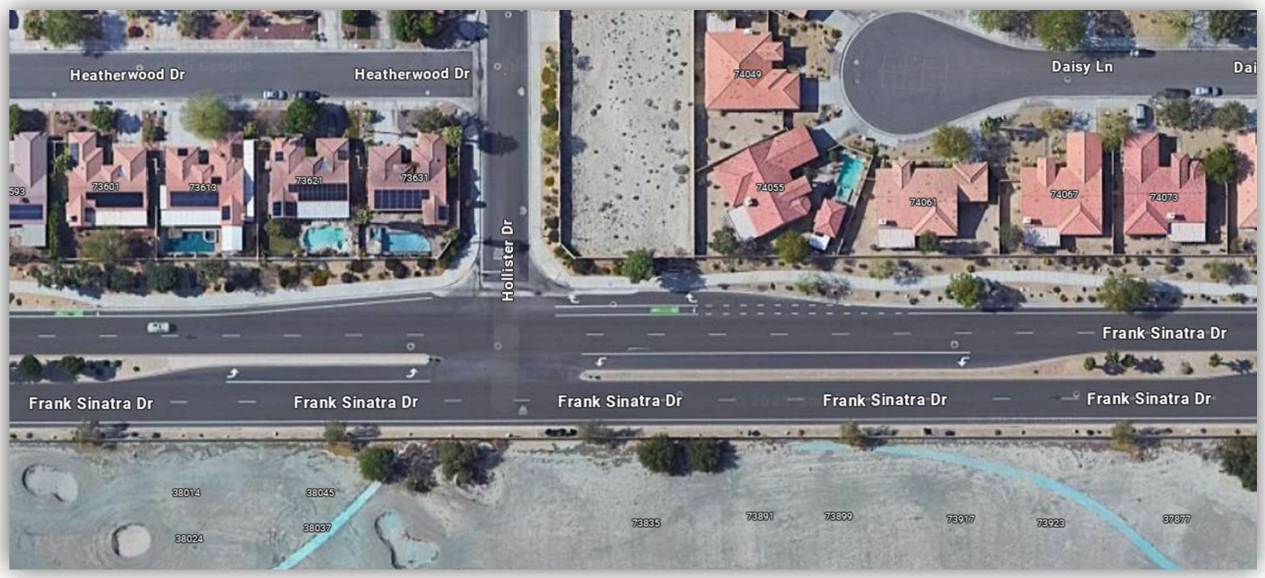


Photo 1 – Frank Sinatra Drive & Hollister Drive/Future Project Driveway

At the intersection of Frank Sinatra Drive and Hollister Drive/Future Project Driveway, the analysis shows that this intersection operates at acceptable LOS C or better with the addition of Project-related traffic without any physical improvements. However, two traffic control options are being considered in efforts to mitigate potential safety concerns:

- **Option 1 (Center Raised Median)** involves restricting northbound left-turn movements at the Project driveway due to a center raised median, while permitting right-turns in, right-turns out, and left-turns in. These same turn movements would apply to the southbound approach on Hollister Drive. **Photo 2** illustrates an example of a raised center median designed to prevent left-turn movements.

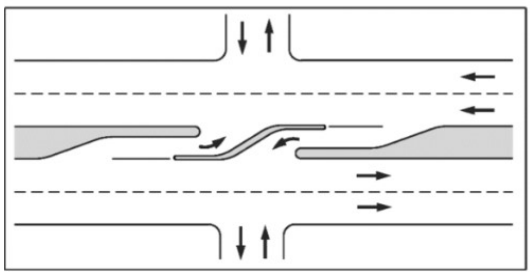


Photo 2 – Raised Center Median

- **Option 2 (Install New Traffic Signal)** assumes the installation of a new traffic signal at the Project driveway. Under this scenario, the intersection is also forecast to operate at LOS B during the AM and PM peak hours. As outlined in Chapter 9 (Traffic Signal Warrant Analysis), the intersection of Frank Sinatra Drive and the future Project driveway does not currently meet the established warrants for signal installation. However, due to potential safety concerns particularly related to northbound left-turn movements onto Frank Sinatra Drive, a traffic signal may be installed at the discretion of the City Engineer. It may be noted that a new traffic signal is not required to improve LOS operations as the two-way stop-controlled intersection operates at acceptable LOS D or better when Project-related traffic is added to the intersection. If Option 2 is approved by the City, the developer would be responsible for constructing the new traffic signal, or post a bond for the fair-share payment towards the new traffic signal, or provide a fair-share payment of the new traffic signal.

Portola Avenue & Desert Willow Court/Future Project Driveway

At Portola Avenue & Desert Willow Court, the median is a striped two-way left-turn lane (TWLTL) that provides left turn storage for vehicles entering the Project site, refer to **Photo 3**. The total number of vehicles expected to turn left into the Project site in the northbound approach is 26 AM and 93 PM peak hour trips. The intersection queuing analysis shows that the 95th percentile queue for the northbound left-turn movement is 1 vehicles (or 25 feet) in the AM peak hour and 1 vehicle (or 25 feet) in the PM peak hour under Opening Year 2027 Plus Project conditions. Therefore, the existing northbound TWLTL is more than adequate to accommodate the forecast Project trips entering the site during both the AM and PM peak hour.



Photo 3 – Portola Avenue & Desert Willow Court/Future Project Driveway

11 FINDINGS AND RECOMMENDATIONS

This study analyzes the forecast traffic conditions associated with the proposed Catavina Residential (Project) development located near the southwest corner of Frank Sinatra Drive and Portola Avenue in the City of Palm Desert. The Project consists of contructing 546 single family dwelling units on a site that is vacant and undeveloped. Vehicular access to the site will be provided via a driveway on Frank Sinatra Drive (directly across from Hollister Drive) and a driveway on Portola Avenue (directly across from Desert Willow Court). The Project is anticipated to be completed in Year 2027. The Project is forecast to generate approximately 4,810 daily trips with 349 AM peak hour trips and 490 PM peak hour trips.

11.1 LEVEL OF SERVICE ANALYSIS RESULTS

This study evaluates traffic conditions that include AM and PM peak hour intersections level of service (LOS) analysis and roadway segment volume-to-capacity (v/c) analysis. The results of the LOS analysis are as follows:

Existing Conditions – The results of the Existing conditions analysis show that all of the eight study intersections are currently operating at an acceptable level of service (LOS D or better).

The results of the roadway segment analysis show that all of the six study segments are currently operating at an acceptable LOS C under existing conditions.

Existing Plus Project Conditions – The results of the Existing Plus Project conditions analysis shows that all eight study intersections are currently operating at an acceptable LOS D or better. The results of the roadway segment analysis show that all of the study segments are forecast to operate acceptable LOS C when Project traffic is added to existing conditions. **Table 19** provides a summary of the intersection LOS results for Existing and Existing Plus Project conditions. **Table 20** provides a summary of the roadway segment LOS results for Existing and Existing Plus Project conditions.

Since the addition of Project traffic does not degrade the study intersection operations or roadway segments to a deficient LOS E or F, improvements are not required at any of the study locations.

Opening Year 2027 Without Project Conditions – The results of the Opening Year 2027 Without Project conditions analysis shows that all of the study intersections are forecast to operate at LOS D or better. All study segments are forecast to operate at an acceptable LOS C or better under Opening Year 2027 Without Project conditions.

Opening Year 2027 Plus Project Conditions - With the addition of project-related traffic, all of the study intersections are forecast to operate at an acceptable LOS D or better. The results of the roadway segment analysis show that all of the study segments are forecast to operate acceptable LOS C when Project traffic is added to Opening Year 2027 Without Project conditions. Therefore, improvements are not required. **Table 21** provides a summary of the intersection LOS results for Opening Year 2027 Without Project and Opening Year 2027 Plus Project conditions. **Table 22** provides a summary of the roadway segment LOS results for Opening Year 2027 and Opening Year 2027 Plus Project conditions.

TABLE 19 –EXISTING AND EXISTING PLUS PROJECT INTERSECTION LOS SUMMARY

Study Intersection	Existing Traffic Control	Existing Conditions		Existing Plus Project Conditions		Improv. Required?
		AM	PM	AM	PM	
		Delay LOS	Delay LOS	Delay LOS	Delay LOS	
1 - Cook Street & I-10 WB On Ramp	Signal	22.0 – C	2.2 – A	22.1 – C	3.8 – A	No
2 - Cook Street & I-10 EB On Ramp	Signal	40.7 – D	33.4 – C	33.5 – C	34.6 – C	No
3 - Cook Street & Gerald Ford Drive	Signal	30.2 – C	34.5 – C	30.4 – C	34.7 – C	No
4 - Frank Sinatra Drive & Hollister Drive	TWSC	14.9 – B	15.7 – C	17.4 – C	23.3 – C	No
Option 1 – Center Raised Median	*RI/RO/LI*	*14.9 – B*	*15.7 – C*	*11.2 – B*	*11.3 – B*	- -
Option 2 – Intall New Signal	*Signal*	*14.9 – B*	*15.7 – C*	*10.3 – B*	*12.1 – B*	- -
5 - Frank Sinatra Drive & Portola Avenue	Signal	34.5 – C	37.9 – D	36.3 – D	44.2 – D	No
6 - Frank Sinatra Drive & Cook Street	Signal	19.0 – B	25.0 – C	22.1 – C	27.5 – C	No
7 - Portola Avenue & Desert Willow Court	TWSC	15.2 – C	19.4 – C	30.8 – D	32.7 – D	No
8 - Portola Avenue & Country Club Drive	Signal	42.1 – D	39.5 – D	45.5 – D	40.9 – D	No

Notes:
Delay is expressed in seconds per vehicle.
LOS = Level of Service
TWSC = Two-Way Stop Control, worst approach delay and LOS reported.
RI/RO/LI = Right-Turn In, Right-Turn Out, and Left-Turn In at the Project driveway.

TABLE 20 – EXISTING AND EXISTING PLUS PROJECT ROADWAY SEGMENT LOS SUMMARY

Roadway	Segment	Roadway Classification	LOS C Capacity	Existing			Existing Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	Vehicular Oriented Arterials	45,000	35,067	0.78	C	36,510	0.81	C
	Gerald Ford Drive to Frank Sinatra Drive	Vehicular Oriented Arterials	45,000	29,028	0.65	C	30,712	0.68	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	Balanced Arterials	30,000	7,061	0.24	C	9,226	0.31	C
	Portola Avenue to Cook Street	Balanced Arterials	30,000	10,362	0.35	C	12,286	0.41	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	Balanced Arterials	30,000	17,497	0.58	C	19,181	0.64	C
	Desert Willow Court to Country Club Drive	Balanced Arterials	30,000	17,813	0.59	C	19,256	0.64	C

LOS= Level of Service
V/C= Volume to Capacity Ratio
Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

TABLE 21 – OPENING YEAR 2027 WITHOUT PROJECT & OPENING YEAR 2027 PLUS PROJECT INTERSECTION LOS SUMMARY

Study Intersection	Existing Traffic Control	Opening Year 2027 Without Project Conditions		Opening Year 2027 Plus Project Conditions		Improv. Required?
		AM	PM	AM	PM	
		Delay LOS	Delay LOS	Delay LOS	Delay LOS	
1 - Cook Street & I-10 WB On Ramp	Signal	24.7 – C	8.0 – A	24.9 – C	9.3 – A	No
2 - Cook Street & I-10 EB On Ramp	Signal	50.7 – D	48.6 – D	53.0 – D	51.6 – D	No
3 - Cook Street & Gerald Ford Drive	Signal	49.8 – D	51.9 – D	50.2 – D	53.9 – D	No
4 - Frank Sinatra Drive & Hollister Drive	TWSC	15.5 – C	16.4 – C	18.1 – C	24.8 – C	No
Option 1 – Center Raised Median	*RI/RO/LI*	*15.5 – C*	*16.4 – C*	*11.3 – B*	*11.5 – B*	- -
Option 2 – Install New Signal	*Signal*	*15.5 – C*	*16.4 – C*	*10.2 – B*	*12.2 – B*	- -
5 - Frank Sinatra Drive & Portola Avenue	Signal	35.7 – D	39.4 – D	37.6 – D	46.4 – D	No
6 - Frank Sinatra Drive & Cook Street	Signal	19.7 – B	29.4 – C	22.9 – C	32.0 – C	No
7 - Portola Avenue & Desert Willow Court	TWSC	15.7 – C	20.4 – C	30.4 – D	31.6 – D	No
8 - Portola Avenue & Country Club Drive	Signal	45.6 - D	43.1 – D	50.4 – D	44.9 – D	No

Notes:
Delay is expressed in seconds per vehicle.
LOS = Level of Service
TWSC = Two-Way Stop Control, worst approach delay and LOS reported.
RI/RO/LI = Right-Turn In, Right-Turn Out, and Left-Turn In at the Project driveway.

TABLE 22 – OPENING YEAR 2027 WITHOUT PROJECT AND OPENING YEAR 2027 PLUS PROJECT ROADWAY SEGMENT LOS SUMMARY

Roadway	Segment	Classification	LOS C Capacity	Opening Year 2027 Without Project			Opening Year 2027 Plus Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Cook Street	I-10 EB Ramps to Gerald Ford Drive	Vehicular Oriented Arterials	45,000	42,225	0.94	C	43,668	0.97	C
	Gerald Ford Drive to Frank Sinatra Drive	Vehicular Oriented Arterials	45,000	35,924	0.80	C	37,608	0.84	C
Frank Sinatra Drive	Hollister Drive to Portola Avenue	Balanced Arterials	30,000	7,503	0.25	C	9,668	0.32	C
	Portola Avenue to Cook Street	Balanced Arterials	30,000	10,916	0.36	C	12,840	0.43	C
Portola Avenue	Frank Sinatra Drive to Desert Willow Court	Balanced Arterials	30,000	20,590	0.69	C	22,274	0.74	C
	Desert Willow Court to Country Club Drive	Balanced Arterials	30,000	20,919	0.70	C	22,362	0.75	C

LOS= Level of Service
V/C= Volume to Capacity Ratio
Roadway Classifications and LOS C Capacities were taken from the City of Palm Desert's General Plan, Mobility (Chapter 4).

11.2 VEHICLE MILES TRAVELED

To satisfy CEQA, a VMT screening assessment and analysis was prepared for the Project under a separate memorandum.

Michael Baker
INTERNATIONAL

Appendix A:
TIA Scoping Agreement

CITY OF PALM DESERT

PUBLIC WORKS DEPARTMENT

INTEROFFICE MEMORANDUM

To: City Staff and Engineering Designers

From: Martin Alvarez, Director of Public Works
John Tanner, Acting City Engineer

Date: February 15, 2023

Subject: **Palm Desert Traffic Impact Analysis Guidelines**

Resolution 2022-74 adopted by the City Council on August 25, 2022 adopts the County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicles Miles Traveled ("TIA Guidelines"). The TIA Guidelines shall apply to land use and transportation projects in the City of Palm Desert.

This memorandum provides further details of the requirements for traffic impact analysis.

All traffic studies submitted to the City of Palm Desert shall be completed by a Traffic Engineer or Professional Engineer registered in the State of California unless otherwise directed by the City Engineer.

SCREENING CRITERIA

Traffic impact studies or focused traffic impact memos for the City of Palm Desert may be required for new development projects. Traffic impact studies will be prepared for all new development projects generating 100 or more peak hour trips as calculated by the screening criteria below. The screening calculation of the peak hour trips shall utilize the Institute of Transportation Engineers (ITE) p.m. peak hour trip generation rates per the most recent Trip Generation Manual. Land use categories and trip generation regression curves are available in the Trip Generation Manual and should be used as applicable.

Focused traffic impact memos to address specific issues, such as site access, may be required at the discretion of the City Engineer for new development projects that will generate:

- Between 50 and 100 peak hour trips; or
- Less than the total peak hour trips associated with the previous existing or approved land use

FOCUSED TRAFFIC IMPACT MEMOS

The purpose of a traffic memo is to compare the trip generation analysis in an environmental document prepared as part of any entitlement already approved to the trip generation analysis for a proposed or amended entitlement. The analysis for the trip generation associated with the proposed or amended entitlement must be based on the most recent trip generation rates published by the Institute of Transportation Engineers or an equally authoritative source as approved by the City Engineer.

If the traffic memo determines that there is an insignificant difference (equal to or less than 100 daily trips or 10 peak hour trips) between the existing entitlement and the proposed or amended entitlement trip generation, no additional traffic analysis will be required. If the difference is larger than 100 daily trips or 10 peak hour trips, a focused analysis in the format of a more comprehensive traffic memo will be required using the appropriate study area consistent with the guidance provided in Table 2 of EB 06-13. and will be prepared as a memo or letter and will follow the same format as above but provide the information in less detail. However, the near-term conditions traffic analysis will only be required for Existing plus Ambient Growth plus Project Opening Year Scenario.

SCOPING FORM APPROVAL & DRAFT REPORT APPROVAL

Preparation of traffic studies for the City of Palm Desert shall begin with the submittal for City approval of a completed scoping form (see Attachment) by the engineer preparing the study. A draft cumulative projects list, if applicable, must also be included with the scoping submittal. This list of planned or entitled projects that could affect the development under review can be obtained from the Development Services Department.

The traffic study should only be initiated after the scoping submittal is approved by the Public Works Department. The scoping submittal will be reviewed by designated Department of Public Works staff and Department of Development Services staff with approval given by the Public Works Director or designee. Scoping submittals may also be reviewed by the City Attorney. The engineer performing the study is encouraged to submit a draft traffic study report for City review and comment prior to the finalization of report conclusions.

The scope of the Traffic Impact Study shall address all applicable requirements of the California Environmental Quality Act (CEQA) and the engineer performing the work should be familiar with these requirements. The scope may be expanded after the initial Scope of Work is approved by the City to address CEQA compliance issues. Questions about CEQA compliance should be addressed to the Development Services Department.

TRAFFIC SIGNAL GUIDANCE

A Traffic Signal Warrant Analysis should be performed at all unsignalized study intersections for each study scenario as part of the traffic impact analysis. Warrant analysis should utilize the most appropriate of eight warrants listed in section 4 of the latest edition of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

The need for traffic signals should also include an analysis for Warrant 6 (Coordinated Signal Systems). This warrant should be applied to locations where adjacent traffic signals do not provide the necessary degree of platooning and where the addition of a new traffic signal will assist in providing progressive signal operation. Normally, this should be considered only at locations that are between 1,300 and 2,600 feet from existing or future traffic signal installations. At locations that are less than 1,300 feet from adjacent traffic signals, new traffic signals will not generally be permitted.

Where applicable, the need for traffic signals should also include an analysis for Warrant 8 (Roadway Network). The signal warrant may be met by an intersection that has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday or has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).

EXCLUSIVE LEFT & RIGHT TURN LANES

As part of the analysis of Study Intersections, the available storage capacity of existing and proposed auxiliary lanes (i.e. left and right turn pockets) should be reviewed for capacity. At their 95th percentile traffic volume demand level, left-turn lanes should not exceed their storage capacity. Traffic study recommendations for dual left turn lanes should be based on a threshold volume of 250 vehicles per peak hour. Traffic study recommendations for an exclusive right turn lane at an intersection should be based on a threshold volume of 200 vehicles per peak hour.

Deceleration Lane Length shall be designed per Caltrans HDM. In urban areas where cross streets are closely spaced and deceleration lengths cannot be achieved, consult the City Engineer for guidance.

SITE ACCESS

Auxiliary lanes shall be installed on all arterials and higher-order street classifications according to the following criteria:

1. A left-turn deceleration lane with taper and storage length is required for any driveway with a projected peak hour left ingress turning volume estimated to be 25 vehicles per hour (vph) or greater. The taper length shall be included as part of the required deceleration lane length.
2. A right-turn deceleration lane is required for any driveway with a projected peak hour right ingress turning volume estimated to be 50 vph or greater. The taper length shall be included as part of the required deceleration lane length. Pocket storage length requirements shall be based on individual project characteristics.
3. A right-turn deceleration lane should be considered for lower turning volumes on high-volume streets (e.g. Cook Street, Highway 111).
4. A left-turn deceleration lane should be considered for locations where left-turning vehicles would be required to queue in a high speed (> 40mph) through lane.
5. Installation recommendations for deceleration lanes and related intersection turning movement distributions shown in the final traffic study report will be subject to approval by the City Engineer.

PROJECT FAIR SHARE

Fair share for intersections at project access points shall be calculated as the ratio of the increase in peak hour turning movement volumes from the project divided by the sum of the existing peak hour turning movements plus peak hour turning movement cumulative development projects. For projects that create significant impacts on other intersections, a percentage of the fair share shall be determined for each location impacted and shall be proportional to the project impacts on the City's facilities.

Fair share for street segments shall be calculated as the ratio of the increase in average daily trips from the project divided by the sum of the existing average daily trips plus average daily trips generated by the cumulative development projects.

Fair share cost of mitigation shall be calculated using the Project Fair Share percentage (P) multiplied by the total cost of mitigation.

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SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This agreement acknowledges the City of Palm Desert requirements for traffic impact analysis of the following project. The analysis must follow Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled dated December 2020 and subsequent revisions.

Case No.: _____
Other Related Cases: _____
Project Name: Catavina Residential Development Project
Assessor's Parcel Number(s): 620-170-009
Project Description: 546 Single Family Dwelling Units

	Consultant	Developer
Name:	Michael Baker International	Blue Fern West, LLC; Contact: Kim Molina
Address:	5050 Avenida Encinas, Suite 260 Carlsbad, CA 92008	18300 Redmond Way, Suite 120, Redmond, WA 98052
Telephone:		714.782.4271
Email:	Jacob.Swim@mbakerintl.com	kim.molina@pacificlandpro.com

A. Trip Generation Source: (ITE Current Edition)

Current GP Land Use: Town Center Neighborhood
Current Zoning: Planned Residential (P.R.22)
Proposed Land Use: Residential consistent with Town Center Neighborhood
Proposed Zoning: Planned Residential (P.R.22)

	Current Trip Generation				Proposed Trip Generation		
	In	Out	Total		In	Out	Total
AM Trips	~~0 (Vacant)~~	~~0 (Vacant)~~	~~0 (Vacant)~~		~~87~~	~~262~~	~~349~~
PM Trips	~~0 (Vacant)~~	~~0 (Vacant)~~	~~0 (Vacant)~~		~~309~~	~~181~~	~~490~~

Internal Trip Allowance: ___ Yes __X__ No (_____ % Trip Discount)
Pass-by Trip Allowance: ___ Yes __X__ No (_____ % Trip Discount)

A pass-by trip discount of 25% is allowed for appropriate land uses. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

Additional Information (Include attachments as needed): _____

The projects listed in the 'Cumulative Projects List' will be considered when analyzing for background traffic impacts

Analysis Scenarios: - Existing
- Existing w/ Project
- Opening Year 2027 w/o Project
- Opening Year 2027 w/ Project

B. Trip Geographic Distribution: N 15 % S 30 % E 40 % W 15 %

(See Exhibit 2 for detailed distribution and Exhibit 3 for detailed assignment)

C. Background Traffic:

Project Build-out Year: 2027
Annual Ambient Growth Rate: 2%
Phase Year(s): None
Other area projects to be analyzed: None
Model/Forecast methodology: None

D. Study intersections: (*NOTE: Subject to revision after other projects, trip generation/distribution are determined, or comments from other agencies. Map is required. In general, the minimum area to be studied shall include any intersection of 2 or more "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Public Works Department may require deviation from these requirements based on the location.)*

1. Cook St and NB I-10 Ramp
2. Cook St and SB I-10 Ramp
3. Cook St and Gerald Ford Dr
4. Hollister Dr/Driveway and Frank Sinatra Dr
5. Portola Ave and Frank Sinatra Dr
6. Cook St and Frank Sinatra Dr
7. Portola Ave and Driveway/Desert Willow Ct
8. Portola Ave and Country Club Dr
9.
10.
11.
12.

E. Study Roadway Segments: (*NOTE: Subject to revision after other projects, trip generation/distribution are determined, or comments from other agencies. Map is required. In general, the minimum area to be studied shall include any intersection of 2 or more "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Public Works Department may require deviation from these requirements based on the location.)*

1. Cook St from SB I-10 Ramp to Gerald Ford Dr
2. Cook St from Gerald Ford Dr to Frank Sinatra Dr
3. Frank Sinatra Dr from Hollister Dr to Portola Rd
4. Frank Sinatra Dr from Portola Rd to Cook St
5. Portola Rd from Frank Sinatra Dr to Desert Willow Ct
6. Portola Rd from Desert Willow Ct to Country Club Dr
7.
8.
9.
10.
11.
12.

F. Other Jurisdictional Impacts:

Is this project within a one-mile radius of City boundaries? ___ Yes _X_ No
If so, name of City jurisdiction:

G. Site Plan (See Exhibit 4)

H. Existing Conditions: *(Traffic count data must be less than 2 years old. Provide traffic count dates if using other than 2-year-old counts.* U*nless otherwise approved by the City Engineer, counts shall be performed during 7-9 a.m. and 4-6 p.m., midday when nearby schools". Seasonal peak factor may be required to be applied to counts taken during the offseason in the Coachella Valley.)*

Date(s) of traffic counts: New counts collected in January 2025

I. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by City)

(NOTE: If the traffic study states that "a traffic signal is/appears to be warranted" (or similar statement) at an existing unsignalized other specific items to be addressed under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection. Specific items to be addressed are warrant analysis, site access, on-site circulation, parking, consistency with plans supporting bicycles, pedestrians, and transit, and others. Attach proposed analysis scenarios (years plus proposed forecasting approach) and attach a proposed phasing approach if the project is phased.)

Analyze CA MUTCD Signal Warrants at unsignalized study intersections

Prepare Fair Share Analysis for Project Direct Impacts, Include Improvement Costs

VMT Screening or Analysis memo required

Recommended by:

Jacob Swim, TE — 1/29/25
Consultant's Representative — Date
Michael Baker International

Approved Scoping Agreement:

Department of Development Services — Date

Department of Public Works — Date

Scoping Agreement Submitted on: 1/14/25 Revised on: 1/29/25

The City of Palm Desert reserves the right to use, share, and reproduce the information including, but not limited to, traffic counts, exhibits, and surveys provided in all submitted traffic studies and VMT assessments. Changes to the scope of work, site occupancy or use, square footage, and/or permitted activities may require a resubmittal or amendment to the scoping agreement.

***NOTE* Traffic Study Submittal Form and the appropriate fee must be submitted with, or prior to the submittal of this form. Department of Development Services staff will not process the Scoping Agreement prior to receipt of the fee.**

SIGNALIZED INTERSECTION ANALYSIS INPUT PARAMETERS

PARAMETER	VALUE
Base Saturation Flow Rate	1900 pc/hr/ln
Heavy Vehicle factor	Determine % heavy vehicle in existing traffic stream based on count data or consultation with County Transportation Dept. Projects with truck intensive uses must convert project trips to passenger car equivalents (PCE=2). Truck intensive uses include heavy industrial, warehousing or as determined by the Transportation Department.
Grade	Include as appropriate
Exclusive left turn lane	peak hour volume > 100
Dual left turn lanes	peak hour volume > 300
Protected Left Turn Phasing	Left turn volume > 240 vph
Minimum green time	7 seconds each movement in areas of light pedestrian activity. In areas of heavy pedestrian activity, the minimum green shall be calculated based on the methodology in the HCM.
Cycle length	60 sec to 120 sec
Lost time	Per HCM Exhibit 10-17 (below)

Major street	Minor Street	Number of Phases	L (s)
Protected	Protected	4	16
Protected	Permitted	3	12
Permitted	Protected	3	12
Permitted	Permitted	2	8

***NOTE* All above values are from HCM Chapters 10 and 16. Any deviation from these parameters requires prior approval from Riverside County Transportation Department. Refer to HCM for any default values not specifically identified here.**

Intersection analyses should be conducted utilizing acceptable software based on HCM methodology. Closely spaced intersections are to be analyzed using analysis tools capable of accounting for turn lane storage, queue length, blockage, etc. such as Synchro.

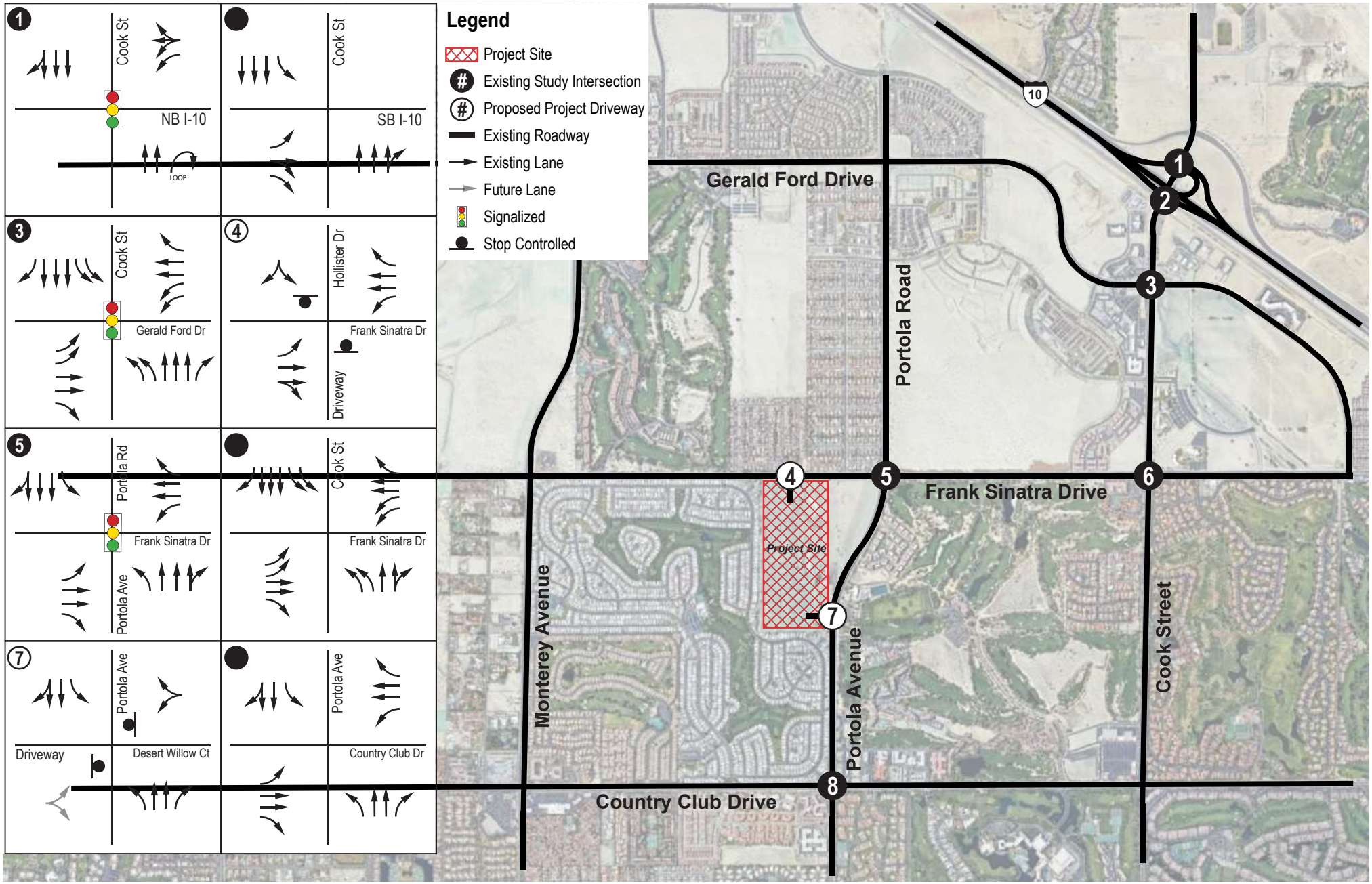
Actual signal timing and peak hour factors should be collected in the field and utilized in the existing and near-term analyses. In cases where traffic is added from a significant number of cumulative projects, the consultant shall use their engineering judgment in the application of peak hour factors to maintain consistency with the existing conditions analyses. A peak hour factor of 1.0 shall be applied to buildout traffic condition.

TRAFFIC IMPACT ANALYSIS FORMATTING REQUIREMENTS

The recommended TIA format is as follows:

1. Executive Summary
    a. Table summarizing significant impacts and mitigation measures
2. Introduction
    a. Purpose of the TIA and study objective
    b. Project location and vicinity map (Exhibit)
    c. Project size and description
    d. Existing and proposed land use and zoning
    e. Site plan and proposed project (Exhibit)
    f. Proposed project opening year and analysis scenarios
3. Methodology and Impact Thresholds
4. Existing Conditions
    a. Existing roadway network
    b. Existing traffic control and intersection geometrics (Exhibit)
    c. Existing traffic volumes – AM and PM peak hour and ADT (Exhibit)
    d. Existing level of service (LOS) at intersections (Table)
    e. Existing bicycle facilities (Exhibit)
    f. Existing transit facilities (Exhibit)
    g. Existing pedestrian facilities
5. Project Traffic
    a. Trip generation (Table)
    b. Trip distribution and assignment (Exhibit)
    c. Project peak hour turning movements and ADT (Exhibit)
6. Background Conditions (Opening Year) Analysis
    a. No Project analysis
        i. Committed (funded) roadway improvements
        ii. Approved project trip generation (Table, if required)
        iii. Approved project trip assignment and distribution (Exhibit, if required) me
        iv. Peak turning movement and ADT (Exhibit)
        v. Intersection level of service (Table)
        vi. Roadway segment level of service (Table)
    b. With Project analysis
        i. With Project peak turning movement and ADT (Exhibit)
        ii. Intersection level of service (Table)
        iii. Roadway segment level of service (Table)
        iv. Identification of intersection and roadway segment deficiencies

7. Traffic Signal Warrant Analysis
8. Site Access Analysis
9. Safety and Operation Improvement Analysis
10. Active Transportation and Public Transit Analysis
11. Improvements and Recommendations
    a. Proposed improvements at intersections
    b. Proposed improvements at roadway segments
    c. Recommended Improvements categorized by whether they are included in fee plan or not (identify if these improvements are included in an adopted fee program)
    d. Fair share calculations for recommended improvements
12. Appendix
    a. Approved scope of work
    b. Traffic counts
    c. Intersection analysis worksheets

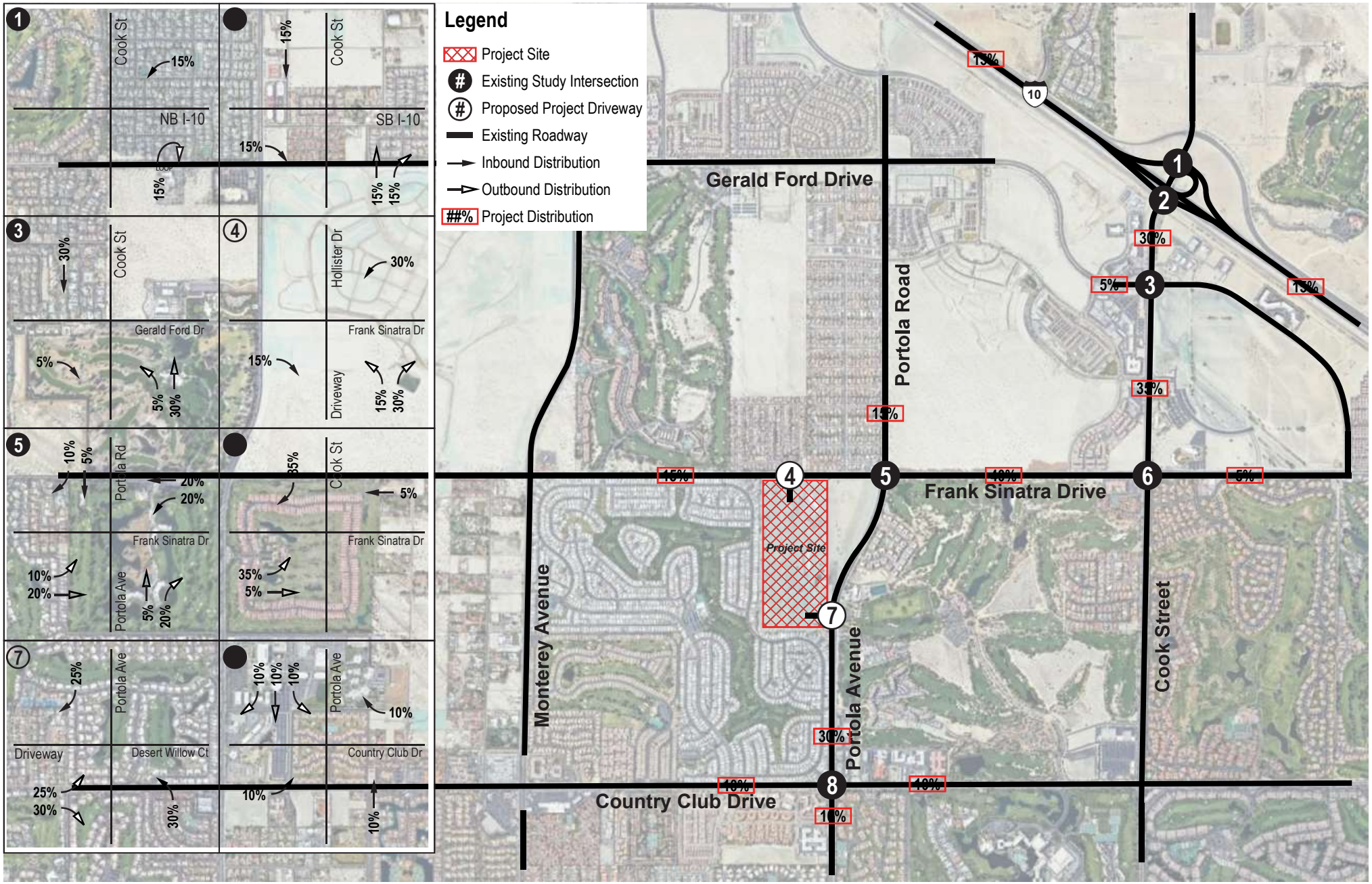


Michael Baker INTERNATIONAL

Not to Scale

Study Intersections Location

Exhibit 1

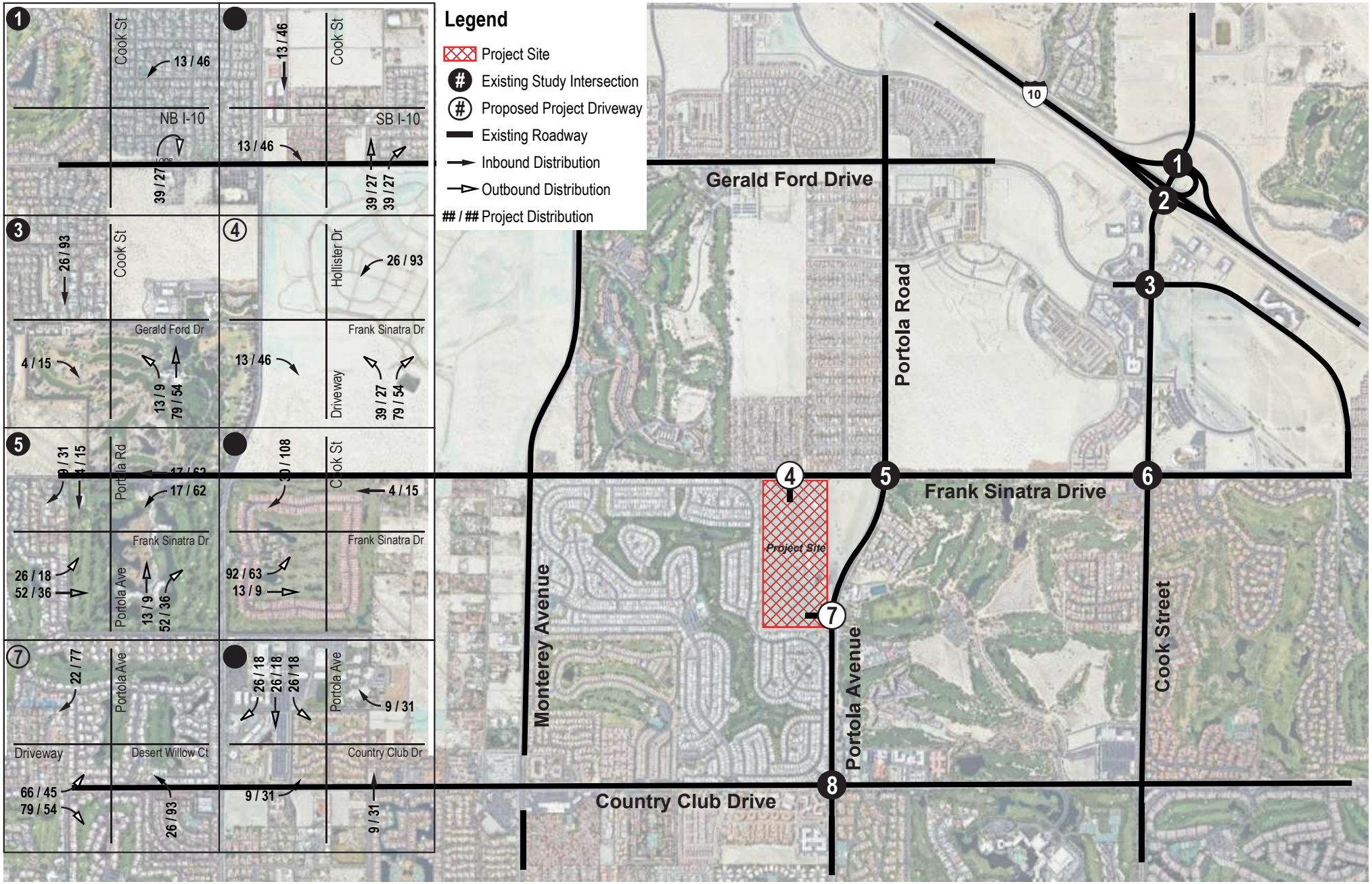


Michael Baker INTERNATIONAL

Not to Scale

Project Trip Distribution

Exhibit 2



Not to Scale

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Project Trip Assignment

Exhibit 3



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Not to Scale

Project Site Plan

Exhibit 4

ITE Trip Generation Rates

Land Use	ITE Code [1]	Daily Trip Rate	AM Peak Hour Rate		PM Peak Hour Rate	
			Total	In : Out	Total	In : Out
Proposed Land Use						
Single-Family Detatched Housing	210	8.81 /DU	0.64 /DU	25% : 75%	0.90 /DU	63% : 37%

[1] Source: ITE Trip Generation Manual, 11th Edition. Rates shown are based on fitted curve equation.

Catavina Residential Trip Generation Table

Land Use	Intensity	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
			Total	In : Out	Total	In : Out
Proposed Land Use						
Single-Family Detatched Housing	546 DU	4,810	349	87 : 262	490	309 : 181

Notes:

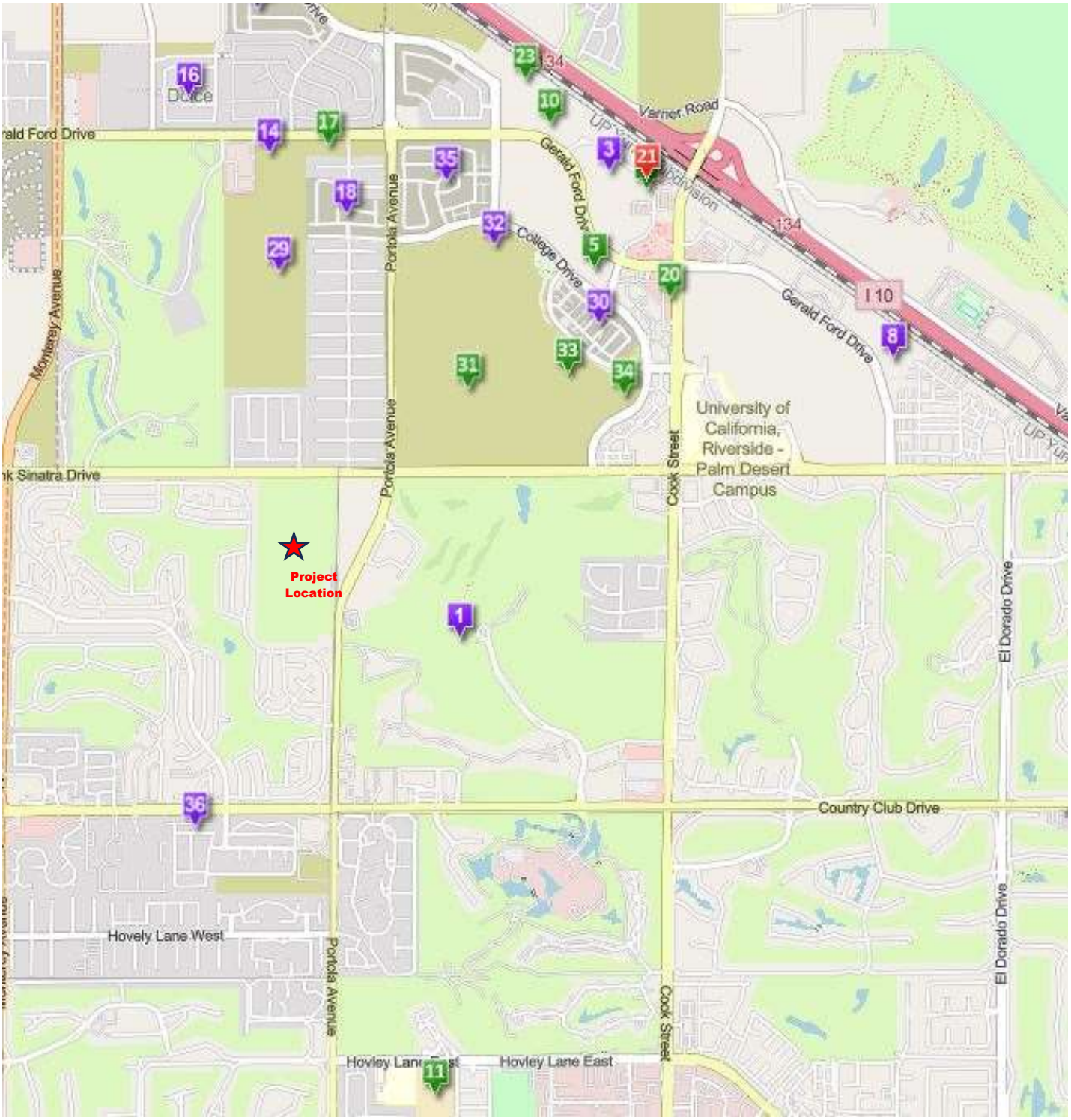
DU = Dwelling Units

Catavina Residential TIA – List of Cumulative Projects

	Project	Location	Land Use	Quantity		Palm Desert Development Map ID
1	Dolce	NE corner of Gerald Ford Drive and Gateway Drive	Single Family Residential	132	DU	16
2	Vitalia Apartments	South side of Gerald Ford Drive, east of the Riverside County Sheriff Station	Affordable Multifamily	269	DU	14
3	Santa Barbra Condominiums	SW corner of Shepard Lane and Gerald Ford Drive	Single Family Attached Residential	32	DU	17
4	Refuge Specific Plan	West of Shepard Lane and east of Marriott Shadow Ridge	Mixed Residential	969	DU	29
5	Montage	North side of the intersection of Julie Drive and Shepherd Lane	Single Family Residential	63	DU	18
6	Millenium Specific Plan	North of Gerald Ford Drive and South of Pacific Union Railroad	Residential	38	AC	23
			Commercial	40.6	AC	
			Business Park	10	AC	
			High Density Residential	25	AC	
			City Park	27	AC	
7	University Park	SE corner of Gerald Ford Drive and Portola Avenue	Single Family and Multifamily Residential	1,100	DU	32
8	Palm Villas Apartments	NE corner of Gerald Ford Drive and Dinah Shore Drive	Affordable Multifamily	241	DU	10
9	Millennium Apartments	NW corner of Gerald Ford Drive and the future extension of Technology Drive	Mixed Income Multifamily	330	DU	3
10	Staybridge Hotel	Located on Technology Drive	Hotel	96	Rooms	4
11	University Medical Office Park	Corner of Gerald Ford Drive and Technology Drive	Medical Office	94.7	KSF	5
			Office	20	KFS	
12	University Park 196	NW corner of University Park Drive and College Drive	Mixed Residential	196	DU	30
13	University Village Pad 3	University Village Center on Cook Street and Gerald Ford Drive	Restaurant	9	KSF	20
14	Spanish Walk Apartments	Northside of Gerald Ford Drive west of the Spanish Walk Development	Affordable Multifamily	150	DU	8
15	DSRT Surf	Desert Willow Golf Resort	Surf Center	6	AC	1
			Hotel	92	Rooms	
			Villas	83	DU	
16	Villa Portofino - 30	SW corner of Portola Avenue and Country Club Drive	Single Family Residential	30	DU	36
17	Bravo Garden Apartments	South side of Hovley Lane East at the intersection of Jasmine Court	Mixed Income Multifamily	388	DU	11

Notes: 1) KSF = Thousand Square Feet; DU = Dwelling Unit: AC = Acres

Catavina Residential TIA – List of Cumulative Projects



Michael Baker
INTERNATIONAL

Appendix B: Traffic Count Data & Signal Timing

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Riverside
N/S: Cook Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_CRV_Cook_10W AM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 1

Groups Printed- Total Volume

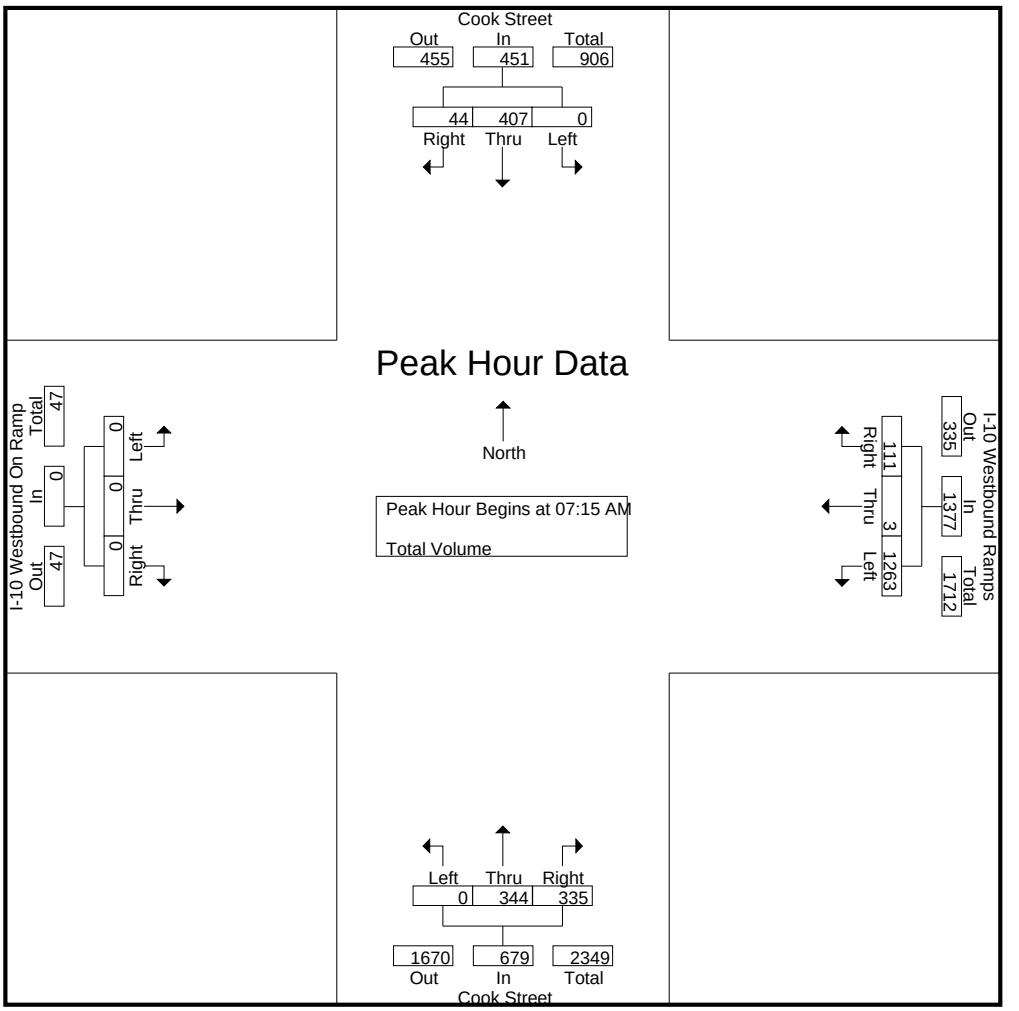
	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	51	4	55	185	0	10	195	0	36	63	99	0	0	0	0	349
07:15 AM	0	53	8	61	299	0	19	318	0	72	72	144	0	0	0	0	523
07:30 AM	0	88	7	95	333	0	41	374	0	101	84	185	0	0	0	0	654
07:45 AM	0	156	19	175	375	3	41	419	0	129	78	207	0	0	0	0	801
Total	0	348	38	386	1192	3	111	1306	0	338	297	635	0	0	0	0	2327
08:00 AM	0	110	10	120	256	0	10	266	0	42	101	143	0	0	0	0	529
08:15 AM	0	66	8	74	118	0	1	119	1	38	98	137	0	0	0	0	330
08:30 AM	0	60	8	68	178	1	6	185	0	45	92	137	0	0	0	0	390
08:45 AM	0	83	10	93	195	1	7	203	0	43	102	145	0	0	0	0	441
Total	0	319	36	355	747	2	24	773	1	168	393	562	0	0	0	0	1690
Grand Total	0	667	74	741	1939	5	135	2079	1	506	690	1197	0	0	0	0	4017
Apprch %	0	90	10		93.3	0.2	6.5		0.1	42.3	57.6		0	0	0		
Total %	0	16.6	1.8	18.4	48.3	0.1	3.4	51.8	0	12.6	17.2	29.8	0	0	0	0	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	53	8	61	299	0	19	318	0	72	72	144	0	0	0	0	523
07:30 AM	0	88	7	95	333	0	**41**	374	0	101	84	185	0	0	0	0	654
07:45 AM	0	**156**	**19**	**175**	**375**	**3**	41	**419**	0	**129**	78	**207**	0	0	0	0	**801**
08:00 AM	0	110	10	120	256	0	10	266	0	42	**101**	143	0	0	0	0	529
Total Volume	0	407	44	451	1263	3	111	1377	0	344	335	679	0	0	0	0	2507
% App. Total	0	90.2	9.8		91.7	0.2	8.1		0	50.7	49.3		0	0	0		
PHF	.000	.652	.579	.644	.842	.250	.677	.822	.000	.667	.829	.820	.000	.000	.000	.000	.782

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County of Riverside
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File Name : 01_CRV_Cook_10W AM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	0	88	7	95	299	0	19	318	0	72	72	144	0	0	0	0
+15 mins.	0	**156**	**19**	**175**	333	0	**41**	374	0	101	84	185	0	0	0	0
+30 mins.	0	110	10	120	**375**	**3**	41	**419**	0	**129**	78	**207**	0	0	0	0
+45 mins.	0	66	8	74	256	0	10	266	0	42	**101**	143	0	0	0	0
Total Volume	0	420	44	464	1263	3	111	1377	0	344	335	679	0	0	0	0
% App. Total	0	90.5	9.5		91.7	0.2	8.1		0	50.7	49.3		0	0	0	
PHF	.000	.673	.579	.663	.842	.250	.677	.822	.000	.667	.829	.820	.000	.000	.000	.000

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County of Riverside
N/S: Cook Street
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File Name : 01_CRV_Cook_10W PM
Site Code : 12225086
Start Date : 2/4/2025
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Groups Printed- Total Volume

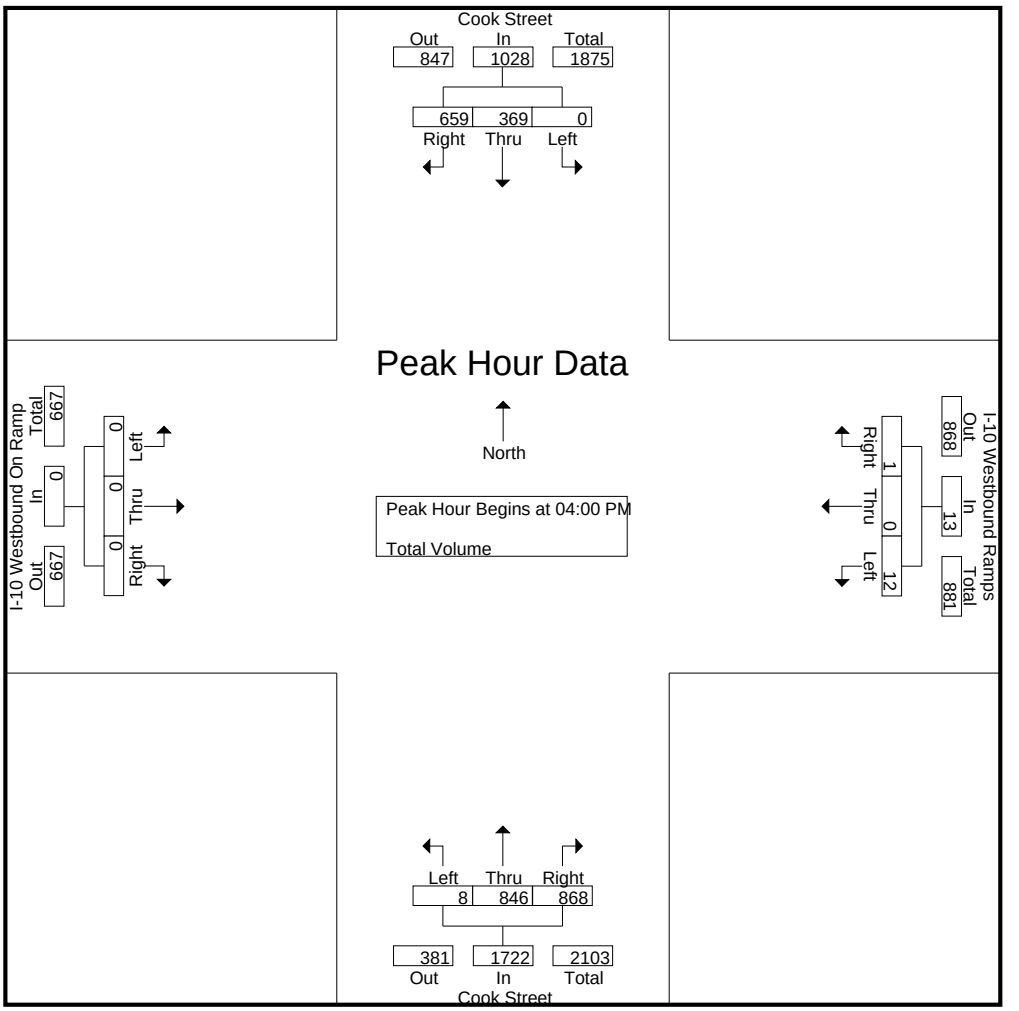
	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	96	154	250	2	0	0	2	3	259	223	485	0	0	0	0	737
04:15 PM	0	109	177	286	2	0	1	3	3	246	220	469	0	0	0	0	758
04:30 PM	0	95	166	261	5	0	0	5	1	180	212	393	0	0	0	0	659
04:45 PM	0	69	162	231	3	0	0	3	1	161	213	375	0	0	0	0	609
Total	0	369	659	1028	12	0	1	13	8	846	868	1722	0	0	0	0	2763
05:00 PM	0	57	143	200	6	0	0	6	0	221	251	472	0	0	0	0	678
05:15 PM	0	81	141	222	2	0	0	2	1	215	236	452	0	0	0	0	676
05:30 PM	0	69	133	202	3	0	0	3	1	175	228	404	0	0	0	0	609
05:45 PM	0	54	161	215	2	1	2	5	0	89	170	259	0	0	0	0	479
Total	0	261	578	839	13	1	2	16	2	700	885	1587	0	0	0	0	2442
Grand Total	0	630	1237	1867	25	1	3	29	10	1546	1753	3309	0	0	0	0	5205
Apprch %	0	33.7	66.3		86.2	3.4	10.3		0.3	46.7	53		0	0	0		
Total %	0	12.1	23.8	35.9	0.5	0	0.1	0.6	0.2	29.7	33.7	63.6	0	0	0	0	

	Cook Street Southbound				I-10 Westbound Ramps Westbound				Cook Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	96	154	250	2	0	0	2	**3**	**259**	**223**	**485**	0	0	0	0	737
04:15 PM	0	**109**	**177**	**286**	2	0	**1**	3	3	246	220	469	0	0	0	0	**758**
04:30 PM	0	95	166	261	**5**	0	0	**5**	1	180	212	393	0	0	0	0	659
04:45 PM	0	69	162	231	3	0	0	3	1	161	213	375	0	0	0	0	609
Total Volume	0	369	659	1028	12	0	1	13	8	846	868	1722	0	0	0	0	2763
% App. Total	0	35.9	64.1		92.3	0	7.7		0.5	49.1	50.4		0	0	0		
PHF	.000	.846	.931	.899	.600	.000	.250	.650	.667	.817	.973	.888	.000	.000	.000	.000	.911

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County of Riverside
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File Name : 01_CRV_Cook_10W PM
Site Code : 12225086
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Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	0	96	154	250	2	0	**1**	3	**3**	**259**	**223**	**485**	0	0	0	0
+15 mins.	0	**109**	**177**	**286**	5	0	0	5	3	246	220	469	0	0	0	0
+30 mins.	0	95	166	261	3	0	0	3	1	180	212	393	0	0	0	0
+45 mins.	0	69	162	231	**6**	0	0	**6**	1	161	213	375	0	0	0	0
Total Volume	0	369	659	1028	16	0	1	17	8	846	868	1722	0	0	0	0
% App. Total	0	35.9	64.1		94.1	0	5.9		0.5	49.1	50.4		0	0	0	
PHF	.000	.846	.931	.899	.667	.000	.250	.708	.667	.817	.973	.888	.000	.000	.000	.000

Location: County of Riverside
N/S: Cook Street
E/W: I-10 WB Ramps

Date: 2/4/2025
Day: Tuesday

PEDESTRIANS

	North Leg Cook Street	East Leg I-10 WB Ramps	South Leg Cook Street	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Cook Street	East Leg I-10 WB Ramps	South Leg Cook Street	West Leg I-10 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: County of Riverside
N/S: Cook Street
E/W: I-10 WB Ramps

Date: 2/4/2025
Day: Tuesday

BICYCLES

	Southbound Cook Street			Westbound I-10 WB Ramps			Northbound Cook Street			Eastbound I-10 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Cook Street			Westbound I-10 WB Ramps			Northbound Cook Street			Eastbound I-10 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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County of Riverside
N/S: Cook Street
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Weather: Clear

File Name : 02_CRV_Cook_10E AM
Site Code : 12225086
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Groups Printed- Total Volume

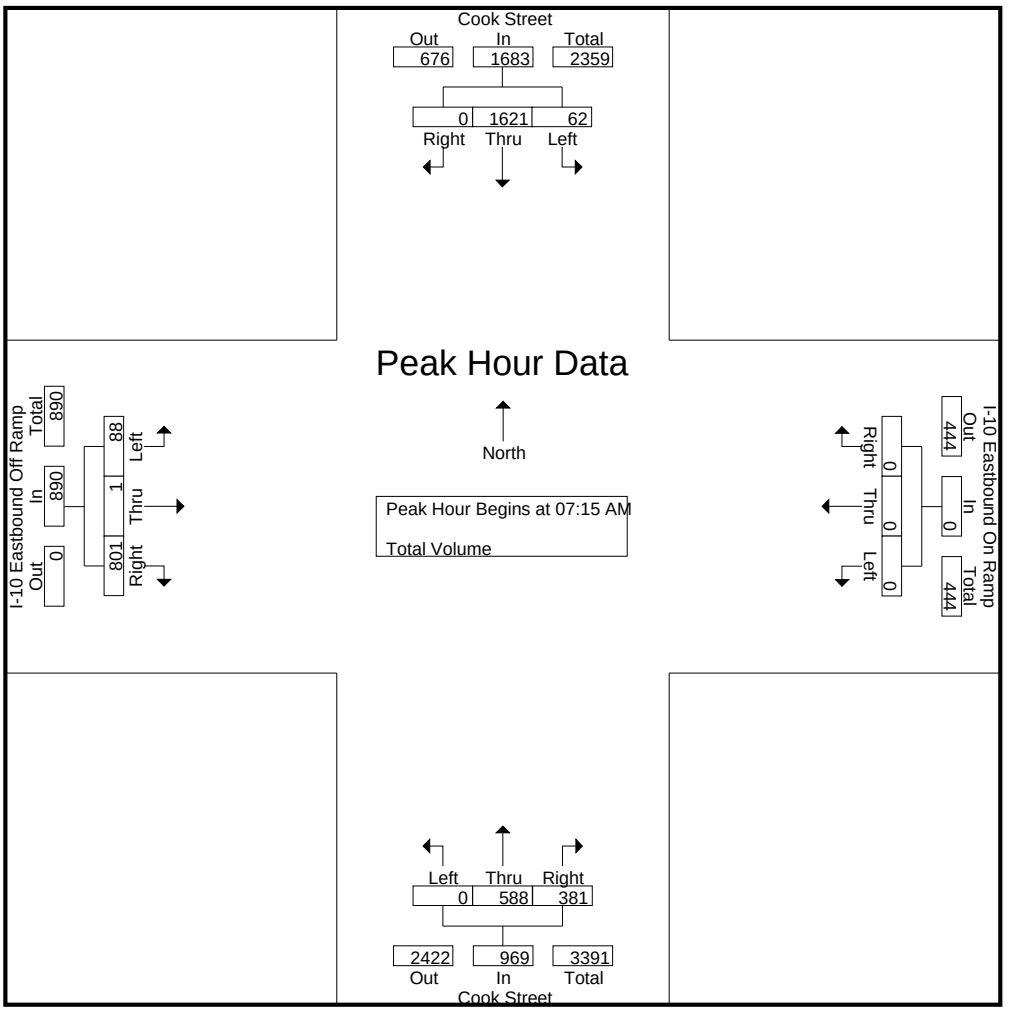
	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	228	0	231	0	0	0	0	0	87	57	144	16	0	153	169	544
07:15 AM	9	347	0	356	0	0	0	0	0	125	86	211	17	0	186	203	770
07:30 AM	7	413	0	420	0	0	0	0	0	168	87	255	30	0	200	230	905
07:45 AM	31	499	0	530	0	0	0	0	0	163	113	276	32	0	216	248	1054
Total	50	1487	0	1537	0	0	0	0	0	543	343	886	95	0	755	850	3273
08:00 AM	15	362	0	377	0	0	0	0	0	132	95	227	9	1	199	209	813
08:15 AM	4	184	0	188	0	0	0	0	0	131	82	213	5	1	182	188	589
08:30 AM	5	230	0	235	0	0	0	0	0	126	95	221	13	1	159	173	629
08:45 AM	8	266	0	274	0	0	0	0	0	135	84	219	14	0	183	197	690
Total	32	1042	0	1074	0	0	0	0	0	524	356	880	41	3	723	767	2721
Grand Total	82	2529	0	2611	0	0	0	0	0	1067	699	1766	136	3	1478	1617	5994
Apprch %	3.1	96.9	0		0	0	0		0	60.4	39.6		8.4	0.2	91.4		
Total %	1.4	42.2	0	43.6	0	0	0	0	0	17.8	11.7	29.5	2.3	0.1	24.7	27	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	347	0	356	0	0	0	0	0	125	86	211	17	0	186	203	770
07:30 AM	7	413	0	420	0	0	0	0	0	**168**	87	255	30	0	200	230	905
07:45 AM	**31**	**499**	0	**530**	0	0	0	0	0	163	**113**	**276**	**32**	0	**216**	**248**	**1054**
08:00 AM	15	362	0	377	0	0	0	0	0	132	95	227	9	**1**	199	209	813
Total Volume	62	1621	0	1683	0	0	0	0	0	588	381	969	88	1	801	890	3542
% App. Total	3.7	96.3	0		0	0	0		0	60.7	39.3		9.9	0.1	90		
PHF	.500	.812	.000	.794	.000	.000	.000	.000	.000	.875	.843	.878	.688	.250	.927	.897	.840

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Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	9	347	0	356	0	0	0	0	0	**168**	87	255	17	0	186	203
+15 mins.	7	413	0	420	0	0	0	0	0	163	**113**	**276**	30	0	200	230
+30 mins.	**31**	**499**	0	**530**	0	0	0	0	0	132	95	227	**32**	0	**216**	**248**
+45 mins.	15	362	0	377	0	0	0	0	0	131	82	213	9	**1**	199	209
Total Volume	62	1621	0	1683	0	0	0	0	0	594	377	971	88	1	801	890
% App. Total	3.7	96.3	0		0	0	0		0	61.2	38.8		9.9	0.1	90	
PHF	.500	.812	.000	.794	.000	.000	.000	.000	.000	.884	.834	.880	.688	.250	.927	.897

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Riverside
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_CRV_Cook_10E PM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 1

Groups Printed- Total Volume

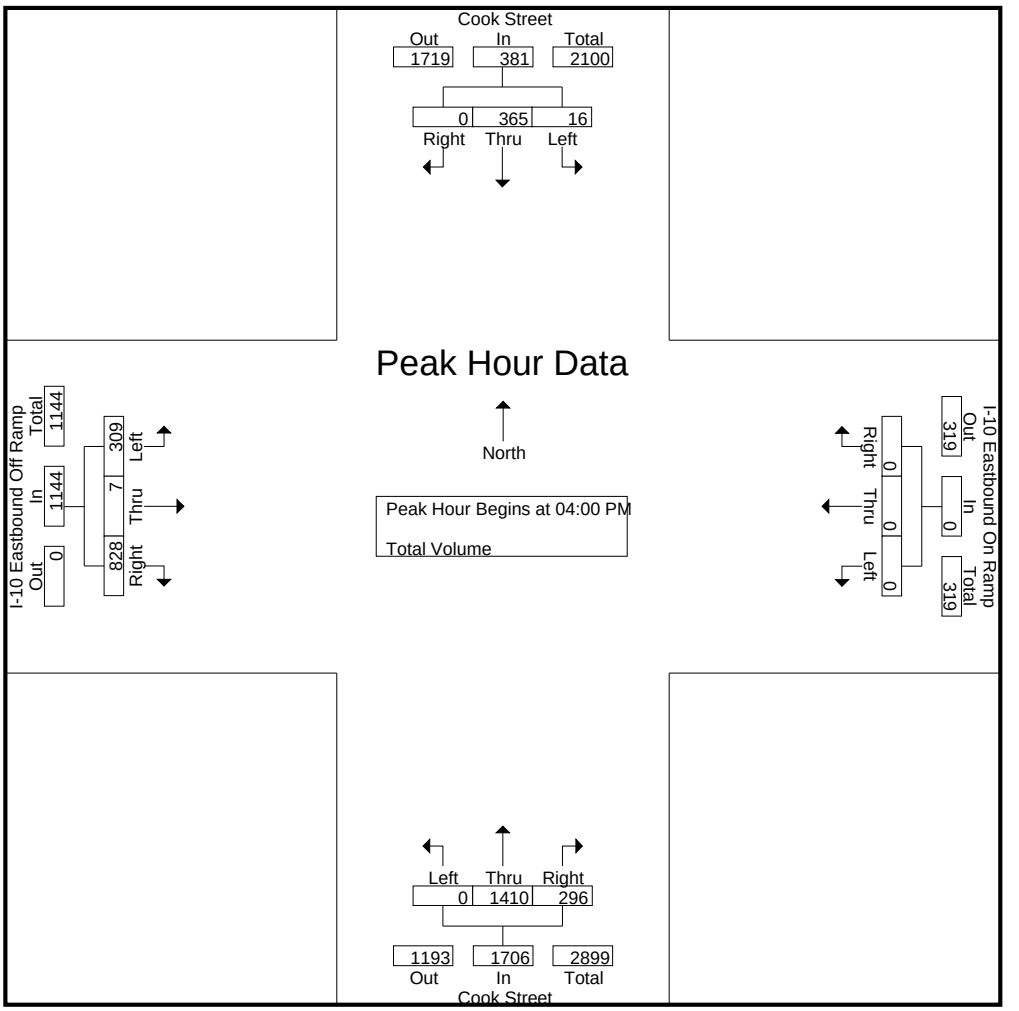
	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	93	0	95	0	0	0	0	0	397	53	450	103	2	245	350	895
04:15 PM	8	100	0	108	0	0	0	0	0	368	65	433	87	4	207	298	839
04:30 PM	4	101	0	105	0	0	0	0	0	322	83	405	67	0	207	274	784
04:45 PM	2	71	0	73	0	0	0	0	0	323	95	418	52	1	169	222	713
Total	16	365	0	381	0	0	0	0	0	1410	296	1706	309	7	828	1144	3231
05:00 PM	3	52	0	55	0	0	0	0	0	401	80	481	68	2	189	259	795
05:15 PM	2	95	0	97	0	0	0	0	0	365	88	453	89	0	187	276	826
05:30 PM	1	76	0	77	0	0	0	0	0	345	95	440	49	1	190	240	757
05:45 PM	3	61	0	64	0	0	0	0	0	238	69	307	23	2	132	157	528
Total	9	284	0	293	0	0	0	0	0	1349	332	1681	229	5	698	932	2906
Grand Total	25	649	0	674	0	0	0	0	0	2759	628	3387	538	12	1526	2076	6137
Apprch %	3.7	96.3	0		0	0	0		0	81.5	18.5		25.9	0.6	73.5		
Total %	0.4	10.6	0	11	0	0	0	0	0	45	10.2	55.2	8.8	0.2	24.9	33.8	

	Cook Street Southbound				I-10 Eastbound On Ramp Westbound				Cook Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	93	0	95	0	0	0	0	0	**397**	53	**450**	**103**	2	**245**	**350**	**895**
04:15 PM	**8**	100	0	**108**	0	0	0	0	0	368	65	433	87	**4**	207	298	839
04:30 PM	4	**101**	0	105	0	0	0	0	0	322	83	405	67	0	207	274	784
04:45 PM	2	71	0	73	0	0	0	0	0	323	**95**	418	52	1	169	222	713
Total Volume	16	365	0	381	0	0	0	0	0	1410	296	1706	309	7	828	1144	3231
% App. Total	4.2	95.8	0		0	0	0		0	82.6	17.4		27	0.6	72.4		
PHF	.500	.903	.000	.882	.000	.000	.000	.000	.000	.888	.779	.948	.750	.438	.845	.817	.903

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County of Riverside
N/S: Cook Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_CRV_Cook_10E PM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	2	93	0	95	0	0	0	0	0	323	**95**	418	**103**	2	**245**	**350**
+15 mins.	**8**	100	0	**108**	0	0	0	0	0	**401**	80	**481**	87	**4**	207	298
+30 mins.	4	**101**	0	105	0	0	0	0	0	365	88	453	67	0	207	274
+45 mins.	2	71	0	73	0	0	0	0	0	345	95	440	52	1	169	222
Total Volume	16	365	0	381	0	0	0	0	0	1434	358	1792	309	7	828	1144
% App. Total	4.2	95.8	0		0	0	0		0	80	20		27	0.6	72.4	
PHF	.500	.903	.000	.882	.000	.000	.000	.000	.000	.894	.942	.931	.750	.438	.845	.817

Location: County of Riverside
N/S: Cook Street
E/W: I-10 EB Ramps

Date: 2/4/2025
Day: Tuesday

PEDESTRIANS

	North Leg Cook Street Pedestrians	East Leg I-10 EB Ramps Pedestrians	South Leg Cook Street Pedestrians	West Leg I-10 EB Ramps Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Cook Street Pedestrians	East Leg I-10 EB Ramps Pedestrians	South Leg Cook Street Pedestrians	West Leg I-10 EB Ramps Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: County of Riverside
N/S: Cook Street
E/W: I-10 EB Ramps

Date: 2/4/2025
Day: Tuesday

BICYCLES

	Southbound Cook Street			Westbound I-10 EB Ramps			Northbound Cook Street			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	0	3

	Southbound Cook Street			Westbound I-10 EB Ramps			Northbound Cook Street			Eastbound I-10 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 03_PLD_Cook_GF AM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 1

Groups Printed- Total Volume

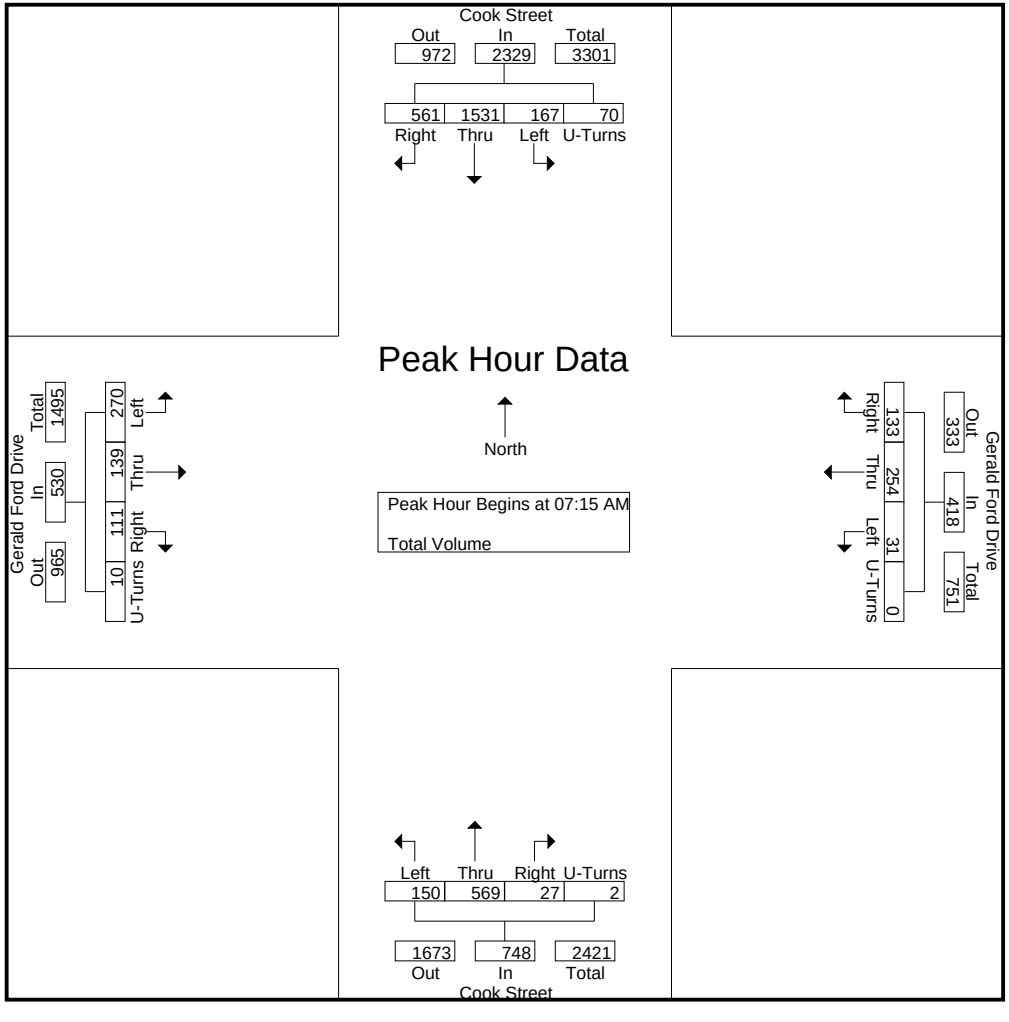
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	34	213	86	5	338	7	48	13	0	68	18	94	3	0	115	48	27	11	1	87	608
07:15 AM	44	327	126	9	506	5	38	26	0	69	23	118	5	0	146	63	26	21	2	112	833
07:30 AM	41	382	134	19	576	6	55	41	0	102	35	155	3	1	194	68	28	29	1	126	998
07:45 AM	42	435	171	22	670	6	102	33	0	141	42	156	10	1	209	92	53	26	3	174	1194
Total	161	1357	517	55	2090	24	243	113	0	380	118	523	21	2	664	271	134	87	7	499	3633
08:00 AM	40	387	130	20	577	14	59	33	0	106	50	140	9	0	199	47	32	35	4	118	1000
08:15 AM	31	225	75	24	355	9	54	32	0	95	37	127	7	0	171	52	31	36	0	119	740
08:30 AM	31	234	91	11	367	10	50	32	0	92	46	130	10	0	186	53	32	24	1	110	755
08:45 AM	51	248	114	18	431	12	59	27	0	98	53	127	9	0	189	66	37	31	0	134	852
Total	153	1094	410	73	1730	45	222	124	0	391	186	524	35	0	745	218	132	126	5	481	3347
Grand Total	314	2451	927	128	3820	69	465	237	0	771	304	1047	56	2	1409	489	266	213	12	980	6980
Apprch %	8.2	64.2	24.3	3.4		8.9	60.3	30.7	0		21.6	74.3	4	0.1		49.9	27.1	21.7	1.2		
Total %	4.5	35.1	13.3	1.8	54.7	1	6.7	3.4	0	11	4.4	15	0.8	0	20.2	7	3.8	3.1	0.2	14	

	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**44**	327	126	9	506	5	38	26	0	69	23	118	5	0	146	63	26	21	2	112	833
07:30 AM	41	382	134	19	576	6	55	**41**	0	102	35	155	3	**1**	194	68	28	29	1	126	998
07:45 AM	42	**435**	**171**	**22**	**670**	6	**102**	33	0	**141**	42	**156**	**10**	1	**209**	**92**	**53**	26	3	**174**	**1194**
08:00 AM	40	387	130	20	577	**14**	59	33	0	106	**50**	140	9	0	199	47	32	**35**	**4**	118	1000
Total Volume	167	1531	561	70	2329	31	254	133	0	418	150	569	27	2	748	270	139	111	10	530	4025
% App. Total	7.2	65.7	24.1	3		7.4	60.8	31.8	0		20.1	76.1	3.6	0.3		50.9	26.2	20.9	1.9		
PHF	.949	.880	.820	.795	.869	.554	.623	.811	.000	.741	.750	.912	.675	.500	.895	.734	.656	.793	.625	.761	.843

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City of Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive
Weather: Clear

File Name : 03_PLD_Cook_GF AM
Site Code : 12225086
Start Date : 2/4/2025
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City of Palm Desert
N/S: Cook Street
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File Name : 03_PLD_Cook_GF AM
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	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	**44**	327	126	9	506	6	55	**41**	0	102	35	155	3	**1**	194	68	28	29	1	126	
+15 mins.	41	382	134	19	576	6	**102**	33	0	**141**	42	**156**	**10**	1	**209**	**92**	**53**	26	3	**174**	
+30 mins.	42	**435**	**171**	**22**	**670**	**14**	59	33	0	106	**50**	140	9	0	199	47	32	35	**4**	118	
+45 mins.	40	387	130	20	577	9	54	32	0	95	37	127	7	0	171	52	31	**36**	0	119	
Total Volume	167	1531	561	70	2329	35	270	139	0	444	164	578	29	2	773	259	144	126	8	537	
% App. Total	7.2	65.7	24.1	3		7.9	60.8	31.3	0		21.2	74.8	3.8	0.3		48.2	26.8	23.5	1.5		
PHF	.949	.880	.820	.795	.869	.625	.662	.848	.000	.787	.820	.926	.725	.500	.925	.704	.679	.875	.500	.772	

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Groups Printed- Total Volume

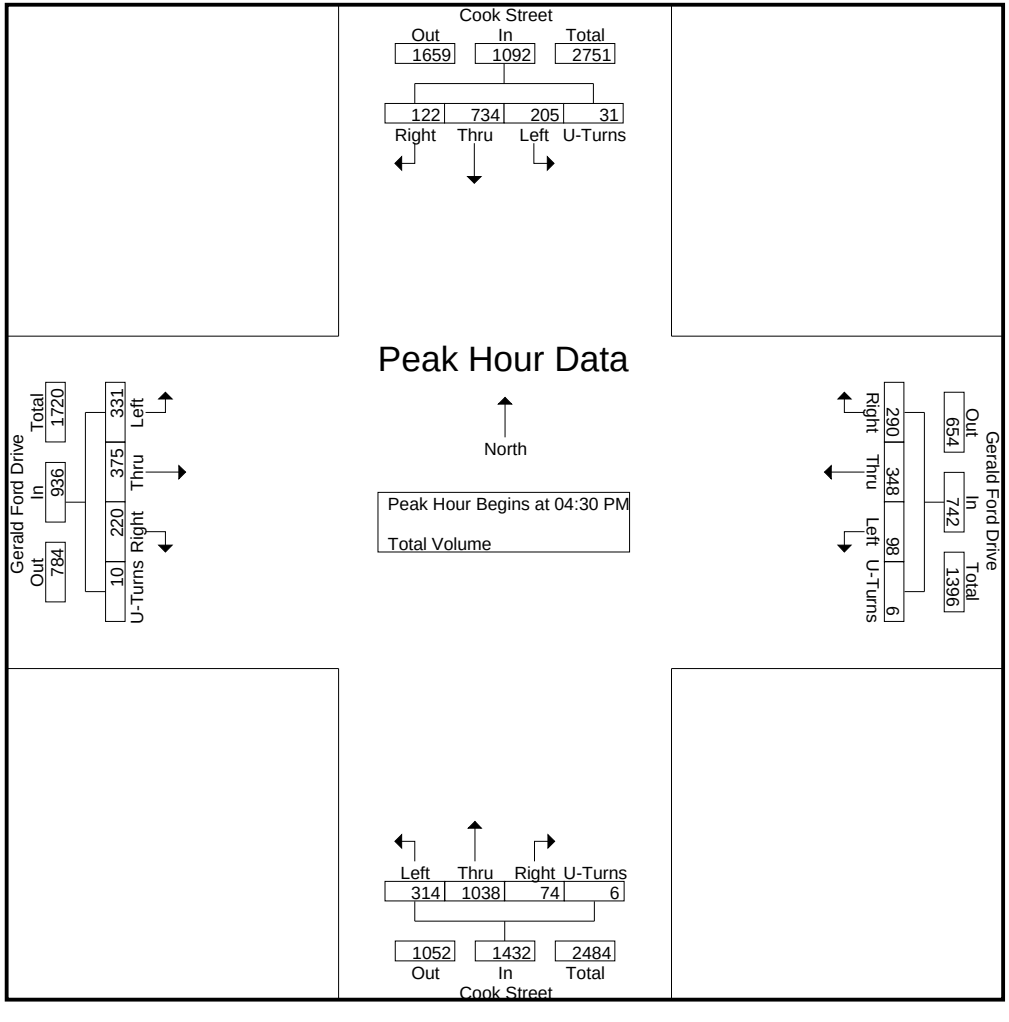
	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
04:00 PM	71	216	34	8	329	27	74	70	7	178	81	285	11	2	379	92	82	70	6	250	1136
04:15 PM	62	193	35	11	301	18	79	65	4	166	66	250	18	0	334	75	76	56	3	210	1011
04:30 PM	57	208	37	10	312	29	90	71	4	194	79	255	11	0	345	86	74	41	2	203	1054
04:45 PM	45	181	23	5	254	19	82	66	1	168	80	232	15	0	327	76	69	54	3	202	951
Total	235	798	129	34	1196	93	325	272	16	706	306	1022	55	2	1385	329	301	221	14	865	4152
05:00 PM	47	167	25	6	245	25	80	82	0	187	88	297	25	2	412	99	109	59	5	272	1116
05:15 PM	56	178	37	10	281	25	96	71	1	193	67	254	23	4	348	70	123	66	0	259	1081
05:30 PM	69	172	25	10	276	16	80	89	0	185	73	251	9	0	333	69	55	44	1	169	963
05:45 PM	36	131	26	8	201	14	62	61	0	137	51	168	11	0	230	63	49	41	6	159	727
Total	208	648	113	34	1003	80	318	303	1	702	279	970	68	6	1323	301	336	210	12	859	3887
Grand Total	443	1446	242	68	2199	173	643	575	17	1408	585	1992	123	8	2708	630	637	431	26	1724	8039
Apprch %	20.1	65.8	11	3.1		12.3	45.7	40.8	1.2		21.6	73.6	4.5	0.3		36.5	36.9	25	1.5		
Total %	5.5	18	3	0.8	27.4	2.2	8	7.2	0.2	17.5	7.3	24.8	1.5	0.1	33.7	7.8	7.9	5.4	0.3	21.4	

	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**57**	**208**	**37**	**10**	**312**	**29**	90	71	**4**	**194**	79	255	11	0	345	86	74	41	2	203	1054
04:45 PM	45	181	23	5	254	19	82	66	1	168	80	232	15	0	327	76	69	54	3	202	951
05:00 PM	47	167	25	6	245	25	80	**82**	0	187	**88**	**297**	**25**	2	**412**	**99**	109	59	**5**	**272**	**1116**
05:15 PM	56	178	37	10	281	25	**96**	71	1	193	67	254	23	**4**	348	70	**123**	**66**	0	259	1081
Total Volume	205	734	122	31	1092	98	348	290	6	742	314	1038	74	6	1432	331	375	220	10	936	4202
% App. Total	18.8	67.2	11.2	2.8		13.2	46.9	39.1	0.8		21.9	72.5	5.2	0.4		35.4	40.1	23.5	1.1		
PHF	.899	.882	.824	.775	.875	.845	.906	.884	.375	.956	.892	.874	.740	.375	.869	.836	.762	.833	.500	.860	.941

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City of Palm Desert
N/S: Cook Street
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File Name : 03_PLD_Cook_GF PM
Site Code : 12225086
Start Date : 2/4/2025
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City of Palm Desert
N/S: Cook Street
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File Name : 03_PLD_Cook_GF PM
Site Code : 12225086
Start Date : 2/4/2025

	Cook Street Southbound					Gerald Ford Drive Westbound					Cook Street Northbound					Gerald Ford Drive Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:30 PM					04:30 PM					
+0 mins.	**71**	**216**	34	8	**329**	**29**	90	71	**4**	**194**	79	255	11	0	345	86	74	41	2	203	
+15 mins.	62	193	35	**11**	301	19	82	66	1	168	80	232	15	0	327	76	69	54	3	202	
+30 mins.	57	208	**37**	10	312	25	80	**82**	0	187	**88**	**297**	**25**	2	**412**	**99**	109	59	**5**	**272**	
+45 mins.	45	181	23	5	254	25	**96**	71	1	193	67	254	23	**4**	348	70	**123**	**66**	0	259	
Total Volume	235	798	129	34	1196	98	348	290	6	742	314	1038	74	6	1432	331	375	220	10	936	
% App. Total	19.6	66.7	10.8	2.8		13.2	46.9	39.1	0.8		21.9	72.5	5.2	0.4		35.4	40.1	23.5	1.1		
PHF	.827	.924	.872	.773	.909	.845	.906	.884	.375	.956	.892	.874	.740	.375	.869	.836	.762	.833	.500	.860	

Location: Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive

Date: 2/4/2025
Day: Tuesday

PEDESTRIANS

	North Leg Cook Street Pedestrians	East Leg Gerald Ford Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Gerald Ford Drive Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	3	5
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	3	6

	North Leg Cook Street Pedestrians	East Leg Gerald Ford Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Gerald Ford Drive Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	1	0	2	3
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	1	1	0	4	6

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951-268-6268

Location: Palm Desert
N/S: Cook Street
E/W: Gerald Ford Drive

Date: 2/4/2025
Day: Tuesday

BICYCLES

	Southbound Cook Street			Westbound Gerald Ford Drive			Northbound Cook Street			Eastbound Gerald Ford Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	0	1	0	0	1	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	1	1	0	0	2	0	0	1	0	2	2	1	10

	Southbound Cook Street			Westbound Gerald Ford Drive			Northbound Cook Street			Eastbound Gerald Ford Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 06_PLD_Cook_FS AM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 1

Groups Printed- Total Volume

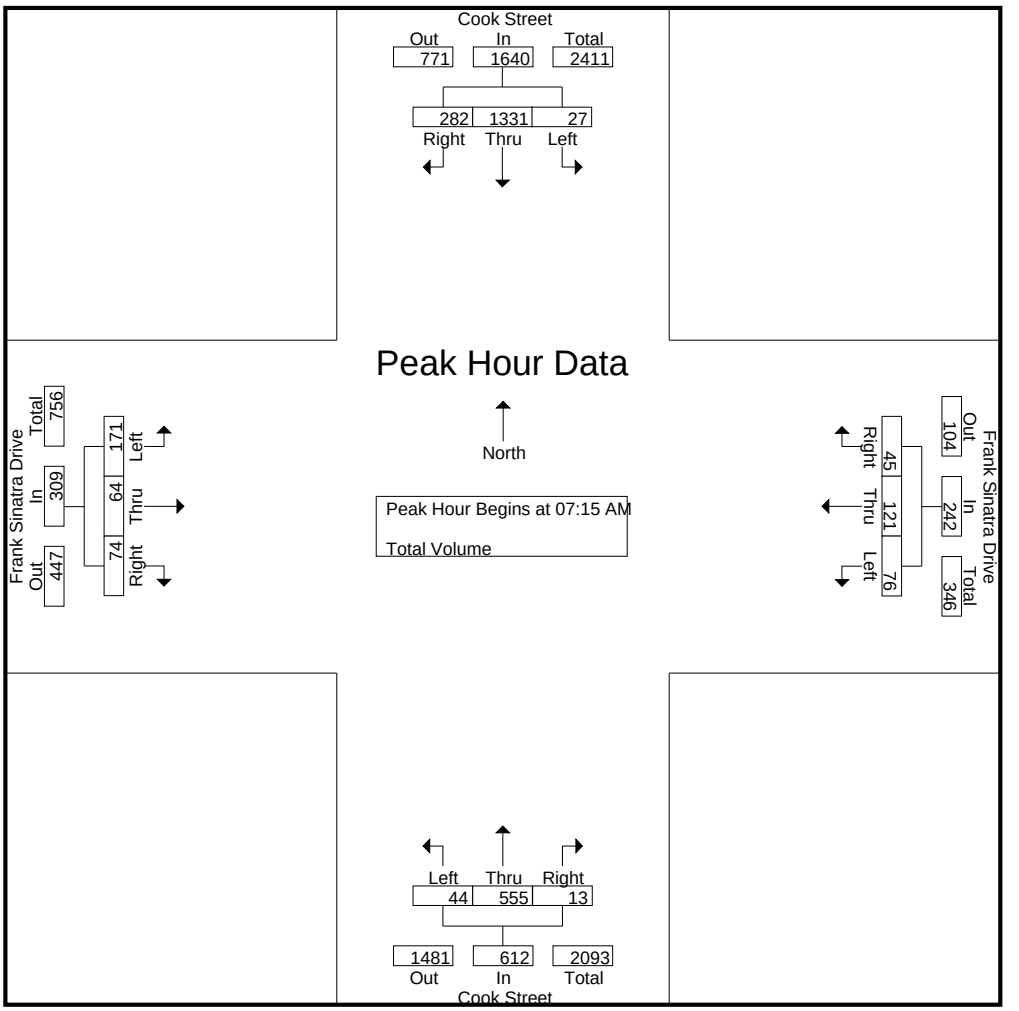
	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	205	56	268	7	18	5	30	10	97	2	109	19	17	8	44	451
07:15 AM	6	280	64	350	9	27	5	41	7	109	2	118	36	9	16	61	570
07:30 AM	7	322	66	395	18	42	12	72	14	146	3	163	43	15	16	74	704
07:45 AM	7	383	84	474	25	27	11	63	14	167	5	186	52	22	20	94	817
Total	27	1190	270	1487	59	114	33	206	45	519	12	576	150	63	60	273	2542
08:00 AM	7	346	68	421	24	25	17	66	9	133	3	145	40	18	22	80	712
08:15 AM	8	230	27	265	15	21	12	48	18	163	11	192	22	23	20	65	570
08:30 AM	9	200	36	245	12	41	12	65	10	158	7	175	30	34	19	83	568
08:45 AM	10	207	27	244	8	37	17	62	15	154	7	176	41	21	27	89	571
Total	34	983	158	1175	59	124	58	241	52	608	28	688	133	96	88	317	2421
Grand Total	61	2173	428	2662	118	238	91	447	97	1127	40	1264	283	159	148	590	4963
Apprch %	2.3	81.6	16.1		26.4	53.2	20.4		7.7	89.2	3.2		48	26.9	25.1		
Total %	1.2	43.8	8.6	53.6	2.4	4.8	1.8	9	2	22.7	0.8	25.5	5.7	3.2	3	11.9	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	280	64	350	9	27	5	41	7	109	2	118	36	9	16	61	570
07:30 AM	**7**	322	66	395	18	**42**	12	**72**	**14**	146	3	163	43	15	16	74	704
07:45 AM	7	**383**	**84**	**474**	**25**	27	11	63	14	**167**	**5**	**186**	**52**	**22**	20	**94**	**817**
08:00 AM	7	346	68	421	24	25	**17**	66	9	133	3	145	40	18	**22**	80	712
Total Volume	27	1331	282	1640	76	121	45	242	44	555	13	612	171	64	74	309	2803
% App. Total	1.6	81.2	17.2		31.4	50	18.6		7.2	90.7	2.1		55.3	20.7	23.9		
PHF	.964	.869	.839	.865	.760	.720	.662	.840	.786	.831	.650	.823	.822	.727	.841	.822	.858

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 06_PLD_Cook_FS AM
Site Code : 12225086
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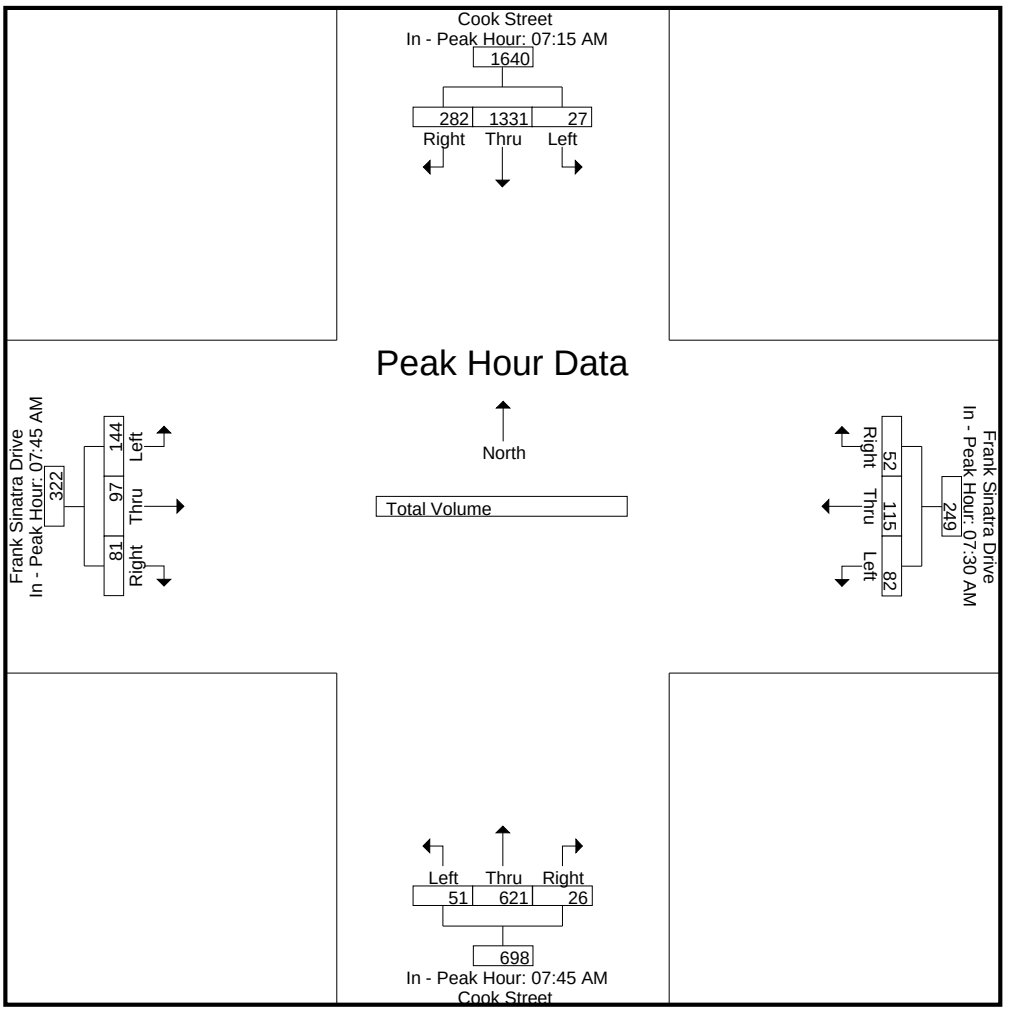
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	6	280	64	350	18	**42**	12	**72**	14	**167**	5	186	**52**	22	20	**94**
+15 mins.	**7**	322	66	395	**25**	27	11	63	9	133	3	145	40	18	**22**	80
+30 mins.	7	**383**	**84**	**474**	24	25	**17**	66	**18**	163	**11**	**192**	22	23	20	65
+45 mins.	7	346	68	421	15	21	12	48	10	158	7	175	30	**34**	19	83
Total Volume	27	1331	282	1640	82	115	52	249	51	621	26	698	144	97	81	322
% App. Total	1.6	81.2	17.2		32.9	46.2	20.9		7.3	89	3.7		44.7	30.1	25.2	
PHF	.964	.869	.839	.865	.820	.685	.765	.865	.708	.930	.591	.909	.692	.713	.920	.856

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City of Palm Desert
N/S: Cook Street
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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
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File Name : 06_PLD_Cook_FS PM
Site Code : 12225086
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Page No : 1

Groups Printed- Total Volume

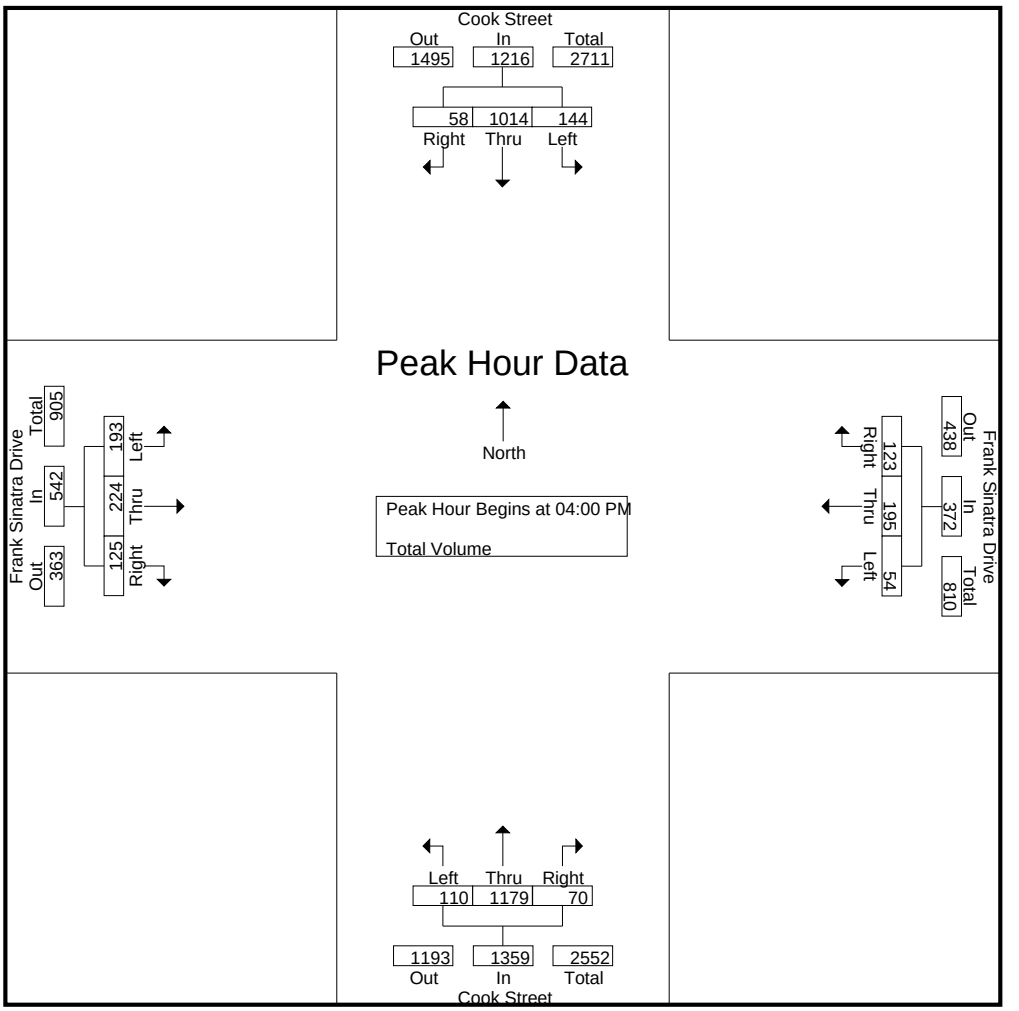
	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	314	20	372	11	46	22	79	26	301	22	349	46	39	30	115	915
04:15 PM	35	241	13	289	14	52	33	99	33	291	17	341	45	55	26	126	855
04:30 PM	43	235	14	292	19	41	35	95	23	309	18	350	49	65	35	149	886
04:45 PM	28	224	11	263	10	56	33	99	28	278	13	319	53	65	34	152	833
Total	144	1014	58	1216	54	195	123	372	110	1179	70	1359	193	224	125	542	3489
05:00 PM	34	242	14	290	11	62	34	107	31	311	10	352	54	67	24	145	894
05:15 PM	24	236	15	275	16	42	32	90	30	278	22	330	49	74	24	147	842
05:30 PM	20	224	20	264	6	39	13	58	17	267	17	301	61	54	27	142	765
05:45 PM	15	176	10	201	13	34	30	77	29	198	12	239	32	34	15	81	598
Total	93	878	59	1030	46	177	109	332	107	1054	61	1222	196	229	90	515	3099
Grand Total	237	1892	117	2246	100	372	232	704	217	2233	131	2581	389	453	215	1057	6588
Apprch %	10.6	84.2	5.2		14.2	52.8	33		8.4	86.5	5.1		36.8	42.9	20.3		
Total %	3.6	28.7	1.8	34.1	1.5	5.6	3.5	10.7	3.3	33.9	2	39.2	5.9	6.9	3.3	16	

	Cook Street Southbound				Frank Sinatra Drive Westbound				Cook Street Northbound				Frank Sinatra Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	38	**314**	**20**	**372**	11	46	22	79	26	301	**22**	349	46	39	30	115	**915**
04:15 PM	35	241	13	289	14	52	33	**99**	**33**	291	17	341	45	55	26	126	855
04:30 PM	**43**	235	14	292	**19**	41	**35**	95	23	**309**	18	**350**	49	**65**	**35**	149	886
04:45 PM	28	224	11	263	10	**56**	33	99	28	278	13	319	**53**	65	34	**152**	833
Total Volume	144	1014	58	1216	54	195	123	372	110	1179	70	1359	193	224	125	542	3489
% App. Total	11.8	83.4	4.8		14.5	52.4	33.1		8.1	86.8	5.2		35.6	41.3	23.1		
PHF	.837	.807	.725	.817	.711	.871	.879	.939	.833	.954	.795	.971	.910	.862	.893	.891	.953

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City of Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive
Weather: Clear

File Name : 06_PLD_Cook_FS PM
Site Code : 12225086
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	38	**314**	**20**	**372**	14	52	33	99	**33**	291	17	341	49	65	**35**	149
+15 mins.	35	241	13	289	**19**	41	**35**	95	23	309	**18**	350	53	65	34	**152**
+30 mins.	**43**	235	14	292	10	56	33	99	28	278	13	319	**54**	67	24	145
+45 mins.	28	224	11	263	11	**62**	34	**107**	31	**311**	10	**352**	49	**74**	24	147
Total Volume	144	1014	58	1216	54	211	135	400	115	1189	58	1362	205	271	117	593
% App. Total	11.8	83.4	4.8		13.5	52.8	33.8		8.4	87.3	4.3		34.6	45.7	19.7	
PHF	.837	.807	.725	.817	.711	.851	.964	.935	.871	.956	.806	.967	.949	.916	.836	.975

Location: Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive

Date: 2/4/2025
Day: Tuesday

PEDESTRIANS

	North Leg Cook Street Pedestrians	East Leg Frank Sinatra Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Frank Sinatra Drive Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	1	1	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	1	2	5

	North Leg Cook Street Pedestrians	East Leg Frank Sinatra Drive Pedestrians	South Leg Cook Street Pedestrians	West Leg Frank Sinatra Drive Pedestrians	
4:00 PM	0	0	2	0	2
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	0	3

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Location: Palm Desert
N/S: Cook Street
E/W: Frank Sinatra Drive

Date: 2/4/2025
Day: Tuesday

BICYCLES

	Southbound Cook Street			Westbound Frank Sinatra Drive			Northbound Cook Street			Eastbound Frank Sinatra Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	1	0	0	0	0	1	0	0	2	4
8:30 AM	0	0	0	0	0	0	0	1	1	0	2	0	4
8:45 AM	0	0	0	1	0	0	0	0	0	0	6	0	7
TOTAL VOLUMES:	0	0	0	2	2	1	0	1	2	0	16	2	26

	Southbound Cook Street			Westbound Frank Sinatra Drive			Northbound Cook Street			Eastbound Frank Sinatra Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	1	0	0	0	1	0	1	0	5

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City of Palm Desert
N/S: Portola Avenue
E/W: Willow Ridge Court
Weather: Clear

File Name : 07_PLD_Por_WR AM
Site Code : 12225086
Start Date : 2/4/2025
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Groups Printed- Total Volume

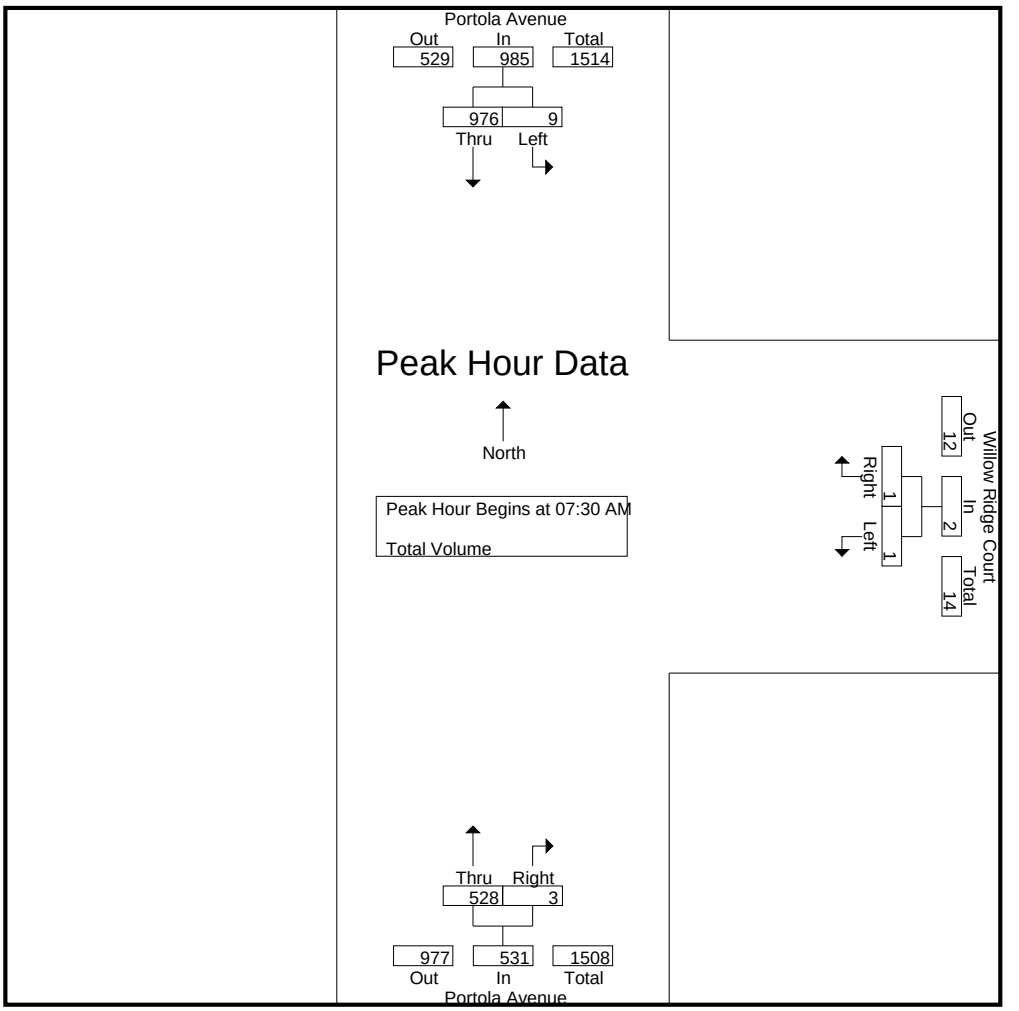
	Portola Avenue Southbound			Willow Ridge Court Westbound			Portola Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	131	131	0	0	0	65	1	66	197
07:15 AM	0	205	205	0	0	0	68	0	68	273
07:30 AM	2	259	261	0	0	0	115	0	115	376
07:45 AM	4	275	279	0	0	0	136	1	137	416
Total	6	870	876	0	0	0	384	2	386	1262
08:00 AM	2	249	251	0	1	1	145	0	145	397
08:15 AM	1	193	194	1	0	1	132	2	134	329
08:30 AM	1	187	188	1	0	1	130	2	132	321
08:45 AM	4	178	182	1	1	2	110	2	112	296
Total	8	807	815	3	2	5	517	6	523	1343
Grand Total	14	1677	1691	3	2	5	901	8	909	2605
Apprch %	0.8	99.2		60	40		99.1	0.9		
Total %	0.5	64.4	64.9	0.1	0.1	0.2	34.6	0.3	34.9	

	Portola Avenue Southbound			Willow Ridge Court Westbound			Portola Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	259	261	0	0	0	115	0	115	376
07:45 AM	**4**	**275**	**279**	0	0	0	136	1	137	**416**
08:00 AM	2	249	251	0	**1**	**1**	**145**	0	**145**	397
08:15 AM	1	193	194	**1**	0	1	132	**2**	134	329
Total Volume	9	976	985	1	1	2	528	3	531	1518
% App. Total	0.9	99.1		50	50		99.4	0.6		
PHF	.563	.887	.883	.250	.250	.500	.910	.375	.916	.912

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City of Palm Desert
N/S: Portola Avenue
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File Name : 07_PLD_Por_WR AM
Site Code : 12225086
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:45 AM		
+0 mins.	0	205	205	0	**1**	1	136	1	137
+15 mins.	2	259	261	**1**	0	1	**145**	0	**145**
+30 mins.	**4**	**275**	**279**	1	0	1	132	**2**	134
+45 mins.	2	249	251	1	1	**2**	130	2	132
Total Volume	8	988	996	3	2	5	543	5	548
% App. Total	0.8	99.2		60	40		99.1	0.9	
PHF	.500	.898	.892	.750	.500	.625	.936	.625	.945

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Groups Printed- Total Volume

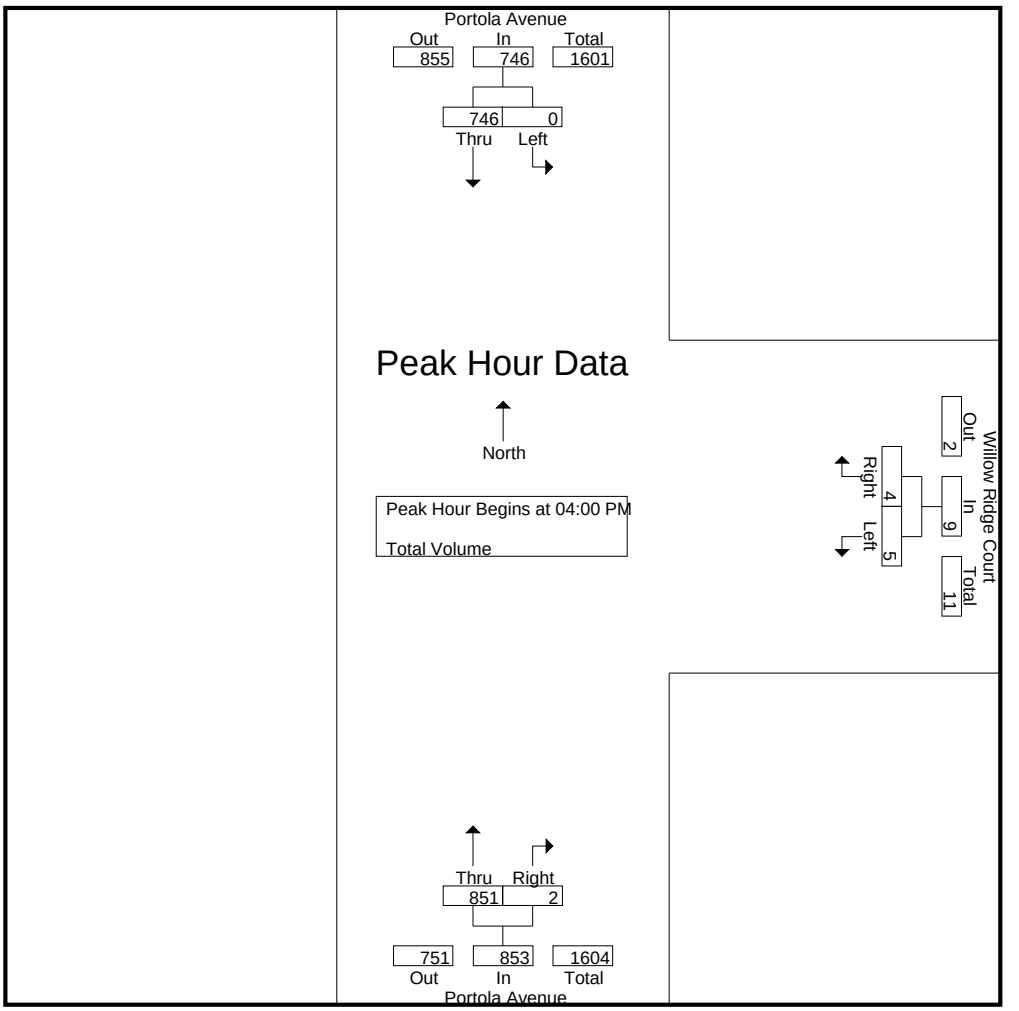
	Portola Avenue Southbound			Willow Ridge Court Westbound			Portola Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	187	187	0	1	1	234	1	235	423
04:15 PM	0	135	135	1	3	4	220	1	221	360
04:30 PM	0	245	245	2	0	2	208	0	208	455
04:45 PM	0	179	179	2	0	2	189	0	189	370
Total	0	746	746	5	4	9	851	2	853	1608
05:00 PM	0	160	160	2	0	2	227	0	227	389
05:15 PM	0	157	157	2	0	2	218	0	218	377
05:30 PM	0	147	147	0	0	0	166	1	167	314
05:45 PM	0	114	114	0	0	0	136	0	136	250
Total	0	578	578	4	0	4	747	1	748	1330
Grand Total	0	1324	1324	9	4	13	1598	3	1601	2938
Apprch %	0	100		69.2	30.8		99.8	0.2		
Total %	0	45.1	45.1	0.3	0.1	0.4	54.4	0.1	54.5	

	Portola Avenue Southbound			Willow Ridge Court Westbound			Portola Avenue Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	187	187	0	1	1	**234**	**1**	**235**	423
04:15 PM	0	135	135	1	**3**	**4**	220	1	221	360
04:30 PM	0	**245**	**245**	**2**	0	2	208	0	208	**455**
04:45 PM	0	179	179	2	0	2	189	0	189	370
Total Volume	0	746	746	5	4	9	851	2	853	1608
% App. Total	0	100		55.6	44.4		99.8	0.2		
PHF	.000	.761	.761	.625	.333	.563	.909	.500	.907	.884

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City of Palm Desert
N/S: Portola Avenue
E/W: Willow Ridge Court
Weather: Clear

File Name : 07_PLD_Por_WR PM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	0	187	187	1	**3**	**4**	**234**	**1**	**235**
+15 mins.	0	135	135	**2**	0	2	220	1	221
+30 mins.	0	**245**	**245**	2	0	2	208	0	208
+45 mins.	0	179	179	2	0	2	189	0	189
Total Volume	0	746	746	7	3	10	851	2	853
% App. Total	0	100		70	30		99.8	0.2	
PHF	.000	.761	.761	.875	.250	.625	.909	.500	.907

Location: Palm Desert
N/S: Portola Avenue
E/W: Willow Ridge Court

Date: 2/4/2025
Day: Tuesday

PEDESTRIANS

	North Leg Portola Avenue Pedestrians	East Leg Willow Ridge Court Pedestrians	South Leg Portola Avenue Pedestrians	West Leg Dead End Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	2	0	0	2
7:30 AM	0	3	0	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	5	0	0	5
8:30 AM	0	4	0	0	4
8:45 AM	0	3	0	0	3
TOTAL VOLUMES:	0	19	0	0	19

	North Leg Portola Avenue Pedestrians	East Leg Willow Ridge Court Pedestrians	South Leg Portola Avenue Pedestrians	West Leg Dead End Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	0	2
4:30 PM	0	2	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	4	0	0	4

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Location: Palm Desert
N/S: Portola Avenue
E/W: Willow Ridge Court

Date: 2/4/2025
Day: Tuesday

BICYCLES

	Southbound Portola Avenue			Westbound Willow Ridge Court			Northbound Portola Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	0	0	0	7	0	0	0	0	10

	Southbound Portola Avenue			Westbound Willow Ridge Court			Northbound Portola Avenue			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	0	0	0	0	3

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 08_PLD_Por_CC AM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 1

Groups Printed- Total Volume

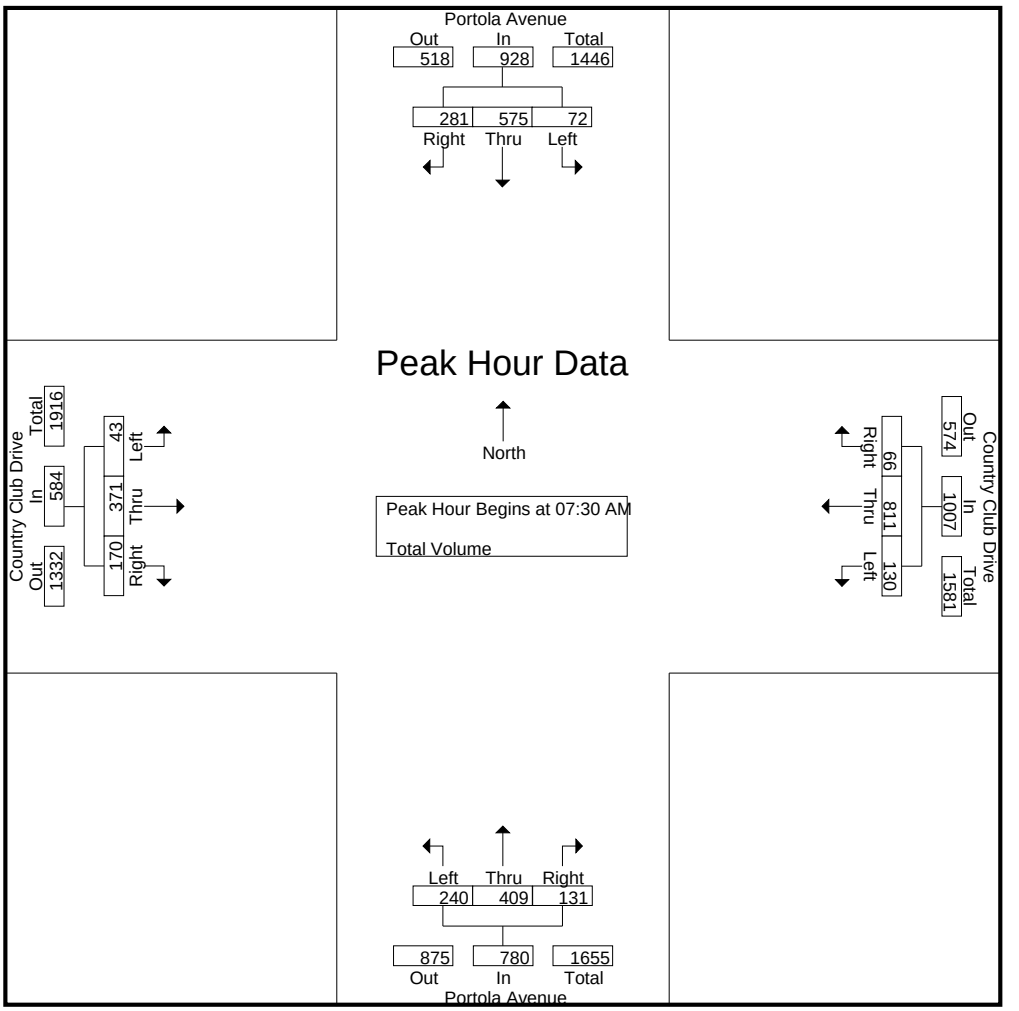
	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	81	44	130	19	103	5	127	33	52	16	101	4	54	13	71	429
07:15 AM	12	115	69	196	28	166	2	196	38	66	19	123	3	71	27	101	616
07:30 AM	11	166	65	242	34	202	10	246	46	86	26	158	18	87	47	152	798
07:45 AM	22	154	63	239	40	208	19	267	68	136	34	238	13	101	44	158	902
Total	50	516	241	807	121	679	36	836	185	340	95	620	38	313	131	482	2745
08:00 AM	19	155	88	262	36	210	16	262	60	121	40	221	4	94	41	139	884
08:15 AM	20	100	65	185	20	191	21	232	66	66	31	163	8	89	38	135	715
08:30 AM	19	105	51	175	34	184	26	244	57	96	35	188	13	97	48	158	765
08:45 AM	20	122	47	189	32	190	16	238	49	73	30	152	14	125	38	177	756
Total	78	482	251	811	122	775	79	976	232	356	136	724	39	405	165	609	3120
Grand Total	128	998	492	1618	243	1454	115	1812	417	696	231	1344	77	718	296	1091	5865
Apprch %	7.9	61.7	30.4		13.4	80.2	6.3		31	51.8	17.2		7.1	65.8	27.1		
Total %	2.2	17	8.4	27.6	4.1	24.8	2	30.9	7.1	11.9	3.9	22.9	1.3	12.2	5	18.6	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	**166**	65	242	34	202	10	246	46	86	26	158	**18**	87	**47**	152	798
07:45 AM	**22**	154	63	239	**40**	208	19	**267**	**68**	**136**	34	**238**	13	**101**	44	**158**	**902**
08:00 AM	19	155	**88**	**262**	36	**210**	16	262	60	121	**40**	221	4	94	41	139	884
08:15 AM	20	100	65	185	20	191	**21**	232	66	66	31	163	8	89	38	135	715
Total Volume	72	575	281	928	130	811	66	1007	240	409	131	780	43	371	170	584	3299
% App. Total	7.8	62	30.3		12.9	80.5	6.6		30.8	52.4	16.8		7.4	63.5	29.1		
PHF	.818	.866	.798	.885	.813	.965	.786	.943	.882	.752	.819	.819	.597	.918	.904	.924	.914

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 08_PLD_Por_CC AM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	12	115	69	196	34	202	10	246	**68**	**136**	34	**238**	4	94	41	139
+15 mins.	11	**166**	65	242	**40**	208	19	**267**	60	121	**40**	221	8	89	38	135
+30 mins.	**22**	154	63	239	36	**210**	16	262	66	66	31	163	13	97	**48**	158
+45 mins.	19	155	**88**	**262**	20	191	**21**	232	57	96	35	188	**14**	**125**	38	**177**
Total Volume	64	590	285	939	130	811	66	1007	251	419	140	810	39	405	165	609
% App. Total	6.8	62.8	30.4		12.9	80.5	6.6		31	51.7	17.3		6.4	66.5	27.1	
PHF	.727	.889	.810	.896	.813	.965	.786	.943	.923	.770	.875	.851	.696	.810	.859	.860

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 08_PLD_Por_CC PM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 1

Groups Printed- Total Volume

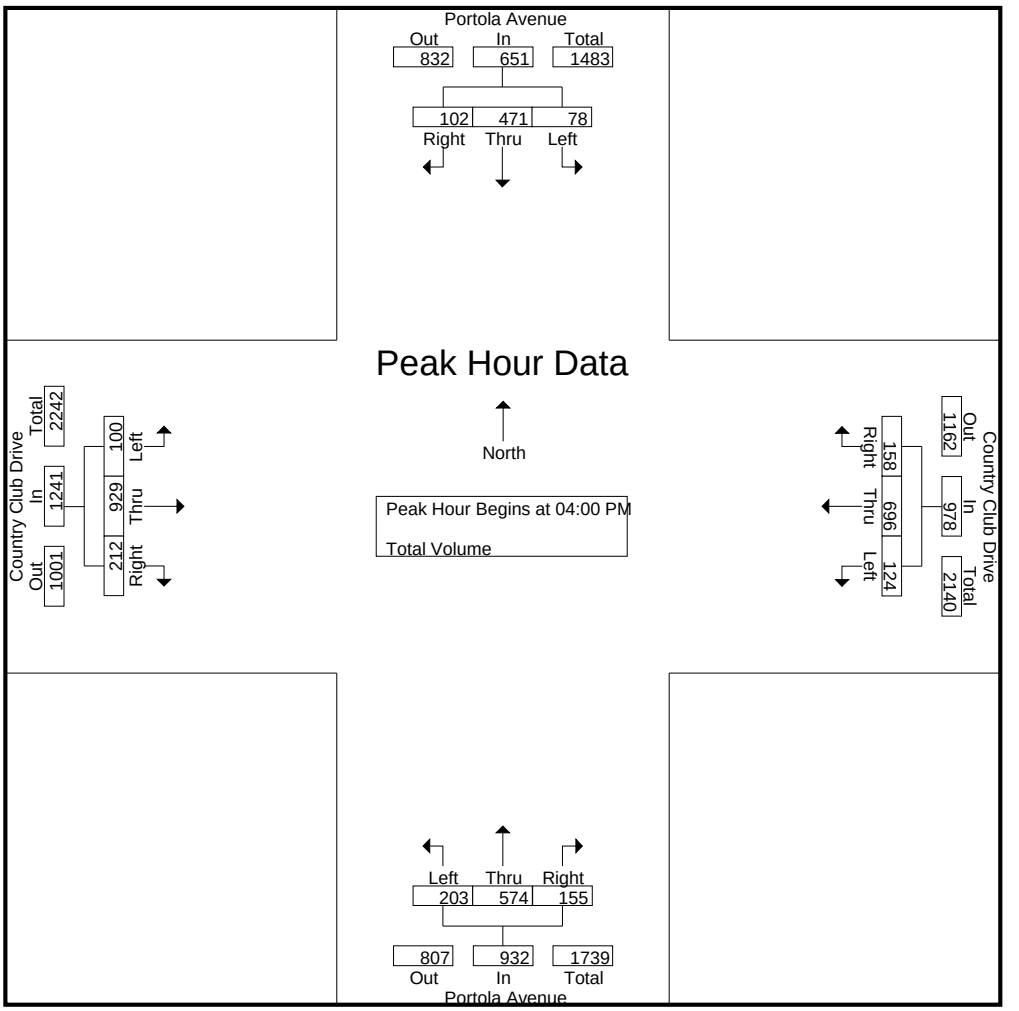
	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	141	38	196	30	152	34	216	56	160	39	255	36	259	44	339	1006
04:15 PM	18	104	15	137	32	206	43	281	45	145	43	233	34	241	59	334	985
04:30 PM	22	108	26	156	34	173	42	249	56	141	32	229	15	223	56	294	928
04:45 PM	21	118	23	162	28	165	39	232	46	128	41	215	15	206	53	274	883
Total	78	471	102	651	124	696	158	978	203	574	155	932	100	929	212	1241	3802
05:00 PM	29	138	16	183	30	147	25	202	41	165	24	230	16	234	62	312	927
05:15 PM	16	131	22	169	37	177	42	256	54	135	34	223	22	196	36	254	902
05:30 PM	19	124	21	164	31	156	43	230	37	112	30	179	8	125	37	170	743
05:45 PM	9	92	17	118	30	146	22	198	40	104	27	171	13	131	38	182	669
Total	73	485	76	634	128	626	132	886	172	516	115	803	59	686	173	918	3241
Grand Total	151	956	178	1285	252	1322	290	1864	375	1090	270	1735	159	1615	385	2159	7043
Apprch %	11.8	74.4	13.9		13.5	70.9	15.6		21.6	62.8	15.6		7.4	74.8	17.8		
Total %	2.1	13.6	2.5	18.2	3.6	18.8	4.1	26.5	5.3	15.5	3.8	24.6	2.3	22.9	5.5	30.7	

	Portola Avenue Southbound				Country Club Drive Westbound				Portola Avenue Northbound				Country Club Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	**141**	**38**	**196**	30	152	34	216	**56**	**160**	39	**255**	**36**	**259**	44	**339**	**1006**
04:15 PM	18	104	15	137	32	**206**	**43**	**281**	45	145	**43**	233	34	241	**59**	334	985
04:30 PM	**22**	108	26	156	**34**	173	42	249	56	141	32	229	15	223	56	294	928
04:45 PM	21	118	23	162	28	165	39	232	46	128	41	215	15	206	53	274	883
Total Volume	78	471	102	651	124	696	158	978	203	574	155	932	100	929	212	1241	3802
% App. Total	12	72.4	15.7		12.7	71.2	16.2		21.8	61.6	16.6		8.1	74.9	17.1		
PHF	.886	.835	.671	.830	.912	.845	.919	.870	.906	.897	.901	.914	.694	.897	.898	.915	.945

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City of Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive
Weather: Clear

File Name : 08_PLD_Por_CC PM
Site Code : 12225086
Start Date : 2/4/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	21	118	**23**	162	30	152	34	216	**56**	**160**	39	**255**	**36**	**259**	44	**339**
+15 mins.	**29**	**138**	16	**183**	32	**206**	**43**	**281**	45	145	**43**	233	34	241	**59**	334
+30 mins.	16	131	22	169	**34**	173	42	249	56	141	32	229	15	223	56	294
+45 mins.	19	124	21	164	28	165	39	232	46	128	41	215	15	206	53	274
Total Volume	85	511	82	678	124	696	158	978	203	574	155	932	100	929	212	1241
% App. Total	12.5	75.4	12.1		12.7	71.2	16.2		21.8	61.6	16.6		8.1	74.9	17.1	
PHF	.733	.926	.891	.926	.912	.845	.919	.870	.906	.897	.901	.914	.694	.897	.898	.915

Location: Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive

Date: 2/4/2025
Day: Tuesday

PEDESTRIANS

	North Leg Portola Avenue	East Leg Country Club Drive	South Leg Portola Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	3	0	0	1	4
7:30 AM	0	1	1	0	2
7:45 AM	2	1	3	1	7
8:00 AM	0	1	1	0	2
8:15 AM	1	0	0	1	2
8:30 AM	1	2	1	0	4
8:45 AM	2	3	2	2	9
TOTAL VOLUMES:	9	8	8	5	30

	North Leg Portola Avenue	East Leg Country Club Drive	South Leg Portola Avenue	West Leg Country Club Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	4	1	1	6

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951-268-6268

Location: Palm Desert
N/S: Portola Avenue
E/W: Country Club Drive

Date: 2/4/2025
Day: Tuesday

BICYCLES

	Southbound Portola Avenue			Westbound Country Club Drive			Northbound Portola Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
8:00 AM	0	0	1	0	0	0	0	1	0	0	2	0	4
8:15 AM	0	0	0	0	0	0	0	2	3	1	0	0	6
8:30 AM	0	0	0	0	1	0	0	1	1	0	2	0	5
8:45 AM	0	1	0	0	0	0	1	0	0	0	1	0	3
TOTAL VOLUMES:	0	3	1	1	1	0	1	6	4	1	7	1	26

	Southbound Portola Avenue			Westbound Country Club Drive			Northbound Portola Avenue			Eastbound Country Club Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	4
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	0	4	0	0	0	0	0	3	0	10

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email: counts@countsunlimited.com

City of Palm Desert
Cook Street
B/ Gerald Ford Drive - Frank Sinatra Drive
24 Hour Directional Volume Count

PLD002
Site Code: 122-25086

Start Time	2/4/25 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	224			22	211				
12:15		13	271			19	237				
12:30		7	252			8	229				
12:45		9	271	48	1018	13	263	62	940	110	1958
01:00		5	224			13	210				
01:15		7	236			9	227				
01:30		8	256			11	242				
01:45		6	273	26	989	6	235	39	914	65	1903
02:00		6	298			6	269				
02:15		4	327			7	258				
02:30		7	324			8	253				
02:45		5	366	22	1315	10	**293**	31	1073	53	2388
03:00		1	345			3	**297**				
03:15		10	**381**			8	**305**				
03:30		13	**359**			20	**281**				
03:45		13	**384**	37	1469	16	234	47	1117	84	2586
04:00		19	**346**			30	351				
04:15		12	368			27	269				
04:30		22	371			54	292				
04:45		32	343	85	1428	92	254	203	1166	288	2594
05:00		18	383			67	280				
05:15		37	355			85	271				
05:30		39	329			102	260				
05:45		53	263	147	1330	149	192	403	1003	550	2333
06:00		64	231			120	165				
06:15		67	228			187	128				
06:30		87	184			187	142				
06:45		109	151	327	794	297	144	791	579	1118	1373
07:00		108	134			249	105				
07:15		146	90			**318**	113				
07:30		196	106			**361**	97				
07:45		213	92	663	422	**431**	73	1359	388	2022	810
08:00		193	81			**393**	82				
08:15		196	71			258	84				
08:30		201	94			240	72				
08:45		201	83	791	329	235	72	1126	310	1917	639
09:00		166	83			230	72				
09:15		206	72			205	48				
09:30		187	67			214	57				
09:45		**243**	54	802	276	245	64	894	241	1696	517
10:00		**187**	60			195	48				
10:15		**191**	39			237	47				
10:30		**213**	40			267	43				
10:45		209	23	800	162	233	37	932	175	1732	337
11:00		208	24			221	31				
11:15		185	23			221	21				
11:30		188	37			245	18				
11:45		233	23	814	107	258	19	945	89	1759	196
Total		4562	9639	4562	9639	6832	7995	6832	7995	11394	17634
Combined Total		14201		14201		14827		14827		29028	
AM Peak	-	09:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	834	-	-	-	1503	-	-	-	-	-
P.H.F.		0.858				0.872					
PM Peak	-	-	03:15	-	-	-	02:45	-	-	-	-
Vol.	-	-	1470	-	-	-	1176	-	-	-	-
P.H.F.			0.957				0.964				
Percentage		32.1%	67.9%			46.1%	53.9%				
ADT/AADT		ADT 29,028		AADT 29,028							

Counts Unlimited, Inc.

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City of Palm Desert
Cook Street
B/ Interstate 10 Eastbound - Gerald Ford Drive
24 Hour Directional Volume Count

PLD001
Site Code: 122-25086

Start Time	2/4/25 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		25	252			35	253				
12:15		17	287			17	239				
12:30		11	304			14	287				
12:45		10	291	63	1134	14	322	80	1101	143	2235
01:00		6	306			20	230				
01:15		9	290			11	217				
01:30		10	302			14	265				
01:45		11	321	36	1219	12	259	57	971	93	2190
02:00		10	371			9	271				
02:15		13	405			11	239				
02:30		4	**431**			8	234				
02:45		10	**409**	37	1616	13	**345**	41	1089	78	2705
03:00		3	**388**			3	**327**				
03:15		16	**421**			7	**308**				
03:30		14	408			20	**305**				
03:45		18	389	51	1606	22	274	52	1214	103	2820
04:00		31	408			36	329				
04:15		20	353			41	302				
04:30		18	363			83	304				
04:45		38	356	107	1480	130	244	290	1179	397	2659
05:00		28	390			89	241				
05:15		52	329			128	282				
05:30		55	350			145	269				
05:45		74	321	209	1390	233	196	595	988	804	2378
06:00		97	325			195	163				
06:15		102	282			278	137				
06:30		140	258			329	156				
06:45		150	193	489	1058	456	138	1258	594	1747	1652
07:00		154	170			368	128				
07:15		200	96			**507**	106				
07:30		249	143			**555**	96				
07:45		274	144	877	553	**629**	77	2059	407	2936	960
08:00		213	125			**545**	94				
08:15		223	91			352	98				
08:30		218	121			375	97				
08:45		220	114	874	451	436	77	1708	366	2582	817
09:00		195	126			333	82				
09:15		238	112			297	71				
09:30		**247**	120			295	76				
09:45		**264**	71	944	429	300	67	1225	296	2169	725
10:00		**213**	95			266	52				
10:15		**253**	63			318	59				
10:30		228	53			345	55				
10:45		221	29	915	240	296	43	1225	209	2140	449
11:00		239	38			251	31				
11:15		228	20			250	25				
11:30		244	42			288	18				
11:45		258	30	969	130	300	23	1089	97	2058	227
Total		5571	11306	5571	11306	9679	8511	9679	8511	15250	19817
Combined Total		16877		16877		18190		18190		35067	
AM Peak	-	09:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	977	-	-	-	2236	-	-	-	-	-
P.H.F.		0.925				0.889					
PM Peak	-	-	02:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	1649	-	-	-	1285	-	-	-	-
P.H.F.			0.956				0.931				
Percentage		33.0%	67.0%			53.2%	46.8%				
ADT/AADT		ADT 35,067		AADT 35,067							

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City of Palm Desert
Frank Sinatra Drive
B/ Hollister Drive - Portola Avenue
24 Hour Directional Volume Count

PLD003
Site Code: 122-25086

Start Time	2/4/25 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	109			3	10				
12:15		5	131			3	19				
12:30		2	141			3	11				
12:45		5	89	18	470	6	6	15	46	33	516
01:00		2	76			3	11				
01:15		1	97			1	8				
01:30		2	94			3	10				
01:45		0	96	5	363	1	20	8	49	13	412
02:00		1	108			1	7				
02:15		2	111			1	9				
02:30		3	125			1	13				
02:45		0	116	6	460	1	7	4	36	10	496
03:00		1	106			0	11				
03:15		2	106			4	11				
03:30		3	81			3	45				
03:45		3	97	9	390	8	59	15	126	24	516
04:00		2	92			6	65				
04:15		0	**118**			8	75				
04:30		2	**128**			19	72				
04:45		4	**122**	8	460	19	**85**	52	297	60	757
05:00		8	**137**			22	**83**				
05:15		6	113			26	**94**				
05:30		11	105			34	**77**				
05:45		11	89	36	444	63	67	145	321	181	765
06:00		12	82			**35**	62				
06:15		14	76			**69**	42				
06:30		30	67			**74**	47				
06:45		31	51	87	276	**76**	37	254	188	341	464
07:00		35	43			6	42				
07:15		44	43			5	35				
07:30		41	43			9	34				
07:45		75	34	195	163	10	31	30	142	225	305
08:00		55	41			9	34				
08:15		64	17			5	15				
08:30		61	42			6	23				
08:45		93	22	273	122	8	32	28	104	301	226
09:00		78	27			12	20				
09:15		70	29			5	14				
09:30		83	20			10	14				
09:45		84	17	315	93	1	16	28	64	343	157
10:00		73	20			2	14				
10:15		84	16			5	10				
10:30		**88**	15			15	13				
10:45		**86**	6	331	57	7	9	29	46	360	103
11:00		**102**	11			11	4				
11:15		**94**	6			11	7				
11:30		85	9			8	5				
11:45		80	5	361	31	11	4	41	20	402	51
Total		1644	3329	1644	3329	649	1439	649	1439	2293	4768
Combined Total		4973		4973		2088		2088		7061	
AM Peak	-	10:30	-	-	-	06:00	-	-	-	-	-
Vol.	-	370	-	-	-	254	-	-	-	-	-
P.H.F.		0.907				0.836					
PM Peak	-	-	04:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	505	-	-	-	339	-	-	-	-
P.H.F.			0.895				0.902				
Percentage		33.1%	66.9%			31.1%	68.9%				
ADT/AADT		ADT 7,061		AADT 7,061							

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City of Palm Desert
Frank Sinatra Drive
B/ Portola Avenue - Cook Street
24 Hour Directional Volume Count

PLD004
Site Code: 122-25086

Start Time	2/4/25 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	76			3	72				
12:15		6	102			6	76				
12:30		3	89			3	88				
12:45		5	91	22	358	6	77	18	313	40	671
01:00		4	84			1	70				
01:15		4	83			1	55				
01:30		3	111			3	62				
01:45		1	97	12	375	1	64	6	251	18	626
02:00		1	101			1	64				
02:15		3	132			1	62				
02:30		3	129			1	80				
02:45		1	134	8	496	1	88	4	294	12	790
03:00		2	119			0	82				
03:15		4	122			1	81				
03:30		2	119			2	82				
03:45		3	126	11	486	8	68	11	313	22	799
04:00		2	127			7	94				
04:15		1	**150**			7	**95**				
04:30		8	**150**			27	**80**				
04:45		9	**141**	20	568	26	**94**	67	363	87	931
05:00		5	**169**			20	**100**				
05:15		16	144			30	89				
05:30		15	135			39	73				
05:45		23	101	59	549	61	71	150	333	209	882
06:00		30	108			45	60				
06:15		26	89			83	54				
06:30		49	79			89	46				
06:45		54	68	159	344	99	36	316	196	475	540
07:00		46	48			91	44				
07:15		56	59			**109**	30				
07:30		70	50			**132**	33				
07:45		101	39	273	196	**125**	29	457	136	730	332
08:00		71	64			**101**	21				
08:15		66	28			66	23				
08:30		79	48			85	17				
08:45		90	38	306	178	90	33	342	94	648	272
09:00		73	38			97	20				
09:15		76	40			79	14				
09:30		74	33			78	16				
09:45		86	28	309	139	73	11	327	61	636	200
10:00		75	32			79	16				
10:15		**82**	25			69	16				
10:30		**81**	22			81	12				
10:45		**91**	8	329	87	80	7	309	51	638	138
11:00		**76**	14			71	2				
11:15		75	9			72	7				
11:30		79	15			78	4				
11:45		78	7	308	45	75	4	296	17	604	62
Total		1816	3821	1816	3821	2303	2422	2303	2422	4119	6243
Combined Total		5637		5637		4725		4725		10362	
AM Peak	-	10:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	330	-	-	-	467	-	-	-	-	-
P.H.F.		0.907				0.884					
PM Peak	-	-	04:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	610	-	-	-	369	-	-	-	-
P.H.F.			0.902				0.923				
Percentage		32.2%	67.8%			48.7%	51.3%				
ADT/AADT		ADT 10,362		AADT 10,362							

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City of Palm Desert
Portola Avenue
B/ Desert Willow Court - Country Club Drive
24 Hour Directional Volume Count

PLD006
Site Code: 122-25086

Start Time	2/4/25 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	182			4	**196**				
12:15		3	174			5	**191**				
12:30		3	218			2	**205**				
12:45		4	186	16	760	2	**221**	13	813	29	1573
01:00		6	163			2	167				
01:15		3	140			1	153				
01:30		2	146			1	179				
01:45		2	149	13	598	2	162	6	661	19	1259
02:00		1	185			1	188				
02:15		0	174			2	190				
02:30		1	167			0	201				
02:45		2	215	4	741	2	202	5	781	9	1522
03:00		3	225			0	197				
03:15		6	**233**			3	189				
03:30		4	**206**			4	175				
03:45		3	**230**	16	894	3	174	10	735	26	1629
04:00		5	**227**			3	184				
04:15		9	214			3	132				
04:30		13	203			3	151				
04:45		14	189	41	833	16	174	25	641	66	1474
05:00		13	212			6	163				
05:15		21	211			12	165				
05:30		19	168			15	155				
05:45		39	140	92	731	37	115	70	598	162	1329
06:00		28	136			22	85				
06:15		38	91			51	82				
06:30		52	86			59	81				
06:45		75	72	193	385	99	79	231	327	424	712
07:00		63	77			133	60				
07:15		59	75			**207**	46				
07:30		119	69			**248**	42				
07:45		139	45	380	266	**268**	37	856	185	1236	451
08:00		151	82			**238**	28				
08:15		124	54			193	37				
08:30		146	51			188	27				
08:45		97	61	518	248	177	33	796	125	1314	373
09:00		96	42			179	29				
09:15		104	49			150	19				
09:30		116	41			162	21				
09:45		116	28	432	160	145	21	636	90	1068	250
10:00		119	30			135	22				
10:15		103	15			173	21				
10:30		124	12			209	17				
10:45		126	13	472	70	228	12	745	72	1217	142
11:00		**143**	8			202	12				
11:15		**150**	6			236	6				
11:30		**165**	9			214	1				
11:45		**172**	7	630	30	191	7	843	26	1473	56
Total		2807	5716	2807	5716	4236	5054	4236	5054	7043	10770
Combined Total		8523		8523		9290		9290		17813	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	630	-	-	-	961	-	-	-	-	-
P.H.F.		0.916				0.896					
PM Peak	-	-	03:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	896	-	-	-	813	-	-	-	-
P.H.F.			0.961				0.920				
Percentage		32.9%	67.1%			45.6%	54.4%				
ADT/AADT		ADT 17,813		AADT 17,813							

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City of Palm Desert
Portola Avenue
B/ Frank Sinatra Drive - Desert Willow Court
24 Hour Directional Volume Count

PLD005
Site Code: 122-25086

Start Time	2/4/25 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	174			2	**194**				
12:15		4	175			7	**179**				
12:30		1	207			4	**207**				
12:45		4	187	16	743	2	**217**	15	797	31	1540
01:00		6	156			2	165				
01:15		3	143			1	155				
01:30		2	144			1	163				
01:45		1	143	12	586	1	161	5	644	17	1230
02:00		1	168			1	188				
02:15		0	181			1	182				
02:30		1	159			1	204				
02:45		2	207	4	715	3	210	6	784	10	1499
03:00		3	199			0	186				
03:15		5	**234**			3	185				
03:30		3	**206**			4	173				
03:45		4	**216**	15	855	3	168	10	712	25	1567
04:00		5	**228**			3	181				
04:15		8	218			5	134				
04:30		10	195			12	150				
04:45		11	182	34	823	25	168	45	633	79	1456
05:00		12	221			6	160				
05:15		22	215			15	149				
05:30		19	161			16	151				
05:45		32	133	85	730	40	106	77	566	162	1296
06:00		28	134			23	75				
06:15		40	86			54	72				
06:30		50	82			64	79				
06:45		73	67	191	369	103	71	244	297	435	666
07:00		63	69			132	61				
07:15		66	71			**210**	45				
07:30		117	62			**259**	42				
07:45		125	44	371	246	**276**	38	877	186	1248	432
08:00		144	68			**251**	29				
08:15		117	53			188	41				
08:30		139	45			184	29				
08:45		101	56	501	222	182	31	805	130	1306	352
09:00		98	34			169	32				
09:15		104	42			152	19				
09:30		115	37			158	21				
09:45		112	26	429	139	135	23	614	95	1043	234
10:00		121	33			133	23				
10:15		108	13			165	24				
10:30		116	13			206	14				
10:45		119	16	464	75	218	12	722	73	1186	148
11:00		**146**	8			202	12				
11:15		**141**	13			228	6				
11:30		**161**	10			221	2				
11:45		**180**	10	628	41	188	7	839	27	1467	68
Total		2750	5544	2750	5544	4259	4944	4259	4944	7009	10488
Combined Total		8294		8294		9203		9203		17497	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	628	-	-	-	996	-	-	-	-	-
P.H.F.		0.872				0.902					
PM Peak	-	-	03:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	884	-	-	-	797	-	-	-	-
P.H.F.			0.944				0.918				
Percentage		33.2%	66.8%			46.3%	53.7%				
ADT/AADT		ADT 17,497		AADT 17,497							

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 12

Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 13

Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 14

Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 15

Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 16

Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Overlap	A	B	C	D	E	F	G	H	I	J	L	K	L	M	N	O
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	**2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

Phase / Overlap	Type	Dimming	Power Up	Auto	Flash Together

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel

Channel 1 Channel 2

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Configuration Communications

Ethernet Port Configuration (MM)1-5-1		**NTCIP Parameters (MM)1-5-5**	
Controller IP:	192.168.16.101	Backup Time:	0
Subnet Mask:	255.255.255.0	UDP Port:	501
Default Gateway IP:	192.168.16.3	Ethernet Priority:	1
Server IP:	10.70.10.1	Port 2 Priority:	4
		Port 3A Priority:	3
		Port 3B Priority:	2

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	NTCIP
Enable	No	No	No
Data Rate	9600	9600	9600
Data Parity Stop	8 N 1	8 N 1	8 N 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Half	Full	Full
Flow Control	No	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	0.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	No	Detector Errors	Yes
Coordination Errors	No	Controller Download	Yes
Preempt	Yes	TSP	No
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	No
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X															

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World

Sign On Message Line 2:

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**	**SBLT**	**NB**								
Min Green	8	10	8	10	8	10	8	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	30	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	20	15	45	15	20	15	45	35	35	35	35	35	35	35	35
Max 2	40	40	25	40	40	40	40	25	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**	**SBLT**	**NB**								
Min Green	8	10	8	10	8	10	8	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	30	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	20	15	45	15	20	15	45	35	35	35	35	35	35	35	35
Max 2	40	40	25	40	40	40	40	25	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**	**SBLT**	**NB**								
Min Green	8	10	8	10	8	10	8	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	30	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	20	15	45	15	20	15	45	35	35	35	35	35	35	35	35
Max 2	40	40	25	40	40	40	40	25	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Direction	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**	**SBLT**	**NB**								
Min Green	8	10	8	10	8	10	8	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	27	0	30	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	20	15	45	15	20	15	45	35	35	35	35	35	35	35	35
Max 2	40	40	25	40	40	40	40	25	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.0	4.0	5.5	4.0	5.0	4.0	5.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2				X				X								
Dual Entry																
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Coordination Options
Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	130	Std (COS)	111	Offsets in	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Splits (Split Pat 1)	20	29	20	61	20	29	20	61	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases				X				X								
Vehicle Recalls							X									
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	100	Std (COS)	121	Offsets in	Seconds
Offset Value	77s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	Yes	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Splits (Split Pat 2)	15	23	20	42	15	23	15	47	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases				X				X								
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	130	Std (COS)	131	Offsets in	Seconds
Offset Value	50s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	3		

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Splits (Split Pat 3)	19	29	27	55	19	29	21	61	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases				X				X								
Vehicle Recalls							X									
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	120	Std (COS)	141	Offsets in	Seconds
Offset Value	72s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Splits (Split Pat 4)	19	29	19	53	19	29	19	53	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases				X				X								
Vehicle Recalls							X									
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	4	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	120	Std (COS)	151	Offsets in	Seconds
Offset Value	70s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	5		

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Splits (Split Pat 4)	19	29	19	53	19	29	19	53	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases				X				X								
Vehicle Recalls							X									
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	110	Std (COS)	112	Offsets in	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB	NBLT	SB	EBLT	WB	SBLT	NB								
Splits (Split Pat 6)	19	29	19	43	19	29	19	43	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases				X				X								
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0

Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																

Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	1	Sequence	9
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	1	Sequence	9
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	1	Sequence	9
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	0	Sequence	9
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 13

Pattern	255 - FLSH	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 5

Day Plan Number: 5

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X			
	23	24	25	26	27	28	29	30	31		

Schedule Number - 6

Day Plan Number: 6

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 7

Day Plan Number: 7

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 8

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
								X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
									X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 13

Day Plan Number: 13

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		X										

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
					X						
	23	24	25	26	27	28	29	30	31		

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	

18	S-STANDARD	Yes
19	S-STANDARD	Yes
20	S-STANDARD	Yes
21	S-STANDARD	Yes
22	S-STANDARD	Yes
23	S-STANDARD	Yes
24	S-STANDARD	Yes
25	S-STANDARD	Yes
26	S-STANDARD	Yes
27	S-STANDARD	Yes
28	S-STANDARD	Yes
29	S-STANDARD	Yes
30	S-STANDARD	Yes
31	S-STANDARD	Yes
32	S-STANDARD	Yes
33	S-STANDARD	Yes
34	S-STANDARD	Yes
35	S-STANDARD	Yes
36	S-STANDARD	Yes
37	S-STANDARD	Yes
38	S-STANDARD	Yes
39	S-STANDARD	Yes
40	S-STANDARD	Yes
41	S-STANDARD	Yes

42	S-STANDARD	Yes
43	S-STANDARD	Yes
44	S-STANDARD	Yes
45	S-STANDARD	Yes
46	S-STANDARD	Yes
47	S-STANDARD	Yes
48	S-STANDARD	Yes
49	S-STANDARD	Yes
50	S-STANDARD	Yes
51	S-STANDARD	Yes
52	S-STANDARD	Yes
53	S-STANDARD	Yes
54	S-STANDARD	Yes
55	S-STANDARD	Yes
56	S-STANDARD	Yes
57	S-STANDARD	Yes
58	S-STANDARD	Yes
59	S-STANDARD	Yes
60	S-STANDARD	Yes
61	S-STANDARD	Yes
62	S-STANDARD	Yes
63	S-STANDARD	Yes
64	S-STANDARD	Yes

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	2.5	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	No	Yes	0.0	Passage	3.5	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	No	Yes	0.0	Passage	2.5	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	No	Yes	0.0	Passage	3.5	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	2	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
10	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

11	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	8	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
12	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	6	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
14	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	2	No	Yes	8.0	Passage	0.0	0	No	0	None	No	No	No
18	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	6	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No

22	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	4	No	Yes	0.0	Passage	3.5	0	No	0	None	No	No	No
26	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	4	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
28	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Central Sys (Ethernet to Locals) - Cook & Frank Sinatra3

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 | ECPI Log Period: TBAP | Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0

1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0

1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0

2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0

3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0

3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0

4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	.	.	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	.	.	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	.	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	**2**	**1**	**3**	**4**	**9**	**10**	.	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	.	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Overlap	A	B	C	D	E	F	G	H	I	J	L	K	L	M	N	O
Description																

Administration (MM)1-7-1

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel

Channel 1 Channel 2

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Configuration Communications

Ethernet Port Configuration (MM)1-5-1		**NTCIP Parameters (MM)1-5-5**	
Controller IP:	192.168.16.107	Backup Time:	0
Subnet Mask:	255.255.255.0	UDP Port:	501
Default Gateway IP:	192.168.16.2	Ethernet Priority:	1
Server IP:	10.70.10.1	Port 2 Priority:	4
		Port 3A Priority:	3
		Port 3B Priority:	2

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	Terminal
Enable	No	No	Yes
Data Rate	9600	9600	9600
Data Parity Stop	8 N 1	8 N 1	8 N 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	7
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Half	Full	Full
Flow Control	No	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	0.0
Droupout Time	10	10	0
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	No	Detector Errors	Yes
Coordination Errors	No	Controller Download	Yes
Preempt	Yes	TSP	No
Power On/Off	Yes	Low Battery	Yes
Access	No	Data Change	Yes
Online/Offline	No		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X															

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World

Sign On Message Line 2:

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**SBLT**	**NB**	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**								
Min Green	6	8	6	8	6	8	6	8	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	27	0	30	0	30	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	45	15	25	20	45	20	25	35	35	35	35	0	0	0	0
Max 2	40	90	40	40	40	70	40	40	40	40	40	40	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.8	4.5	4.5	5.0	5.8	4.5	4.5	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	20	30	30	30	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**SBLT**	**NB**	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**SBLT**	**NB**	**WBLT**	**EB**	**NBLT**	**SB**	**EBLT**	**WB**								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Direction	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap
A
B
C
D

Flash > Mon:	No
Flash Time:	0
All Red:	6
Power Start Sequence:	4
MUTCD Enabled:	No
MUTCD Yellow to Green:	n/a

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon:	No
Exit Flash Interval:	Y
Minimum Auto Flash:	8
Minimumin Recall:	Yes
Cycle Through Phase:	No

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry																
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow		X		X		X		X								
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: On Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Coordination Options
Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	130	Std (COS)	111	Offsets in	Seconds
Offset Value	50s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Splits (Split Pat 1)	23	48	20	39	23	48	31	28	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Seconds
Cycle	100	Std (COS)	121	Offsets in	Seconds
Offset Value	20s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	3		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Splits (Split Pat 2)	21	42	14	23	21	42	14	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	130	Std (COS)	131	Offsets in	Seconds
Offset Value	50s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	3		

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Splits (Split Pat 3)	23	58	19	30	23	58	24	25	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	120	Std (COS)	141	Offsets in	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Splits (Split Pat 4)	20	52	18	30	20	52	25	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	4	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	120	Std (COS)	151	Offsets in	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	5		

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Splits (Split Pat 4)	20	52	18	30	20	52	25	23	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	110	Std (COS)	112	Offsets in	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB								
Splits (Split Pat 6)	20	47	18	25	20	47	23	20	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle	X				X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	90	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	90	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0

Override Flash	No	Duration	90	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																

Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	90	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	1	Sequence	2
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	1	Sequence	3
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	1	Sequence	2
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 5

Pattern	5	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	0	Sequence	2
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 99

Pattern	254 - FREE	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
1	99	12:00 AM
2	1	7:15 AM
3	4	9:30 AM
4	3	2:15 PM
5	4	6:00 PM
6	99	8:00 PM

Day Plan - 2

Event	Action Plan	Start Time
1	99	12:00 AM
2	4	8:30 AM
3	4	10:30 AM
4	4	3:00 PM
5	99	8:00 PM

Day Plan - 3

Event	Action Plan	Start Time
1	99	12:00 AM
2	4	9:00 AM
3	4	11:00 AM
4	4	3:00 PM

5	99	8:00 PM

Day Plan - 5

Event	Action Plan	Start Time
1	99	12:00 AM
2	5	7:15 AM
3	6	9:30 AM
4	5	2:15 PM
5	6	6:00 PM
6	99	8:30 PM

Day Plan - 6

Event	Action Plan	Start Time
1	99	12:00 AM
2	6	8:00 AM
3	6	10:30 AM
4	6	3:00 PM
5	99	8:30 PM

Day Plan - 7

Event	Action Plan	Start Time
1	99	12:00 AM
2	6	9:00 AM
3	99	8:30 PM

Day Plan - 10

Event	Action Plan	Start Time
1	99	12:00 AM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 4

Day Plan Number: 4

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
	23	24	25	26	27	28	29	30	31		

Schedule Number - 5

Day Plan Number: 5

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X			
	23	24	25	26	27	28	29	30	31		

Schedule Number - 6

Day Plan Number: 6

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 7

Day Plan Number: 7

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 8

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
								X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
									X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 10

Day Plan Number: 10

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		X										

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
										X	
	12	13	14	15	16	17	18	19	20	21	22
	23	24	25	26	27	28	29	30	31		

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	

18	S-STANDARD	Yes
19	S-STANDARD	Yes
20	S-STANDARD	Yes
21	S-STANDARD	Yes
22	S-STANDARD	Yes
23	S-STANDARD	Yes
24	S-STANDARD	Yes
25	S-STANDARD	Yes
26	S-STANDARD	Yes
27	S-STANDARD	Yes
28	S-STANDARD	Yes
29	S-STANDARD	Yes
30	S-STANDARD	Yes
31	S-STANDARD	Yes
32	S-STANDARD	Yes
33	S-STANDARD	Yes
34	S-STANDARD	Yes
35	S-STANDARD	Yes
36	S-STANDARD	Yes
37	S-STANDARD	Yes
38	S-STANDARD	Yes
39	S-STANDARD	Yes
40	S-STANDARD	Yes
41	S-STANDARD	Yes

42	S-STANDARD	Yes
43	S-STANDARD	Yes
44	S-STANDARD	Yes
45	S-STANDARD	Yes
46	S-STANDARD	Yes
47	S-STANDARD	Yes
48	S-STANDARD	Yes
49	S-STANDARD	Yes
50	S-STANDARD	Yes
51	S-STANDARD	Yes
52	S-STANDARD	Yes
53	S-STANDARD	Yes
54	S-STANDARD	Yes
55	S-STANDARD	Yes
56	S-STANDARD	Yes
57	S-STANDARD	Yes
58	S-STANDARD	Yes
59	S-STANDARD	Yes
60	S-STANDARD	Yes
61	S-STANDARD	Yes
62	S-STANDARD	Yes
63	S-STANDARD	Yes
64	S-STANDARD	Yes

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	No	Yes	5.0	Passage	3.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	2	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
10	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

11	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	4	No	Yes	12.0	Passage	0.0	0	No	0	None	No	No	No
12	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	6	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
14	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	8	No	Yes	0.0	Passage	1.5	0	No	0	None	No	No	No
16	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	1	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
17	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	2	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
18	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	3	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
19	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	6	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
20	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	6	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No

22	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	8	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
24	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	8	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Central Sys (Ethernet to Locals) - Cook & Gerald Ford3

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0	ECPI Log Period: TBAP	Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0

1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0

1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0

2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0

3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0

3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0

4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

Country Club EOM - Portola SOCC - Portola & Country Club3

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 12

Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 13

Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 14

Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 15

Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 16

Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB								
Overlap	A	B	C	D	E	F	G	H	I	J	L	K	L	M	N	O
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	**2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

Phase / Overlap	Type	Dimming	Power Up	Auto	Flash Together

Country Club EOM - Portola SOCC - Portola & Country Club3

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel

Channel 1 Channel 2

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Country Club EOM - Portola SOCC - Portola & Country Club3

Configuration Communications

Ethernet Port Configuration (MM)1-5-1		**NTCIP Parameters (MM)1-5-5**	
Controller IP:	10.70.10.51	Backup Time:	0
Subnet Mask:	255.255.255.0	UDP Port:	501
Default Gateway IP:	10.70.10.1	Ethernet Priority:	2
Server IP:	10.70.10.1	Port 2 Priority:	4
		Port 3A Priority:	1
		Port 3B Priority:	3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	Terminal	Terminal	ECPIP
Enable	No	No	Yes
Data Rate	9600	9600	9600
Data Parity Stop	8 N 1	8 0 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	19	19
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.1
Duplex Half/Full	Full	Full	Full
Flow Control	No	No	No
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	0.2
RTS Turn Off Delay	0.0	0.0	0.0
Droupout Time	10	10	10
Early RTS	No	No	Yes
Telemetry Mode	FSK	FSK	RS232
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

Country Club EOM - Portola SOCC - Portola & Country Club3

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	No	Detector Errors	Yes
Coordination Errors	No	Controller Download	Yes
Preempt	Yes	TSP	No
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X															

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Basic
Screen Format:	Basic
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World

Sign On Message Line 2:

Country Club EOM - Portola SOCC - Portola & Country Club3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**EBLT**	**WB**	**NBLT**	**SB**	**WBLT**	**EB**	**SBLT**	**NB**								
Min Green	10	12	10	12	10	12	10	12	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	25	0	23	0	27	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	30	25	30	20	30	15	30	35	35	35	35	35	35	35	35
Max 2	15	30	15	25	15	30	15	25	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	5.0	4.0	4.7	4.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**EBLT**	**WB**	**NBLT**	**SB**	**WBLT**	**EB**	**SBLT**	**NB**								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	**EBLT**	**WB**	**NBLT**	**SB**	**WBLT**	**EB**	**SBLT**	**NB**								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Direction	**EBLT**	**WB**	**NBLT**	**SB**	**WBLT**	**EB**	**SBLT**	**NB**								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Country Club EOM - Portola SOCC - Portola & Country Club3

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
A	2	Yes	No	No	No		No	No	0
B	4	Yes	No	No	No		No	No	0
C	6	Yes	No	No	No		No	No	0
D	8	Yes	No	No	No		No	No	0

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Country Club EOM - Portola SOCC - Portola & Country Club3

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2																
Dual Entry		X				X										
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																

Country Club EOM - Portola SOCC - Portola & Country Club3

Coordination Options
Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Country Club EOM - Portola SOCC - Portola & Country Club3

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Seconds
Cycle	120	Std (COS)	0	Offsets in	Seconds
Offset Value	41s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	10		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB								
Splits (Split Pat 1)	20	36	26	38	21	35	24	40	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Seconds
Cycle	120	Std (COS)	0	Offsets in	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	4		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB								
Splits (Split Pat 3)	24	36	20	40	24	36	20	40	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Seconds
Cycle	120	Std (COS)	0	Offsets in	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	10		
Phase Reservice	No	Action Plan	4		

Max Select None Force Off Fixed

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB								
Splits (Split Pat 4)	24	36	22	38	25	35	20	40	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits in	Seconds
Cycle	130	Std (COS)	0	Offsets in	Seconds
Offset Value	14s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	10		
Phase Reservice	No	Action Plan	5		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB								
Splits (Split Pat 5)	22	44	26	38	26	40	20	44	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Seconds
Cycle	110	Std (COS)	0	Offsets in	Seconds
Offset Value	45s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	4		
Phase Reservice	No	Action Plan	6		

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	NBLT	SB	WBLT	EB	SBLT	NB								
Splits (Split Pat 6)	15	39	21	35	15	39	17	39	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	110s	110s	0s	0s

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls				X				X								
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Country Club EOM - Portola SOCC - Portola & Country Club3

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Red	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Red	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0

Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Red	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																

Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Red	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	4.0	1.0
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	4.0	1.0
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	0.0	90	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Country Club EOM - Portola SOCC - Portola & Country Club3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	1	Sequence	10
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	1	Sequence	0
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	1	Sequence	4
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Action Plan - 4

Pattern	4	Override System	No
Timing Plan	0	Sequence	10
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 5

Pattern	5	Override System	No
Timing Plan	0	Sequence	10
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Action Plan - 6

Pattern	6	Override System	No
Timing Plan	0	Sequence	4
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 99

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X				X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 4

Day Plan Number: 4

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
	23	24	25	26	27	28	29	30	31		

Schedule Number - 5

Day Plan Number: 5

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X			
	23	24	25	26	27	28	29	30	31		

Schedule Number - 6

Day Plan Number: 6

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Schedule Number - 7

Day Plan Number: 7

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
						X	X	X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 8

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
								X				

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
									X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Country Club EOM - Portola SOCC - Portola & Country Club3

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	2.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	No	Yes	2.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
5	1	5	No	Yes	2.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	7	No	Yes	2.0	Passage	0.0	0	No	0	None	No	No	No
8	1	8	No	Yes	0.0	Passage	1.0	0	No	0	None	No	No	No
9	1	2	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
10	1	2	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
11	1	4	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
12	1	4	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
13	1	5	No	Yes	2.0	Passage	0.0	0	No	0	None	No	No	No
14	1	6	No	Yes	0.0	Passage	4.0	0	No	0	None	No	No	No
15	1	7	No	Yes	2.0	Passage	0.0	0	No	0	None	No	No	No
16	1	8	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
17	1	8	No	Yes	8.0	Passage	0.0	0	No	0	None	No	No	No
18	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	3.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15

Country Club EOM - Portola SOCC - Portola & Country Club3

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 | ECPI Log Period: TBAP | Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0

1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0

1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	A	B	C	D	E	F	G	H	I	J	L	K	L	M	N	O
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	No

Backup Prevent (MM)1-1-3

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	**2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

Phase / Overlap	Type	Dimming	Power Up	Auto	Flash Together

			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		X
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	0	O				+	X				X		
14	0	O				-	X				X		X
15	0	O				+	X				X		
16	0	O				-	X				X		X

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel

Channel 1 Channel 2

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Configuration Communications

Ethernet Port Configuration (MM)1-5-1		**NTCIP Parameters (MM)1-5-5**	
Controller IP:	192.168.16.103	Backup Time:	0
Subnet Mask:	255.255.255.0	UDP Port:	501
Default Gateway IP:	192.168.16.2	Ethernet Priority:	1
Server IP:	10.70.10.1	Port 2 Priority:	4
		Port 3A Priority:	3
		Port 3B Priority:	2

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	NTCIP
Enable	No	No	No
Data Rate	9600	9600	9600
Data Parity Stop	8 N 1	8 N 1	8 N 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Half	Full	Full
Flow Control	No	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	0.0
RTS Turn Off Delay	0.0	0.0	0.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	No	Detector Errors	Yes
Coordination Errors	No	Controller Download	Yes
Preempt	Yes	TSP	No
Power On/Off	Yes	Low Battery	Yes
Access	No	Data Change	No
Online/Offline	No		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X															

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World

Sign On Message Line 2:

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	6	8	6	8	6	8	6	8	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	26	0	25	0	26	0	25	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	35	15	35	15	35	15	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.5	4.0	5.0	4.0	5.5	4.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap
A
B
C
D

Flash > Mon:	No
Flash Time:	8
All Red:	8
Power Start Sequence:	1
MUTCD Enabled:	No
MUTCD Yellow to Green:	n/a

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon:	No
Exit Flash Interval:	Y
Minimum Auto Flash:	8
Minimumin Recall:	Yes
Cycle Through Phase:	Yes

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry																
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Coordination Options
Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0

Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing																
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																

Exit Phase																
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	2	Inhibit	0
Override Flash	No	Duration	3	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Yellow	Exit Option	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	25	255	25	25.5	2.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	2.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	0	2.0	90	25.5	2.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 13

Pattern	Auto	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 99

Pattern	254 - FREE	Override System	No
Timing Plan	1	Sequence	1
Veh Det Plan	1	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	B-BIKE	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	

18	S-STANDARD	Yes
19	S-STANDARD	Yes
20	S-STANDARD	Yes
21	S-STANDARD	Yes
22	S-STANDARD	Yes
23	S-STANDARD	Yes
24	S-STANDARD	Yes
25	S-STANDARD	Yes
26	S-STANDARD	Yes
27	S-STANDARD	Yes
28	S-STANDARD	Yes
29	S-STANDARD	Yes
30	S-STANDARD	Yes
31	S-STANDARD	Yes
32	S-STANDARD	Yes
33	S-STANDARD	Yes
34	S-STANDARD	Yes
35	S-STANDARD	Yes
36	S-STANDARD	Yes
37	S-STANDARD	Yes
38	S-STANDARD	Yes
39	S-STANDARD	Yes
40	S-STANDARD	Yes
41	S-STANDARD	Yes

42	S-STANDARD	Yes
43	S-STANDARD	Yes
44	S-STANDARD	Yes
45	S-STANDARD	Yes
46	S-STANDARD	Yes
47	S-STANDARD	Yes
48	S-STANDARD	Yes
49	S-STANDARD	Yes
50	S-STANDARD	Yes
51	S-STANDARD	Yes
52	S-STANDARD	Yes
53	S-STANDARD	Yes
54	S-STANDARD	Yes
55	S-STANDARD	Yes
56	S-STANDARD	Yes
57	S-STANDARD	Yes
58	S-STANDARD	Yes
59	S-STANDARD	Yes
60	S-STANDARD	Yes
61	S-STANDARD	Yes
62	S-STANDARD	Yes
63	S-STANDARD	Yes
64	S-STANDARD	Yes

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	2	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
2	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	2	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	2	No	Yes	0.0	Passage	0.6	0	No	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

11	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	4	No	Yes	5.0	Passage	0.0	0	No	0	None	No	No	No
14	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	4	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
15	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	4	No	Yes	0.0	Passage	0.6	0	No	0	None	No	No	No
16	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

22	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	6	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
23	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	6	No	Yes	0.0	Passage	0.6	0	No	0	None	No	No	No
24	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	8	No	Yes	5.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	8	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	8	No	Yes	0.0	Passage	0.6	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Central Sys (Ethernet to Locals) - Portola & Frank Sinatra3

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 | ECPI Log Period: TBAP | Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0

1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0

1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0

2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
3	1	0	0	0	1	255	0
3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0

3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0

3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0

4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

Location: Freeway 10 @ East Bound Cook Street
System:
Master At: WB
District: 08
I/C: HW
Designed By:
Installed By: SP
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
8/29/2024	4/3/2018			4/3/2018

		FLASH
PHASE	1) EBLT onto 10EB On Ramp	[ ]
	2) NB thru Cook St	[ ]
	3)	[ ]
	4) EB Off Ramp	[ ]
	5)	[ ]
	6) SB thru Cook St	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
SIGNAL TURN ON 05/09/97 SH

RAM Checksum

Page 2: 01C6	Page 8: 7FFF
Page 3: 8BDA	Page 9: D2FD
Page 4: 93C1	Page 10: F26C
Page 5: 191A	Page 11: A8D7
Page 6: 191A	Page 12: D68F
Page 7: E4B1	Page 13: 86F7

Post Mile: RIV-10-046.708-COOK_ST-EB

Printed: 1/14/2025

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . . 6 . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . . 6 . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	0	0	0
Flash Don't Walk	0	0	0	0	0	24	0	0
Minimum Green	5	8	0	5	0	8	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	25	65	0	40	0	65	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.5	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	0.0	2.5	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.5	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.7	5.0	3.0	4.3	3.0	5.0	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	4	0	0
Delay/Early Walk	0	0	0	0	0	3	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	130		. . . . .				18	61		34		84		
Plan 2	Green Factor	80		. . . . .				13	25		25		43		
Plan 3	Green Factor	100		. . . . .				14	39		30		58		
Plan 4	Green Factor	65		. . . . .				10	20		18		35		
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . 4 . 6 . .	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . 4 . 6 . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . 4 . 6 . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. 2 . 4 . 6 . .	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. 2	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. 2	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	LIMITED	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0715	1	A
0805	4	A
1730	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	2
Protocol	AB3418
Access Level	7
Baud	9600
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	
Protocol	AB3418
Port	27116
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	19	.	20	.	116
Netmask	255	.	255	.	254	.	0
Broadcast	172	.	19	.	21	.	255
Gateway	172	.	19	.	21	.	254

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Location: FWY 10 @ COOK STREET WESTBOUND
System:
Master At: WB
District: 08
I/C: HW
Designed By:
Installed By: SP
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
4/9/2024	4/3/2018			4/3/2018

			FLASH
PHASE	1)		[ ]
	2)	NB thru Cook St	[ ]
	3)		[ ]
	4)		[ ]
	5)		[ ]
	6)	SB thru Cook St	[ ]
	7)		[ ]
	8)	WB Off Ramp	[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:
SIGNAL TURN ON 05/09/97 SH

RAM Checksum

Page 2: 88EA	Page 8: 7FFF
Page 3: 0E65	Page 9: D2FD
Page 4: C002	Page 10: 19E8
Page 5: 191A	Page 11: 574B
Page 6: 191A	Page 12: D68F
Page 7: DAFD	Page 13: 86F7

Post Mile: RIV-10-047.135-COOK_ST-WB

Printed: 1/15/2025

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . . 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . . 6 . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . . 6 . 8
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlaps	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . . 6 . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	0	0	0
Flash Don't Walk	0	0	0	0	0	16	0	0
Minimum Green	0	7	0	0	0	7	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	40	0	0	0	40	0	40
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	0.0	2.0	0.0	3.0
Maximum Gap	0.0	2.0	0.0	0.0	0.0	2.0	0.0	3.0
Minimum Gap	0.0	2.0	0.0	0.0	0.0	2.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.0	3.0	3.0	3.0	5.0	3.0	4.3
All-Red	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
Ped/Bike (2-3)	**-1-**	**-2-**	**-3-**	**-4-**	**-5-**	**-6-**	**-7-**	**-8-**
--- Walk 2 ---	0	0	0	0	0	4	0	0
Delay/Early Walk	0	0	0	0	0	3	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	130		. . . . .	105				24				24		94
Plan 2	Green Factor	80		. . . . .					23				23		45
Plan 3	Green Factor	100		. . . . .	95				28				28		60
Plan 4	Green Factor	65		. . . . .					18				18		35
Plan 5	Green Factor			. . . . .											
Plan 6	Green Factor			. . . . .											
Plan 7	Green Factor			. . . . .											
Plan 8	Green Factor			. . . . .											
Plan 9	Green Factor			. . . . .											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	. . . . .
11-19	. . . . .
21-29	. . . . .

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
. 2 . . . 6 . 8	. . . . .
Veh Min	Veh Max
. 2 . . . 6 . .	. . . . .
Ped	Bike
. . . . .	. . . . .
Cond	Cond Grn
. . . . .	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . . . 6 . 8	 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 2	. 2 . . . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 3	. 2 . . . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 4	. 2 . . . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 5	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 6	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 7	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 9	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	. 2	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	. 2	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	. 2	NO	I3U	5			10	4.5
6	COUNT+CALL+EXTEND	. 2	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	. 2	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	. 2	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	. . 3	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	. . 3	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I7U	13			10	4.7
14	CALL+EXTEND	. . . 4 . . .	NO	I7L	14			10	6.4
15	LIMITED	. . . 4 . . .	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	. . 3	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	. 2	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	. . . 4 . . .	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3U	25			10	4.6
26	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	 8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	 8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	 8	NO	J7U	33			10	4.8
34	COUNT+CALL+EXTEND	 8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	 8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	 8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	. . . . 5 . . .	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	. . . . . 7 .	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	. . . . . 6 . .	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	 8	NO	J10L	40			10	4.4
41	PEDESTRIAN	. 2	NO	I12U	41			10	5.1
42	PEDESTRIAN	. . . 4 . . .	NO	I12L	42			10	5.3
43	PEDESTRIAN	. . . . . 6 . .	NO	I13U	43			10	5.2
44	PEDESTRIAN	 8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	. . . . .
Detectors 9-16	. . . . .
Detectors17-24	. . . . .
Detectors 25-32	. . . . .
Detectors 33-40	. . . . .
Detectors 41-44	. . . . .

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num								
Sys Det	9	10	11	12	13	14	15	16
Det Num								

CIC Operation (5-6-1)

Enable in Plans	. . . . .

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0715	1	A
0805	4	A
1730	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			. . . . .	
2			. . . . .	
3			. . . . .	
4			. . . . .	
5			. . . . .	
6			. . . . .	
7			. . . . .	
8			. . . . .	
9			. . . . .	
10			. . . . .	
11			. . . . .	
12			. . . . .	
13			. . . . .	
14			. . . . .	
15			. . . . .	
16			. . . . .	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	. . . . .
Holiday	. . . . .

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			. . . . .		. . . . .
2			. . . . .		. . . . .
3			. . . . .		. . . . .
4			. . . . .		. . . . .
5			. . . . .		. . . . .
6			. . . . .		. . . . .
7			. . . . .		. . . . .
8			. . . . .		. . . . .
9			. . . . .		. . . . .
10			. . . . .		. . . . .
11			. . . . .		. . . . .
12			. . . . .		. . . . .
13			. . . . .		. . . . .
14			. . . . .		. . . . .
15			. . . . .		. . . . .
16			. . . . .		. . . . .

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	7
Baud	9600
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	
Protocol	AB3418
Port	27117
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	19	.	20	.	117
Netmask	255	.	255	.	254	.	0
Broadcast	172	.	19	.	21	.	255
Gateway	172	.	19	.	21	.	254

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		. . . .	. . . .	1 2 3 4 5 6 7 8	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . .	. . . .	. . . .	. . . .	. 2 . 4 . 6 . 8	. . . . . .	. . . . . .	. . . . . .
Clear 2		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Clear 3		. . . .	. . . .	. . . .	. . . .	. . . .	. . . .	. . . . . .	. . . . . .	. . . . . .
Hold		1 2 3 . . 6 . .	. . . .	. . . .	. 2 . . . 6 . .	. . . .	. . . 4 . . . 8	. . . . . .	. . . . . .	. . . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . .	. . . . . .	. . . 4 . . 7 .	. . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. 2 . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	10	60	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
- 0 Unused (no output)
- 1-8 Vehicle 1-8
- 9-14 Overlap A-F
- 21-28 Ped 1-8
- 41-47 Special Functions
- 41 Protected Permissive Flashing Phase 1
- 43 Protected Permissive Flashing Phase 3
- 45 Protected Permissive Flashing Phase 5
- 47 Protected Permissive Flashing Phase 7
- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	. . . . .	0.0	OPT	0	0
Plan 11-19	. . . . .	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	. . . . .
	. . . . .

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	. . . . .

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

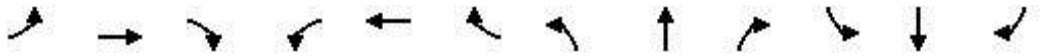
					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					. . . . .	0.0	0.0	0.0	0	0.0	0

Michael Baker
INTERNATIONAL

Appendix C: Existing Synchro Worksheets



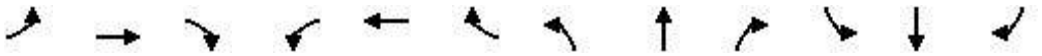
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1263	3	111	0	344	0	0	407	44
Future Volume (veh/h)	0	0	0	1263	3	111	0	344	0	0	407	44
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				1488	0	0	0	374	0	0	442	48
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				1710	898	0	0	1425	0	0	1878	201
Arrive On Green				0.48	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.40
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	4852	501
Grp Volume(v), veh/h				1488	0	0	0	374	0	0	319	171
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1780
Q Serve(g_s), s				35.4	0.0	0.0	0.0	6.7	0.0	0.0	5.9	6.0
Cycle Q Clear(g_c), s				35.4	0.0	0.0	0.0	6.7	0.0	0.0	5.9	6.0
Prop In Lane				1.00		0.00	0.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				1710	898	0	0	1425	0	0	1365	714
V/C Ratio(X)				0.87	0.00	0.00	0.00	0.26	0.00	0.00	0.23	0.24
Avail Cap(c_a), veh/h				3033	1592	0	0	1425	0	0	1365	714
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.0	0.0	0.0	0.0	19.0	0.0	0.0	18.8	18.8
Incr Delay (d2), s/veh				1.5	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.2	0.0	0.0	0.0	2.5	0.0	0.0	2.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.5	0.0	0.0	0.0	19.5	0.0	0.0	19.2	19.6
LnGrp LOS				C	A	A	A	B	A	A	B	B
Approach Vol, veh/h					1488			374			490	
Approach Delay, s/veh					23.5			19.5			19.3	
Approach LOS					C			B			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	44.0		44.0		50.8			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	38.0		38.0		80.7			
Max Q Clear Time (g_c+I1), s	8.7		8.0		37.4			
Green Ext Time (p_c), s	2.1		2.7		8.1			

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1	801	0	0	0	0	588	381	62	1621	0
Future Volume (veh/h)	88	1	801	0	0	0	0	588	381	62	1621	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	105	0	955				0	700	454	74	1930	0
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	475	0	846				0	1900	885	95	3299	0
Arrive On Green	0.27	0.00	0.27				0.00	0.56	0.56	0.05	0.65	0.00
Sat Flow, veh/h	1781	0	3170				0	3572	1585	1781	5274	0
Grp Volume(v), veh/h	105	0	955				0	700	454	74	1930	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	1781	1702	0
Q Serve(g_s), s	6.0	0.0	34.7				0.0	14.9	23.0	5.3	28.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	34.7				0.0	14.9	23.0	5.3	28.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	475	0	846				0	1900	885	95	3299	0
V/C Ratio(X)	0.22	0.00	1.13				0.00	0.37	0.51	0.78	0.58	0.00
Avail Cap(c_a), veh/h	475	0	846				0	1900	885	281	3299	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	0.0	47.7				0.0	16.0	17.8	60.8	13.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	72.7				0.0	0.6	2.1	12.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	22.2				0.0	5.4	8.1	2.7	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	120.4				0.0	16.5	19.9	73.7	13.8	0.0
LnGrp LOS	D	A	F				A	B	B	E	B	A
Approach Vol, veh/h		1060						1154			2004	
Approach Delay, s/veh		112.2						17.8			16.1	
Approach LOS		F						B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.4	78.6		40.0		90.0						
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0						
Max Green Setting (Gmax), s	20.5	59.0		34.7		84.0						
Max Q Clear Time (g_c+I1), s	7.3	25.0		36.7		30.0						
Green Ext Time (p_c), s	0.1	8.2		0.0		21.2						

Intersection Summary			
HCM 6th Ctrl Delay			40.7
HCM 6th LOS			D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	10	270	139	111	31	254	133	2	150	569	27	70
Future Volume (veh/h)	10	270	139	111	31	254	133	2	150	569	27	70
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870		1870	1870	1870	
Adj Flow Rate, veh/h		321	165	0	37	302	158		179	677	32	
Peak Hour Factor		0.84	0.84	0.84	0.84	0.84	0.84		0.84	0.84	0.84	
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	
Cap, veh/h		398	796		117	507	226		251	2447	691	
Arrive On Green		0.12	0.22	0.00	0.03	0.14	0.14		0.07	0.44	0.44	
Sat Flow, veh/h		3456	3554	1585	3456	3554	1585		3456	5611	1585	
Grp Volume(v), veh/h		321	165	0	37	302	158		179	677	32	
Grp Sat Flow(s),veh/h/ln		1728	1777	1585	1728	1777	1585		1728	1870	1585	
Q Serve(g_s), s		7.9	3.3	0.0	0.9	6.9	8.3		4.4	6.7	1.0	
Cycle Q Clear(g_c), s		7.9	3.3	0.0	0.9	6.9	8.3		4.4	6.7	1.0	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h		398	796		117	507	226		251	2447	691	
V/C Ratio(X)		0.81	0.21		0.32	0.60	0.70		0.71	0.28	0.05	
Avail Cap(c_a), veh/h		440	1634		198	1385	618		258	2447	691	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh		37.6	27.5	0.0	41.1	35.0	35.6		39.6	15.8	14.2	
Incr Delay (d2), s/veh		9.8	0.1	0.0	1.5	1.1	3.9		8.7	0.3	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		3.7	1.3	0.0	0.4	2.9	3.2		2.0	2.5	0.3	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		47.4	27.7	0.0	42.7	36.2	39.5		48.3	16.0	14.3	
LnGrp LOS		D	C		D	D	D		D	B	B	
Approach Vol, veh/h			486			497				888		
Approach Delay, s/veh			40.7			37.7				22.5		
Approach LOS			D			D				C		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	43.3	7.5	24.8	10.8	44.1	14.5	17.7
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.9	33.4	5.0	40.1	6.5	38.8	11.1	34.0
Max Q Clear Time (g_c+I1), s	6.9	8.7	2.9	5.3	6.4	37.3	9.9	10.3
Green Ext Time (p_c), s	0.3	4.2	0.0	0.9	0.0	1.4	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	167	1531	561
Future Volume (veh/h)	167	1531	561
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	199	1823	668
Peak Hour Factor	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2
Cap, veh/h	281	2496	705
Arrive On Green	0.08	0.44	0.44
Sat Flow, veh/h	3456	5611	1585
Grp Volume(v), veh/h	199	1823	668
Grp Sat Flow(s),veh/h/ln	1728	1870	1585
Q Serve(g_s), s	4.9	23.3	35.3
Cycle Q Clear(g_c), s	4.9	23.3	35.3
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	281	2496	705
V/C Ratio(X)	0.71	0.73	0.95
Avail Cap(c_a), veh/h	471	2496	705
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	19.9	23.2
Incr Delay (d2), s/veh	3.3	1.9	23.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	9.0	15.7
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	42.3	21.8	46.5
LnGrp LOS	D	C	D
Approach Vol, veh/h		2690	
Approach Delay, s/veh		29.5	
Approach LOS		C	
Timer - Assigned Phs			

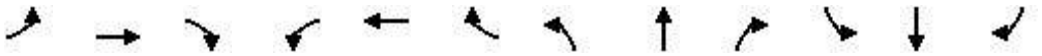
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	513	0	0	444	8	0	0	0	23	0	23
Future Vol, veh/h	8	513	0	0	444	8	0	0	0	23	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	558	0	0	483	9	0	0	0	25	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	558	0	0	818	1068	279	780	1059	242
Stage 1	-	-	-	-	-	-	576	576	-	483	483	-
Stage 2	-	-	-	-	-	-	242	492	-	297	576	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1068	-	-	1009	-	-	268	220	718	285	223	759
Stage 1	-	-	-	-	-	-	470	500	-	534	551	-
Stage 2	-	-	-	-	-	-	740	546	-	687	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	1009	-	-	258	218	718	283	221	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	218	-	283	221	-
Stage 1	-	-	-	-	-	-	466	496	-	530	551	-
Stage 2	-	-	-	-	-	-	716	546	-	681	496	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	14.9
HCM LOS			A	B

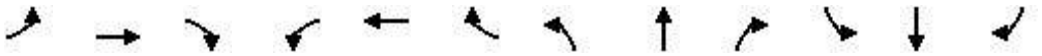
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1068	-	-	1009	-	-	412
HCM Lane V/C Ratio	-	0.008	-	-	-	-	-	0.121
HCM Control Delay (s)	0	8.4	-	-	0	-	-	14.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	250	221	85	147	215	250	243	35	250	670	55
Future Volume (veh/h)	65	250	221	85	147	215	250	243	35	250	670	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	272	240	92	160	234	272	264	38	272	728	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	673	300	118	726	324	311	1588	222	311	1687	138
Arrive On Green	0.05	0.19	0.19	0.07	0.20	0.20	0.17	0.35	0.35	0.17	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	4528	633	1781	4809	394
Grp Volume(v), veh/h	71	272	240	92	160	234	272	197	105	272	514	274
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1756	1781	1702	1799
Q Serve(g_s), s	3.5	6.0	12.9	4.6	3.4	12.3	13.3	3.6	3.7	13.3	10.3	10.4
Cycle Q Clear(g_c), s	3.5	6.0	12.9	4.6	3.4	12.3	13.3	3.6	3.7	13.3	10.3	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.22
Lane Grp Cap(c), veh/h	91	673	300	118	726	324	311	1194	616	311	1194	631
V/C Ratio(X)	0.78	0.40	0.80	0.78	0.22	0.72	0.87	0.16	0.17	0.87	0.43	0.43
Avail Cap(c_a), veh/h	141	1191	531	169	1247	556	408	1194	616	408	1194	631
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	31.8	34.7	41.2	29.7	33.3	36.0	20.0	20.1	36.0	22.2	22.3
Incr Delay (d2), s/veh	13.3	0.4	4.9	13.7	0.2	3.1	15.1	0.3	0.6	15.1	1.1	2.2
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/ln	1.8	2.4	5.0	2.3	1.4	4.7	6.6	1.3	1.5	6.6	3.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	32.2	39.5	54.9	29.8	36.3	51.1	20.3	20.7	51.1	23.4	24.4
LnGrp LOS	E	C	D	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		583			486			574			1060	
Approach Delay, s/veh		38.0			37.7			35.0			30.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	36.7	10.4	22.3	20.1	36.7	9.1	23.6
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	20.5	31.4	8.5	30.0	20.5	31.4	7.1	31.4
Max Q Clear Time (g_c+I1), s	15.3	5.7	6.6	14.9	15.3	12.4	5.5	14.3
Green Ext Time (p_c), s	0.3	1.6	0.0	2.0	0.3	4.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	64	74	76	121	45	44	555	13	27	1331	282
Future Volume (veh/h)	171	64	74	76	121	45	44	555	13	27	1331	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	74	86	88	141	52	51	645	15	31	1548	328
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	574	256	195	481	215	152	1720	40	110	2413	749
Arrive On Green	0.08	0.16	0.16	0.06	0.14	0.14	0.04	0.48	0.48	0.03	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3550	83	3456	5106	1585
Grp Volume(v), veh/h	199	74	86	88	141	52	51	323	337	31	1548	328
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1856	1728	1702	1585
Q Serve(g_s), s	4.1	1.3	3.6	1.8	2.6	2.2	1.1	8.4	8.5	0.6	16.9	10.2
Cycle Q Clear(g_c), s	4.1	1.3	3.6	1.8	2.6	2.2	1.1	8.4	8.5	0.6	16.9	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	286	574	256	195	481	215	152	861	899	110	2413	749
V/C Ratio(X)	0.70	0.13	0.34	0.45	0.29	0.24	0.34	0.37	0.38	0.28	0.64	0.44
Avail Cap(c_a), veh/h	351	1665	743	276	1588	708	234	861	899	234	2413	749
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	26.5	27.4	33.7	28.7	28.5	34.3	12.0	12.0	34.9	14.7	13.0
Incr Delay (d2), s/veh	4.5	0.1	0.8	1.6	0.3	0.6	1.3	1.2	1.2	1.4	1.3	1.9
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/ln	1.7	0.5	1.3	0.7	1.0	0.8	0.4	2.9	3.0	0.3	5.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	26.6	28.2	35.3	29.1	29.1	35.6	13.2	13.2	36.3	16.1	14.8
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		359			281			711			1907	
Approach Delay, s/veh		33.0			31.1			14.8			16.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	41.1	8.7	17.2	7.7	40.2	10.6	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.0	34.9	5.9	34.6	5.0	34.9	7.5	33.0
Max Q Clear Time (g_c+I1), s	2.6	10.5	3.8	5.6	3.1	18.9	6.1	4.6
Green Ext Time (p_c), s	0.0	3.4	0.0	0.6	0.0	9.7	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	1	0	422	3	9	781	0
Future Vol, veh/h	0	0	0	1	0	1	0	422	3	9	781	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	1	0	459	3	10	849	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1099	-	425	904	1328	230	849	0	0	462	0	0
Stage 1	869	-	-	459	459	-	-	-	-	-	-	-
Stage 2	230	-	-	445	869	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	0	578	232	154	772	785	-	-	1095	-	-
Stage 1	313	0	-	551	565	-	-	-	-	-	-	-
Stage 2	752	0	-	562	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	-	578	230	153	772	785	-	-	1095	-	-
Mov Cap-2 Maneuver	166	-	-	230	153	-	-	-	-	-	-	-
Stage 1	313	-	-	551	565	-	-	-	-	-	-	-
Stage 2	751	-	-	557	364	-	-	-	-	-	-	-

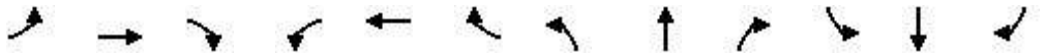
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	15.2	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	-	-	354	1095	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.006	0.009	-	-
HCM Control Delay (s)	0	-	-	0	0	15.2	8.3	-	-
HCM Lane LOS	A	-	-	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	371	170	130	811	66	240	409	131	72	575	281
Future Volume (veh/h)	43	371	170	130	811	66	240	409	131	72	575	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	408	187	143	891	73	264	449	144	79	632	309
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	819	366	172	1036	462	295	1509	673	101	730	357
Arrive On Green	0.04	0.23	0.23	0.10	0.29	0.29	0.17	0.42	0.42	0.06	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2313	1131
Grp Volume(v), veh/h	47	408	187	143	891	73	264	449	144	79	486	455
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1667
Q Serve(g_s), s	2.7	10.2	10.6	8.1	24.3	3.5	14.9	8.5	5.9	4.5	26.4	26.4
Cycle Q Clear(g_c), s	2.7	10.2	10.6	8.1	24.3	3.5	14.9	8.5	5.9	4.5	26.4	26.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	64	819	366	172	1036	462	295	1509	673	101	561	526
V/C Ratio(X)	0.73	0.50	0.51	0.83	0.86	0.16	0.89	0.30	0.21	0.78	0.87	0.87
Avail Cap(c_a), veh/h	90	1004	448	182	1188	530	321	1509	673	181	561	526
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	34.3	34.4	45.5	34.4	27.0	41.9	19.4	18.7	47.7	33.0	33.0
Incr Delay (d2), s/veh	16.8	0.5	1.1	25.3	5.9	0.2	24.5	0.5	0.7	12.0	16.2	17.1
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/ln	1.4	4.2	4.0	4.7	10.7	1.3	8.1	3.3	2.2	2.2	12.9	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	34.8	35.5	70.8	40.3	27.2	66.4	19.9	19.4	59.7	49.3	50.2
LnGrp LOS	E	C	D	E	D	C	E	B	B	E	D	D
Approach Vol, veh/h		642			1107			857			1020	
Approach Delay, s/veh		37.3			43.4			34.2			50.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	48.9	14.4	29.0	21.5	37.7	8.2	35.2
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	10.4	40.5	10.5	29.0	18.5	32.4	5.2	34.3
Max Q Clear Time (g_c+I1), s	6.5	10.5	10.1	12.6	16.9	28.4	4.7	26.3
Green Ext Time (p_c), s	0.0	3.1	0.0	2.7	0.1	1.9	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D



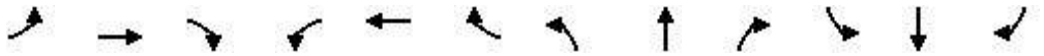
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	1	0	846	0	0	369	659
Future Volume (veh/h)	0	0	0	12	0	1	0	846	0	0	369	659
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				14	0	0	0	920	0	0	401	716
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				58	30	0	0	3082	0	0	2952	1374
Arrive On Green				0.02	0.00	0.00	0.00	0.87	0.00	0.00	0.87	0.87
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	3572	1585
Grp Volume(v), veh/h				14	0	0	0	920	0	0	401	716
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1585
Q Serve(g_s), s				0.4	0.0	0.0	0.0	4.5	0.0	0.0	1.7	10.6
Cycle Q Clear(g_c), s				0.4	0.0	0.0	0.0	4.5	0.0	0.0	1.7	10.6
Prop In Lane				1.00		0.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				58	30	0	0	3082	0	0	2952	1374
V/C Ratio(X)				0.24	0.00	0.00	0.00	0.30	0.00	0.00	0.14	0.52
Avail Cap(c_a), veh/h				1276	670	0	0	3082	0	0	2952	1374
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				47.1	0.0	0.0	0.0	1.2	0.0	0.0	1.0	1.6
Incr Delay (d2), s/veh				2.1	0.0	0.0	0.0	0.2	0.0	0.0	0.1	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.2	0.0	0.0	0.0	1.4	0.0	0.0	1.1	3.0
LnGrp LOS				D	A	A	A	A	A	A	A	A
Approach Vol, veh/h					14			920			1117	
Approach Delay, s/veh					49.2			1.4			2.3	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	90.0		90.0		6.9			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	84.0		84.0		34.7			
Max Q Clear Time (g_c+I1), s	6.5		12.6		2.4			
Green Ext Time (p_c), s	6.7		9.2		0.0			

Intersection Summary	
HCM 6th Ctrl Delay	2.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	7	828	0	0	0	0	1410	296	16	365	0
Future Volume (veh/h)	309	7	828	0	0	0	0	1410	296	16	365	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	343	0	925				0	1567	329	18	406	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	550	0	979				0	2330	486	33	3083	0
Arrive On Green	0.31	0.00	0.31				0.00	0.55	0.55	0.02	0.60	0.00
Sat Flow, veh/h	1781	0	3170				0	4401	883	1781	5274	0
Grp Volume(v), veh/h	343	0	925				0	1258	638	18	406	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1711	1781	1702	0
Q Serve(g_s), s	21.3	0.0	36.8				0.0	34.1	34.5	1.3	4.4	0.0
Cycle Q Clear(g_c), s	21.3	0.0	36.8				0.0	34.1	34.5	1.3	4.4	0.0
Prop In Lane	1.00		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	550	0	979				0	1874	942	33	3083	0
V/C Ratio(X)	0.62	0.00	0.94				0.00	0.67	0.68	0.55	0.13	0.00
Avail Cap(c_a), veh/h	561	0	999				0	1874	942	90	3083	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.2	0.0	43.6				0.0	20.7	20.8	62.9	11.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	16.7				0.0	1.9	3.9	13.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	16.6				0.0	12.6	13.3	0.7	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	60.2				0.0	22.7	24.7	76.4	11.1	0.0
LnGrp LOS	D	A	E				A	C	C	E	B	A
Approach Vol, veh/h		1268						1896			424	
Approach Delay, s/veh		54.8						23.3			13.9	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.9	77.1		45.2		84.0
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0
Max Green Setting (Gmax), s	6.5	67.0		40.7		78.0
Max Q Clear Time (g_c+I1), s	3.3	36.5		38.8		6.4
Green Ext Time (p_c), s	0.0	15.5		1.1		2.5

Intersection Summary	
HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	10	331	375	220	6	98	348	290	6	314	1038	74
Future Volume (veh/h)	10	331	375	220	6	98	348	290	6	314	1038	74
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach			No				No				No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		352	399	0		104	370	309		334	1104	79
Peak Hour Factor		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		419	1090			166	830	370		399	2028	573
Arrive On Green		0.12	0.31	0.00		0.05	0.23	0.23		0.12	0.36	0.36
Sat Flow, veh/h		3456	3554	1585		3456	3554	1585		3456	5611	1585
Grp Volume(v), veh/h		352	399	0		104	370	309		334	1104	79
Grp Sat Flow(s),veh/h/ln		1728	1777	1585		1728	1777	1585		1728	1870	1585
Q Serve(g_s), s		9.8	8.6	0.0		2.9	8.7	18.2		9.3	15.3	3.3
Cycle Q Clear(g_c), s		9.8	8.6	0.0		2.9	8.7	18.2		9.3	15.3	3.3
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		419	1090			166	830	370		399	2028	573
V/C Ratio(X)		0.84	0.37			0.63	0.45	0.83		0.84	0.54	0.14
Avail Cap(c_a), veh/h		441	1415			265	1233	550		409	2028	573
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		42.1	26.5	0.0		45.8	32.1	35.7		42.4	24.9	21.0
Incr Delay (d2), s/veh		13.1	0.2	0.0		3.8	0.4	7.0		13.9	1.1	0.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.7	3.4	0.0		1.3	3.6	7.3		4.5	6.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		55.3	26.7	0.0		49.6	32.5	42.8		56.3	25.9	21.5
LnGrp LOS		E	C			D	C	D		E	C	C
Approach Vol, veh/h			751				783				1517	
Approach Delay, s/veh			40.1				38.8				32.4	
Approach LOS			D				D				C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	40.7	9.2	35.3	15.8	37.6	16.4	28.2
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.0	32.9	7.5	39.0	11.6	32.3	12.5	34.0
Max Q Clear Time (g_c+I1), s	8.0	17.3	4.9	10.6	11.3	12.6	11.8	20.2
Green Ext Time (p_c), s	0.2	6.3	0.1	2.3	0.0	5.0	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (veh/h)	31	205	734	122
Future Volume (veh/h)	31	205	734	122
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		218	781	130
Peak Hour Factor		0.94	0.94	0.94
Percent Heavy Veh, %		2	2	2
Cap, veh/h		290	1850	523
Arrive On Green		0.08	0.33	0.33
Sat Flow, veh/h		3456	5611	1585
Grp Volume(v), veh/h		218	781	130
Grp Sat Flow(s),veh/h/ln		1728	1870	1585
Q Serve(g_s), s		6.0	10.6	5.9
Cycle Q Clear(g_c), s		6.0	10.6	5.9
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		290	1850	523
V/C Ratio(X)		0.75	0.42	0.25
Avail Cap(c_a), veh/h		388	1850	523
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00
Uniform Delay (d), s/veh		43.9	25.6	24.0
Incr Delay (d2), s/veh		5.6	0.7	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.7	4.4	2.2
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		49.5	26.3	25.1
LnGrp LOS		D	C	C
Approach Vol, veh/h			1129	
Approach Delay, s/veh			30.6	
Approach LOS			C	
Timer - Assigned Phs				

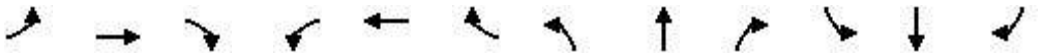
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	577	0	0	452	26	0	0	0	15	0	15
Future Vol, veh/h	26	577	0	0	452	26	0	0	0	15	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	627	0	0	491	28	0	0	0	16	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	519	0	0	627	0	0	929	1202	314	861	1174	246
Stage 1	-	-	-	-	-	-	683	683	-	491	491	-
Stage 2	-	-	-	-	-	-	246	519	-	370	683	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1043	-	-	951	-	-	222	183	682	249	190	754
Stage 1	-	-	-	-	-	-	405	447	-	528	546	-
Stage 2	-	-	-	-	-	-	736	531	-	622	447	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	951	-	-	213	178	682	244	185	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	178	-	244	185	-
Stage 1	-	-	-	-	-	-	394	435	-	514	546	-
Stage 2	-	-	-	-	-	-	720	531	-	605	435	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	15.7
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1043	-	-	951	-	-	369
HCM Lane V/C Ratio	-	0.027	-	-	-	-	-	0.088
HCM Control Delay (s)	0	8.5	-	-	0	-	-	15.7
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	217	230	65	148	150	285	495	75	250	451	45
Future Volume (veh/h)	145	217	230	65	148	150	285	495	75	250	451	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	236	250	71	161	163	310	538	82	272	490	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	686	306	92	490	219	343	1656	248	307	1651	163
Arrive On Green	0.11	0.19	0.19	0.05	0.14	0.14	0.19	0.37	0.37	0.17	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	4482	672	1781	4724	466
Grp Volume(v), veh/h	158	236	250	71	161	163	310	407	213	272	351	188
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1749	1781	1702	1786
Q Serve(g_s), s	8.0	5.3	13.9	3.6	3.8	9.1	15.6	7.9	8.1	13.7	6.9	7.0
Cycle Q Clear(g_c), s	8.0	5.3	13.9	3.6	3.8	9.1	15.6	7.9	8.1	13.7	6.9	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		0.26
Lane Grp Cap(c), veh/h	190	686	306	92	490	219	343	1258	646	307	1189	624
V/C Ratio(X)	0.83	0.34	0.82	0.77	0.33	0.75	0.90	0.32	0.33	0.88	0.30	0.30
Avail Cap(c_a), veh/h	190	1203	537	169	1160	518	359	1258	646	347	1189	624
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	32.0	35.5	43.1	35.8	38.1	36.2	20.7	20.8	37.1	21.7	21.7
Incr Delay (d2), s/veh	25.7	0.3	5.3	13.0	0.4	5.0	24.6	0.7	1.4	21.1	0.6	1.2
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/ln	4.7	2.2	5.4	1.8	1.6	3.6	8.6	2.9	3.2	7.3	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	32.3	40.8	56.0	36.2	43.1	60.8	21.4	22.2	58.2	22.3	23.0
LnGrp LOS	E	C	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		644			395			930			811	
Approach Delay, s/veh		43.9			42.6			34.7			34.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	39.3	9.2	23.0	22.2	37.4	14.3	18.0
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	17.9	32.7	8.7	31.1	18.5	32.1	9.8	30.0
Max Q Clear Time (g_c+I1), s	15.7	10.1	5.6	15.9	17.6	9.0	10.0	11.1
Green Ext Time (p_c), s	0.2	3.4	0.0	1.9	0.1	2.9	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	224	125	54	195	123	110	1179	70	144	1014	58
Future Volume (veh/h)	193	224	125	54	195	123	110	1179	70	144	1014	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	236	132	57	205	129	116	1241	74	152	1067	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	603	269	162	484	216	213	1532	91	232	2322	721
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.06	0.45	0.45	0.07	0.45	0.45
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3408	203	3456	5106	1585
Grp Volume(v), veh/h	203	236	132	57	205	129	116	646	669	152	1067	61
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1834	1728	1702	1585
Q Serve(g_s), s	4.2	4.3	5.5	1.2	3.9	5.6	2.4	23.1	23.2	3.2	10.6	1.6
Cycle Q Clear(g_c), s	4.2	4.3	5.5	1.2	3.9	5.6	2.4	23.1	23.2	3.2	10.6	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	278	603	269	162	484	216	213	799	824	232	2322	721
V/C Ratio(X)	0.73	0.39	0.49	0.35	0.42	0.60	0.54	0.81	0.81	0.66	0.46	0.08
Avail Cap(c_a), veh/h	278	1258	561	235	1597	712	306	799	824	240	2322	721
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	27.1	27.6	33.9	29.1	29.8	33.4	17.5	17.5	33.4	13.8	11.3
Incr Delay (d2), s/veh	9.4	0.4	1.4	1.3	0.6	2.6	2.2	8.7	8.5	6.1	0.7	0.2
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/ln	2.0	1.7	2.0	0.5	1.5	2.1	1.0	9.3	9.5	1.4	3.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	27.5	29.0	35.2	29.7	32.5	35.6	26.2	26.0	39.5	14.5	11.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		571			391			1431			1280	
Approach Delay, s/veh		33.2			31.4			26.9			17.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	38.3	7.9	17.8	9.0	38.7	10.4	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.1	33.0	5.0	26.0	6.5	33.0	5.9	33.0
Max Q Clear Time (g_c+I1), s	5.2	25.2	3.2	7.5	4.4	12.6	6.2	7.6
Green Ext Time (p_c), s	0.0	4.4	0.0	1.5	0.1	6.8	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

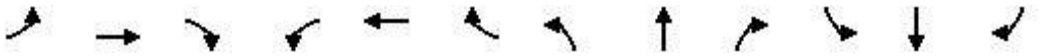
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	4	0	681	2	0	597	0
Future Vol, veh/h	0	0	0	5	0	4	0	681	2	0	597	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	0	4	0	740	2	0	649	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1019	-	325	1065	1389	370	649	0	0	742	0	0
Stage 1	649	-	-	740	740	-	-	-	-	-	-	-
Stage 2	370	-	-	325	649	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	191	0	671	177	141	627	933	-	-	861	-	-
Stage 1	425	0	-	375	421	-	-	-	-	-	-	-
Stage 2	622	0	-	661	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	-	671	177	141	627	933	-	-	861	-	-
Mov Cap-2 Maneuver	190	-	-	177	141	-	-	-	-	-	-	-
Stage 1	425	-	-	375	421	-	-	-	-	-	-	-
Stage 2	618	-	-	661	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	19.4	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	-	-	260	861	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.038	-	-	-
HCM Control Delay (s)	0	-	-	0	0	19.4	0	-	-
HCM Lane LOS	A	-	-	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-



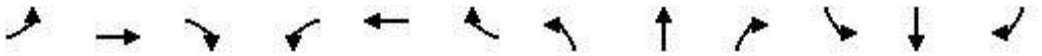
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	929	212	124	696	158	203	574	155	78	471	102
Future Volume (veh/h)	100	929	212	124	696	158	203	574	155	78	471	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	978	223	131	733	166	214	604	163	82	496	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1084	483	159	1140	509	245	1281	571	105	820	176
Arrive On Green	0.07	0.31	0.31	0.09	0.32	0.32	0.14	0.36	0.36	0.06	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2910	624
Grp Volume(v), veh/h	105	978	223	131	733	166	214	604	163	82	302	301
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1758
Q Serve(g_s), s	6.1	27.8	12.0	7.6	18.6	8.4	12.4	13.8	7.7	4.8	15.5	15.6
Cycle Q Clear(g_c), s	6.1	27.8	12.0	7.6	18.6	8.4	12.4	13.8	7.7	4.8	15.5	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	131	1084	483	159	1140	509	245	1281	571	105	501	496
V/C Ratio(X)	0.80	0.90	0.46	0.82	0.64	0.33	0.87	0.47	0.29	0.78	0.60	0.61
Avail Cap(c_a), veh/h	162	1137	507	178	1167	521	279	1281	571	196	501	496
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	35.1	29.6	47.1	30.6	27.1	44.5	26.0	24.0	48.9	32.7	32.8
Incr Delay (d2), s/veh	20.0	9.8	0.7	23.7	1.2	0.4	22.9	1.2	1.3	11.7	5.3	5.5
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/ln	3.3	12.6	4.4	4.3	7.7	3.1	6.7	5.6	2.9	2.4	6.9	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	44.9	30.3	70.8	31.8	27.5	67.5	27.2	25.3	60.6	38.0	38.2
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		1306			1030			981			685	
Approach Delay, s/veh		44.3			36.1			35.7			40.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	43.3	13.9	37.4	19.0	35.0	12.3	39.1
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.6	34.6	10.5	33.7	16.5	29.7	9.6	34.6
Max Q Clear Time (g_c+I1), s	6.8	15.8	9.6	29.8	14.4	17.6	8.1	20.6
Green Ext Time (p_c), s	0.1	3.8	0.0	2.3	0.1	2.5	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Michael Baker
INTERNATIONAL

Appendix D:
Existing Plus Project Synchro Worksheets



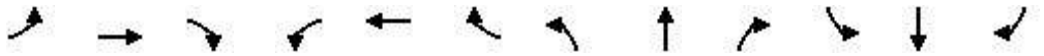
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1276	3	111	0	344	0	0	407	44
Future Volume (veh/h)	0	0	0	1276	3	111	0	344	0	0	407	44
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				1502	0	0	0	374	0	0	442	48
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				1723	905	0	0	1414	0	0	1864	199
Arrive On Green				0.48	0.00	0.00	0.00	0.40	0.00	0.00	0.40	0.40
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	4852	501
Grp Volume(v), veh/h				1502	0	0	0	374	0	0	319	171
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1780
Q Serve(g_s), s				35.9	0.0	0.0	0.0	6.8	0.0	0.0	6.0	6.1
Cycle Q Clear(g_c), s				35.9	0.0	0.0	0.0	6.8	0.0	0.0	6.0	6.1
Prop In Lane				1.00		0.00	0.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				1723	905	0	0	1414	0	0	1355	708
V/C Ratio(X)				0.87	0.00	0.00	0.00	0.26	0.00	0.00	0.24	0.24
Avail Cap(c_a), veh/h				3011	1581	0	0	1414	0	0	1355	708
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.0	0.0	0.0	0.0	19.3	0.0	0.0	19.1	19.1
Incr Delay (d2), s/veh				1.5	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.4	0.0	0.0	0.0	2.6	0.0	0.0	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				23.5	0.0	0.0	0.0	19.8	0.0	0.0	19.5	19.9
LnGrp LOS				C	A	A	A	B	A	A	B	B
Approach Vol, veh/h					1502			374			490	
Approach Delay, s/veh					23.5			19.8			19.7	
Approach LOS					C			B			B	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	44.0		44.0		51.5			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	38.0		38.0		80.7			
Max Q Clear Time (g_c+I1), s	8.8		8.1		37.9			
Green Ext Time (p_c), s	2.1		2.7		8.3			

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1	814	0	0	0	0	627	420	62	1634	0
Future Volume (veh/h)	88	1	814	0	0	0	0	627	420	62	1634	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	96	0	886				0	682	457	67	1776	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	475	0	846				0	1916	892	86	3299	0
Arrive On Green	0.27	0.00	0.27				0.00	0.56	0.56	0.05	0.65	0.00
Sat Flow, veh/h	1781	0	3170				0	3572	1585	1781	5274	0
Grp Volume(v), veh/h	96	0	886				0	682	457	67	1776	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	1781	1702	0
Q Serve(g_s), s	5.4	0.0	34.7				0.0	14.2	23.0	4.8	24.5	0.0
Cycle Q Clear(g_c), s	5.4	0.0	34.7				0.0	14.2	23.0	4.8	24.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	475	0	846				0	1916	892	86	3299	0
V/C Ratio(X)	0.20	0.00	1.05				0.00	0.36	0.51	0.77	0.54	0.00
Avail Cap(c_a), veh/h	475	0	846				0	1916	892	281	3299	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.9	0.0	47.7				0.0	15.5	17.4	61.1	12.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	44.0				0.0	0.5	2.1	13.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	18.8				0.0	5.2	8.1	2.4	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	91.6				0.0	16.0	19.5	74.8	13.1	0.0
LnGrp LOS	D	A	F				A	B	B	E	B	A
Approach Vol, veh/h		982						1139			1843	
Approach Delay, s/veh		86.3						17.4			15.4	
Approach LOS		F						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.8	79.2		40.0		90.0
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0
Max Green Setting (Gmax), s	20.5	59.0		34.7		84.0
Max Q Clear Time (g_c+I1), s	6.8	25.0		36.7		26.5
Green Ext Time (p_c), s	0.1	8.0		0.0		18.5

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	10	270	139	115	31	254	133	2	163	648	27	70
Future Volume (veh/h)	10	270	139	115	31	254	133	2	163	648	27	70
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870		1870	1870	1870	
Adj Flow Rate, veh/h		321	165	0	37	302	158		194	771	32	
Peak Hour Factor		0.84	0.84	0.84	0.84	0.84	0.84		0.84	0.84	0.84	
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	
Cap, veh/h		398	795		117	507	226		257	2451	693	
Arrive On Green		0.12	0.22	0.00	0.03	0.14	0.14		0.07	0.44	0.44	
Sat Flow, veh/h		3456	3554	1585	3456	3554	1585		3456	5611	1585	
Grp Volume(v), veh/h		321	165	0	37	302	158		194	771	32	
Grp Sat Flow(s),veh/h/ln		1728	1777	1585	1728	1777	1585		1728	1870	1585	
Q Serve(g_s), s		7.9	3.3	0.0	0.9	7.0	8.3		4.8	7.8	1.0	
Cycle Q Clear(g_c), s		7.9	3.3	0.0	0.9	7.0	8.3		4.8	7.8	1.0	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h		398	795		117	507	226		257	2451	693	
V/C Ratio(X)		0.81	0.21		0.32	0.60	0.70		0.76	0.31	0.05	
Avail Cap(c_a), veh/h		439	1630		198	1382	616		257	2451	693	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh		37.7	27.6	0.0	41.2	35.1	35.7		39.7	16.1	14.1	
Incr Delay (d2), s/veh		9.9	0.1	0.0	1.5	1.1	3.9		12.0	0.3	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		3.7	1.3	0.0	0.4	2.9	3.2		2.3	3.0	0.3	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		47.6	27.7	0.0	42.8	36.2	39.6		51.7	16.4	14.3	
LnGrp LOS		D	C		D	D	D		D	B	B	
Approach Vol, veh/h			486			497				997		
Approach Delay, s/veh			40.9			37.8				23.2		
Approach LOS			D			D				C		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	43.5	7.5	24.9	11.0	44.1	14.6	17.8
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.9	33.4	5.0	40.1	6.5	38.8	11.1	34.0
Max Q Clear Time (g_c+I1), s	6.9	9.8	2.9	5.3	6.8	37.4	9.9	10.3
Green Ext Time (p_c), s	0.3	4.8	0.0	0.9	0.0	1.3	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	167	1557	561
Future Volume (veh/h)	167	1557	561
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	199	1854	668
Peak Hour Factor	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2
Cap, veh/h	281	2490	703
Arrive On Green	0.08	0.44	0.44
Sat Flow, veh/h	3456	5611	1585
Grp Volume(v), veh/h	199	1854	668
Grp Sat Flow(s),veh/h/ln	1728	1870	1585
Q Serve(g_s), s	4.9	24.0	35.4
Cycle Q Clear(g_c), s	4.9	24.0	35.4
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	281	2490	703
V/C Ratio(X)	0.71	0.74	0.95
Avail Cap(c_a), veh/h	470	2490	703
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	20.2	23.4
Incr Delay (d2), s/veh	3.3	2.1	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	9.2	15.8
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	42.4	22.3	47.0
LnGrp LOS	D	C	D
Approach Vol, veh/h		2721	
Approach Delay, s/veh		29.8	
Approach LOS		C	
Timer - Assigned Phs			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	513	13	26	444	8	39	0	79	23	0	23
Future Vol, veh/h	8	513	13	26	444	8	39	0	79	23	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	558	14	28	483	9	42	0	86	25	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	572	0	0	881	1131	286	836	1129	242
Stage 1	-	-	-	-	-	-	583	583	-	539	539	-
Stage 2	-	-	-	-	-	-	298	548	-	297	590	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1068	-	-	997	-	-	241	202	711	260	203	759
Stage 1	-	-	-	-	-	-	465	497	-	494	520	-
Stage 2	-	-	-	-	-	-	686	515	-	687	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	997	-	-	227	195	711	222	196	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	195	-	222	196	-
Stage 1	-	-	-	-	-	-	461	493	-	490	505	-
Stage 2	-	-	-	-	-	-	645	501	-	599	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	17.4	17.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	1068	-	-	997	-	-	344
HCM Lane V/C Ratio	0.308	0.008	-	-	0.028	-	-	0.145
HCM Control Delay (s)	17.4	8.4	-	-	8.7	-	-	17.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.5

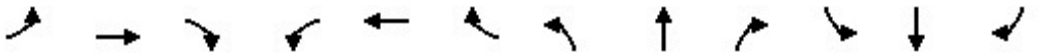
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	513	13	26	483	8	0	0	118	0	0	46
Future Vol, veh/h	8	513	13	26	483	8	0	0	118	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	558	14	28	525	9	0	0	128	0	0	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	572	0	0	902	1173	286	878	1171	263
Stage 1	-	-	-	-	-	-	583	583	-	581	581	-
Stage 2	-	-	-	-	-	-	319	590	-	297	590	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1030	-	-	997	-	-	233	191	711	242	191	735
Stage 1	-	-	-	-	-	-	465	497	-	467	498	-
Stage 2	-	-	-	-	-	-	667	493	-	687	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	997	-	-	211	184	711	193	184	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	184	-	193	184	-
Stage 1	-	-	-	-	-	-	461	493	-	463	484	-
Stage 2	-	-	-	-	-	-	604	479	-	558	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	11.2	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	711	1030	-	-	997	-	-	735
HCM Lane V/C Ratio	0.18	0.008	-	-	0.028	-	-	0.068
HCM Control Delay (s)	11.2	8.5	-	-	8.7	-	-	10.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	513	13	26	444	8	39	0	79	23	0	23
Future Volume (veh/h)	8	513	13	26	444	8	39	0	79	23	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	558	14	28	483	9	42	0	86	25	0	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1762	44	57	1839	820	153	31	187	212	32	140
Arrive On Green	0.01	0.50	0.50	0.03	0.52	0.52	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	3542	89	1781	3554	1585	339	174	1050	604	178	782
Grp Volume(v), veh/h	9	280	292	28	483	9	128	0	0	50	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1854	1781	1777	1585	1563	0	0	1564	0	0
Q Serve(g_s), s	0.3	4.9	4.9	0.8	3.9	0.1	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	4.9	4.9	0.8	3.9	0.1	3.6	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.33		0.67	0.50		0.50
Lane Grp Cap(c), veh/h	21	884	922	57	1839	820	371	0	0	384	0	0
V/C Ratio(X)	0.43	0.32	0.32	0.49	0.26	0.01	0.34	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	224	884	922	259	1839	820	1176	0	0	1147	0	0
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	7.7	7.8	24.6	7.0	6.0	18.9	0.0	0.0	18.0	0.0	0.0
Incr Delay (d2), s/veh	13.4	0.9	0.9	6.4	0.3	0.0	0.5	0.0	0.0	0.2	0.0	0.0
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/ln	0.2	1.4	1.4	0.4	1.0	0.0	1.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	8.7	8.7	31.0	7.3	6.1	19.4	0.0	0.0	18.1	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		581			520			128			50	
Approach Delay, s/veh		9.1			8.6			19.4			18.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.5	6.2	31.0		14.5	5.1	32.0				
Change Period (Y+Rc), s		5.3	4.5	5.3		5.3	4.5	5.3				
Max Green Setting (Gmax), s		36.7	7.5	25.7		36.7	6.5	26.7				
Max Q Clear Time (g_c+I1), s		5.6	2.8	6.9		3.3	2.3	5.9				
Green Ext Time (p_c), s		0.8	0.0	2.8		0.3	0.0	2.7				

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	39	91	302	221	102	164	215	250	256	87	250	674
Future Volume (veh/h)	39	91	302	221	102	164	215	250	256	87	250	674
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		99	328	240	111	178	234	272	278	95	272	733
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		125	680	303	140	708	316	310	1310	421	310	1625
Arrive On Green		0.07	0.19	0.19	0.08	0.20	0.20	0.17	0.34	0.34	0.17	0.34
Sat Flow, veh/h		1781	3554	1585	1781	3554	1585	1781	3823	1230	1781	4743
Grp Volume(v), veh/h		99	328	240	111	178	234	272	246	127	272	525
Grp Sat Flow(s),veh/h/ln		1781	1777	1585	1781	1777	1585	1781	1702	1649	1781	1702
Q Serve(g_s), s		5.0	7.5	13.2	5.6	3.9	12.7	13.6	4.7	5.0	13.6	11.0
Cycle Q Clear(g_c), s		5.0	7.5	13.2	5.6	3.9	12.7	13.6	4.7	5.0	13.6	11.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		0.75	1.00	
Lane Grp Cap(c), veh/h		125	680	303	140	708	316	310	1166	565	310	1166
V/C Ratio(X)		0.79	0.48	0.79	0.80	0.25	0.74	0.88	0.21	0.23	0.88	0.45
Avail Cap(c_a), veh/h		138	1163	519	165	1217	543	398	1166	565	398	1166
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		41.9	33.0	35.3	41.5	30.9	34.5	36.9	21.4	21.5	36.9	23.4
Incr Delay (d2), s/veh		24.0	0.5	4.7	20.0	0.2	3.4	16.1	0.4	0.9	16.1	1.3
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
%ile BackOfQ(50%),veh/ln		2.9	3.1	5.1	3.1	1.6	4.9	6.9	1.7	1.9	6.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		65.9	33.6	40.0	61.5	31.1	37.9	53.0	21.8	22.4	53.0	24.7
LnGrp LOS		E	C	D	E	C	D	D	C	C	D	C
Approach Vol, veh/h			667			523			645			1075
Approach Delay, s/veh			40.7			40.6			35.1			32.2
Approach LOS			D			D			D			C

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	36.7	11.7	22.8	20.5	36.7	11.0	23.6
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	20.5	31.4	8.5	30.0	20.5	31.4	7.1	31.4
Max Q Clear Time (g_c+I1), s	15.6	7.0	7.6	15.2	15.6	13.1	7.0	14.7
Green Ext Time (p_c), s	0.3	2.0	0.0	2.3	0.3	4.2	0.0	1.5

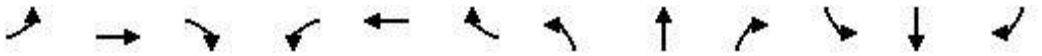
Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	64
Future Volume (veh/h)	64
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	70
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	154
Arrive On Green	0.34
Sat Flow, veh/h	450
Grp Volume(v), veh/h	278
Grp Sat Flow(s),veh/h/ln	1789
Q Serve(g_s), s	11.1
Cycle Q Clear(g_c), s	11.1
Prop In Lane	0.25
Lane Grp Cap(c), veh/h	613
V/C Ratio(X)	0.45
Avail Cap(c_a), veh/h	613
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	23.5
Incr Delay (d2), s/veh	2.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	4.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	25.9
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	77	74	76	125	45	44	555	13	27	1331	312
Future Volume (veh/h)	263	77	74	76	125	45	44	555	13	27	1331	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	306	90	86	88	145	52	51	645	15	31	1548	363
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	628	280	193	472	211	151	1688	39	109	2367	735
Arrive On Green	0.10	0.18	0.18	0.06	0.13	0.13	0.04	0.48	0.48	0.03	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3550	83	3456	5106	1585
Grp Volume(v), veh/h	306	90	86	88	145	52	51	323	337	31	1548	363
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1856	1728	1702	1585
Q Serve(g_s), s	6.6	1.6	3.6	1.9	2.8	2.2	1.1	8.8	8.8	0.7	17.6	12.0
Cycle Q Clear(g_c), s	6.6	1.6	3.6	1.9	2.8	2.2	1.1	8.8	8.8	0.7	17.6	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	344	628	280	193	472	211	151	845	882	109	2367	735
V/C Ratio(X)	0.89	0.14	0.31	0.46	0.31	0.25	0.34	0.38	0.38	0.28	0.65	0.49
Avail Cap(c_a), veh/h	344	1633	729	271	1558	695	230	845	882	230	2367	735
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	26.2	27.0	34.4	29.5	29.3	34.9	12.7	12.7	35.6	15.5	14.0
Incr Delay (d2), s/veh	23.5	0.1	0.6	1.7	0.4	0.6	1.3	1.3	1.3	1.4	1.4	2.4
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/ln	3.6	0.6	1.2	0.8	1.1	0.8	0.4	3.0	3.2	0.3	5.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	26.3	27.6	36.1	29.9	29.9	36.3	14.0	13.9	37.0	17.0	16.4
LnGrp LOS	E	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		482			285			711			1942	
Approach Delay, s/veh		46.0			31.8			15.5			17.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	41.1	8.7	18.6	7.8	40.2	12.0	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.0	34.9	5.9	34.6	5.0	34.9	7.5	33.0
Max Q Clear Time (g_c+I1), s	2.7	10.8	3.9	5.6	3.1	19.6	8.6	4.8
Green Ext Time (p_c), s	0.0	3.4	0.0	0.7	0.0	9.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

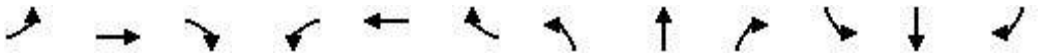
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	0	79	1	0	1	26	422	3	9	781	22
Future Vol, veh/h	66	0	79	1	0	1	26	422	3	9	781	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	0	86	1	0	1	28	459	3	10	849	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1167	-	437	960	1408	230	873	0	0	462	0	0
Stage 1	881	-	-	515	515	-	-	-	-	-	-	-
Stage 2	286	-	-	445	893	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	0	567	211	138	772	768	-	-	1095	-	-
Stage 1	308	0	-	511	533	-	-	-	-	-	-	-
Stage 2	697	0	-	562	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	-	567	173	132	772	768	-	-	1095	-	-
Mov Cap-2 Maneuver	144	-	-	173	132	-	-	-	-	-	-	-
Stage 1	297	-	-	493	514	-	-	-	-	-	-	-
Stage 2	671	-	-	473	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	17.8	0.6	0.1
HCM LOS	D	C		

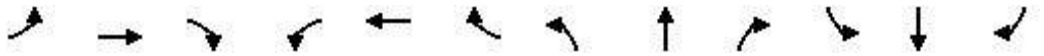
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	768	-	-	144	567	283	1095	-	-
HCM Lane V/C Ratio	0.037	-	-	0.498	0.151	0.008	0.009	-	-
HCM Control Delay (s)	9.9	-	-	52.6	12.5	17.8	8.3	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.5	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	371	170	130	811	75	240	418	131	98	601	307
Future Volume (veh/h)	52	371	170	130	811	75	240	418	131	98	601	307
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	408	187	143	891	82	264	459	144	108	660	337
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	836	373	172	1033	461	295	1432	639	135	713	364
Arrive On Green	0.04	0.24	0.24	0.10	0.29	0.29	0.17	0.40	0.40	0.08	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2276	1162
Grp Volume(v), veh/h	57	408	187	143	891	82	264	459	144	108	515	482
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1661
Q Serve(g_s), s	3.3	10.3	10.6	8.2	24.6	4.0	15.0	9.2	6.2	6.2	29.0	29.0
Cycle Q Clear(g_c), s	3.3	10.3	10.6	8.2	24.6	4.0	15.0	9.2	6.2	6.2	29.0	29.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	73	836	373	172	1033	461	295	1432	639	135	556	520
V/C Ratio(X)	0.78	0.49	0.50	0.83	0.86	0.18	0.90	0.32	0.23	0.80	0.93	0.93
Avail Cap(c_a), veh/h	90	996	444	181	1178	526	319	1432	639	179	556	520
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	34.2	34.3	45.9	34.7	27.4	42.3	21.2	20.3	47.0	34.4	34.4
Incr Delay (d2), s/veh	28.8	0.4	1.0	25.7	6.1	0.2	24.9	0.6	0.8	16.9	23.7	24.8
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/ln	2.0	4.2	4.0	4.7	10.9	1.5	8.2	3.6	2.3	3.2	15.1	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.9	34.6	35.4	71.6	40.9	27.6	67.2	21.8	21.1	63.9	58.0	59.2
LnGrp LOS	E	C	D	E	D	C	E	C	C	E	E	E
Approach Vol, veh/h		652			1116			867			1105	
Approach Delay, s/veh		38.6			43.8			35.5			59.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	47.0	14.5	29.6	21.6	37.7	8.8	35.4
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	10.4	40.5	10.5	29.0	18.5	32.4	5.2	34.3
Max Q Clear Time (g_c+I1), s	8.2	11.2	10.2	12.6	17.0	31.0	5.3	26.6
Green Ext Time (p_c), s	0.0	3.1	0.0	2.7	0.1	0.8	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D



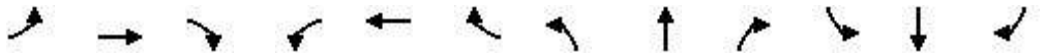
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	58	0	1	0	846	0	0	369	659
Future Volume (veh/h)	0	0	0	58	0	1	0	846	0	0	369	659
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				64	0	0	0	920	0	0	401	716
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				149	78	0	0	3002	0	0	2875	1339
Arrive On Green				0.04	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.84
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	3572	1585
Grp Volume(v), veh/h				64	0	0	0	920	0	0	401	716
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1585
Q Serve(g_s), s				1.7	0.0	0.0	0.0	5.4	0.0	0.0	2.1	12.7
Cycle Q Clear(g_c), s				1.7	0.0	0.0	0.0	5.4	0.0	0.0	2.1	12.7
Prop In Lane				1.00		0.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				149	78	0	0	3002	0	0	2875	1339
V/C Ratio(X)				0.43	0.00	0.00	0.00	0.31	0.00	0.00	0.14	0.53
Avail Cap(c_a), veh/h				1243	653	0	0	3002	0	0	2875	1339
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.5	0.0	0.0	0.0	1.6	0.0	0.0	1.4	2.2
Incr Delay (d2), s/veh				2.0	0.0	0.0	0.0	0.3	0.0	0.0	0.1	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.8	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				48.5	0.0	0.0	0.0	1.9	0.0	0.0	1.5	3.7
LnGrp LOS				D	A	A	A	A	A	A	A	A
Approach Vol, veh/h					64			920			1117	
Approach Delay, s/veh					48.5			1.9			2.9	
Approach LOS					D			A			A	

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		90.0				90.0		9.4				
Change Period (Y+Rc), s		6.0				6.0		5.3				
Max Green Setting (Gmax), s		84.0				84.0		34.7				
Max Q Clear Time (g_c+I1), s		7.4				14.7		3.7				
Green Ext Time (p_c), s		6.7				9.2		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	3.8	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	7	874	0	0	0	0	1437	323	16	411	0
Future Volume (veh/h)	309	7	874	0	0	0	0	1437	323	16	411	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	336	0	955				0	1562	351	17	447	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	557	0	991				0	2288	511	31	3065	0
Arrive On Green	0.31	0.00	0.31				0.00	0.55	0.55	0.02	0.60	0.00
Sat Flow, veh/h	1781	0	3170				0	4343	932	1781	5274	0
Grp Volume(v), veh/h	336	0	955				0	1271	642	17	447	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1703	1781	1702	0
Q Serve(g_s), s	20.8	0.0	38.5				0.0	35.0	35.5	1.2	5.0	0.0
Cycle Q Clear(g_c), s	20.8	0.0	38.5				0.0	35.0	35.5	1.2	5.0	0.0
Prop In Lane	1.00		1.00				0.00		0.55	1.00		0.00
Lane Grp Cap(c), veh/h	557	0	991				0	1866	933	31	3065	0
V/C Ratio(X)	0.60	0.00	0.96				0.00	0.68	0.69	0.54	0.15	0.00
Avail Cap(c_a), veh/h	558	0	993				0	1866	933	89	3065	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.8	0.0	43.9				0.0	21.2	21.3	63.3	11.4	0.0
Incr Delay (d2), s/veh	1.8	0.0	20.2				0.0	2.0	4.1	13.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	17.8				0.0	13.0	13.7	0.7	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	0.0	64.1				0.0	23.2	25.4	77.0	11.5	0.0
LnGrp LOS	D	A	E				A	C	C	E	B	A
Approach Vol, veh/h		1291						1913			464	
Approach Delay, s/veh		57.7						24.0			13.9	
Approach LOS		E						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.8	77.2		45.9		84.0
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0
Max Green Setting (Gmax), s	6.5	67.0		40.7		78.0
Max Q Clear Time (g_c+I1), s	3.2	37.5		40.5		7.0
Green Ext Time (p_c), s	0.0	15.4		0.1		2.8

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	10	331	375	235	6	98	348	290	6	323	1092	74
Future Volume (veh/h)	10	331	375	235	6	98	348	290	6	323	1092	74
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach			No				No				No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		352	399	0		104	370	309		344	1162	79
Peak Hour Factor		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		418	1089			165	829	370		407	2035	575
Arrive On Green		0.12	0.31	0.00		0.05	0.23	0.23		0.12	0.36	0.36
Sat Flow, veh/h		3456	3554	1585		3456	3554	1585		3456	5611	1585
Grp Volume(v), veh/h		352	399	0		104	370	309		344	1162	79
Grp Sat Flow(s),veh/h/ln		1728	1777	1585		1728	1777	1585		1728	1870	1585
Q Serve(g_s), s		9.8	8.6	0.0		2.9	8.8	18.3		9.6	16.4	3.3
Cycle Q Clear(g_c), s		9.8	8.6	0.0		2.9	8.8	18.3		9.6	16.4	3.3
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		418	1089			165	829	370		407	2035	575
V/C Ratio(X)		0.84	0.37			0.63	0.45	0.84		0.84	0.57	0.14
Avail Cap(c_a), veh/h		439	1409			264	1229	548		408	2035	575
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		42.3	26.6	0.0		46.0	32.3	35.9		42.5	25.2	21.0
Incr Delay (d2), s/veh		13.3	0.2	0.0		3.9	0.4	7.1		14.9	1.2	0.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.7	3.4	0.0		1.3	3.6	7.3		4.7	6.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		55.6	26.8	0.0		49.8	32.6	43.0		57.4	26.4	21.5
LnGrp LOS		E	C			D	C	D		E	C	C
Approach Vol, veh/h			751				783				1585	
Approach Delay, s/veh			40.3				39.0				32.9	
Approach LOS			D				D				C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	41.0	9.2	35.4	16.1	37.6	16.4	28.2
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.0	32.9	7.5	39.0	11.6	32.3	12.5	34.0
Max Q Clear Time (g_c+I1), s	8.1	18.4	4.9	10.6	11.6	14.3	11.8	20.3
Green Ext Time (p_c), s	0.2	6.4	0.1	2.3	0.0	5.4	0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (veh/h)	31	205	827	122
Future Volume (veh/h)	31	205	827	122
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		218	880	130
Peak Hour Factor		0.94	0.94	0.94
Percent Heavy Veh, %		2	2	2
Cap, veh/h		289	1843	521
Arrive On Green		0.08	0.33	0.33
Sat Flow, veh/h		3456	5611	1585
Grp Volume(v), veh/h		218	880	130
Grp Sat Flow(s),veh/h/ln		1728	1870	1585
Q Serve(g_s), s		6.1	12.3	5.9
Cycle Q Clear(g_c), s		6.1	12.3	5.9
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		289	1843	521
V/C Ratio(X)		0.75	0.48	0.25
Avail Cap(c_a), veh/h		387	1843	521
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00
Uniform Delay (d), s/veh		44.1	26.3	24.2
Incr Delay (d2), s/veh		5.7	0.9	1.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		2.7	5.1	2.2
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		49.8	27.2	25.3
LnGrp LOS		D	C	C
Approach Vol, veh/h			1228	
Approach Delay, s/veh			31.0	
Approach LOS			C	
Timer - Assigned Phs				

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	577	46	93	452	26	27	0	54	15	0	15
Future Vol, veh/h	26	577	46	93	452	26	27	0	54	15	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	627	50	101	491	28	29	0	59	16	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	519	0	0	677	0	0	1156	1429	339	1063	1426	246
Stage 1	-	-	-	-	-	-	708	708	-	693	693	-
Stage 2	-	-	-	-	-	-	448	721	-	370	733	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1043	-	-	911	-	-	152	134	657	177	134	754
Stage 1	-	-	-	-	-	-	392	436	-	400	443	-
Stage 2	-	-	-	-	-	-	560	430	-	622	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	911	-	-	133	116	657	145	116	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	116	-	145	116	-
Stage 1	-	-	-	-	-	-	381	424	-	389	394	-
Stage 2	-	-	-	-	-	-	487	382	-	551	413	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.5	23.3	22.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	1043	-	-	911	-	-	243
HCM Lane V/C Ratio	0.31	0.027	-	-	0.111	-	-	0.134
HCM Control Delay (s)	23.3	8.5	-	-	9.4	-	-	22.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.4	-	-	0.5

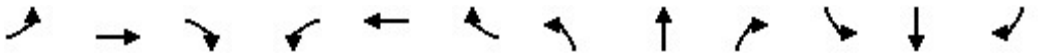
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	577	46	93	479	26	0	0	81	0	0	30
Future Vol, veh/h	26	577	46	93	479	26	0	0	81	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	627	50	101	521	28	0	0	88	0	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	677	0	0	1171	1459	339	1093	1456	261
Stage 1	-	-	-	-	-	-	708	708	-	723	723	-
Stage 2	-	-	-	-	-	-	463	751	-	370	733	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1017	-	-	911	-	-	148	128	657	169	129	738
Stage 1	-	-	-	-	-	-	392	436	-	384	429	-
Stage 2	-	-	-	-	-	-	548	416	-	622	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1017	-	-	911	-	-	127	111	657	131	111	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	111	-	131	111	-
Stage 1	-	-	-	-	-	-	381	424	-	373	381	-
Stage 2	-	-	-	-	-	-	466	370	-	524	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.5	11.3	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	657	1017	-	-	911	-	-	738
HCM Lane V/C Ratio	0.134	0.028	-	-	0.111	-	-	0.044
HCM Control Delay (s)	11.3	8.6	-	-	9.4	-	-	10.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.4	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	577	46	93	452	26	27	0	54	15	0	15
Future Volume (veh/h)	26	577	46	93	452	26	27	0	54	15	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	627	50	101	491	28	29	0	59	16	0	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1380	110	142	1637	730	160	36	182	216	35	132
Arrive On Green	0.03	0.41	0.41	0.08	0.46	0.46	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	3334	266	1781	3554	1585	312	207	1056	558	206	764
Grp Volume(v), veh/h	28	334	343	101	491	28	88	0	0	32	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1585	1575	0	0	1527	0	0
Q Serve(g_s), s	0.7	6.1	6.1	2.5	3.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.1	6.1	2.5	3.9	0.4	2.1	0.0	0.0	0.7	0.0	0.0
Prop In Lane	1.00		0.15	1.00		1.00	0.33		0.67	0.50		0.50
Lane Grp Cap(c), veh/h	58	736	754	142	1637	730	377	0	0	383	0	0
V/C Ratio(X)	0.48	0.45	0.45	0.71	0.30	0.04	0.23	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	213	736	754	296	1637	730	1248	0	0	1217	0	0
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.5	9.6	9.6	20.3	7.6	6.7	16.3	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.0	2.0	6.5	0.5	0.1	0.3	0.0	0.0	0.1	0.0	0.0
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/ln	0.3	1.9	1.9	1.1	1.0	0.1	0.7	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	11.6	11.5	26.8	8.1	6.8	16.7	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		705			620			88			32	
Approach Delay, s/veh		12.2			11.1			16.7			15.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.1	8.1	24.0		13.1	6.0	26.1				
Change Period (Y+Rc), s		5.3	4.5	5.3		5.3	4.5	5.3				
Max Green Setting (Gmax), s		33.7	7.5	18.7		33.7	5.4	20.8				
Max Q Clear Time (g_c+I1), s		4.1	4.5	8.1		2.7	2.7	5.9				
Green Ext Time (p_c), s		0.5	0.1	2.7		0.1	0.0	2.5				

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	27	163	253	230	127	210	150	285	504	111	250	466
Future Volume (veh/h)	27	163	253	230	127	210	150	285	504	111	250	466
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		177	275	250	138	228	163	310	548	121	272	507
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		179	684	305	159	644	287	337	1458	315	304	1457
Arrive On Green		0.10	0.19	0.19	0.09	0.18	0.18	0.19	0.35	0.35	0.17	0.33
Sat Flow, veh/h		1781	3554	1585	1781	3554	1585	1781	4202	909	1781	4434
Grp Volume(v), veh/h		177	275	250	138	228	163	310	442	227	272	387
Grp Sat Flow(s),veh/h/ln		1781	1777	1585	1781	1777	1585	1781	1702	1707	1781	1702
Q Serve(g_s), s		9.7	6.6	14.8	7.5	5.5	9.2	16.7	9.5	9.8	14.6	8.4
Cycle Q Clear(g_c), s		9.7	6.6	14.8	7.5	5.5	9.2	16.7	9.5	9.8	14.6	8.4
Prop In Lane		1.00		1.00	1.00		1.00	1.00		0.53	1.00	
Lane Grp Cap(c), veh/h		179	684	305	159	644	287	337	1181	592	304	1118
V/C Ratio(X)		0.99	0.40	0.82	0.87	0.35	0.57	0.92	0.37	0.38	0.89	0.35
Avail Cap(c_a), veh/h		179	1131	505	159	1091	487	337	1181	592	326	1118
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		43.9	34.5	37.8	43.9	35.0	36.5	38.9	23.9	24.0	39.6	24.8
Incr Delay (d2), s/veh		64.4	0.4	5.4	37.0	0.3	1.8	29.3	0.9	1.9	24.3	0.8
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
%ile BackOfQ(50%),veh/ln		7.2	2.7	5.8	4.8	2.3	3.5	9.5	3.6	3.9	8.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		108.3	34.9	43.3	81.0	35.3	38.3	68.2	24.8	25.9	64.0	25.7
LnGrp LOS		F	C	D	F	D	D	E	C	C	E	C
Approach Vol, veh/h			702			529			979			862
Approach Delay, s/veh			56.4			48.1			38.8			38.0
Approach LOS			E			D			D			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	39.2	13.2	24.1	23.0	37.4	14.3	23.0
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	17.9	32.7	8.7	31.1	18.5	32.1	9.8	30.0
Max Q Clear Time (g_c+I1), s	16.6	11.8	9.5	16.8	18.7	10.7	11.7	11.2
Green Ext Time (p_c), s	0.1	3.6	0.0	2.0	0.0	3.2	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	76
Future Volume (veh/h)	76
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	83
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	234
Arrive On Green	0.33
Sat Flow, veh/h	712
Grp Volume(v), veh/h	203
Grp Sat Flow(s),veh/h/ln	1742
Q Serve(g_s), s	8.7
Cycle Q Clear(g_c), s	8.7
Prop In Lane	0.41
Lane Grp Cap(c), veh/h	572
V/C Ratio(X)	0.35
Avail Cap(c_a), veh/h	572
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	24.9
Incr Delay (d2), s/veh	1.7
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	26.6
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	233	125	54	210	123	110	1179	70	144	1014	166
Future Volume (veh/h)	256	233	125	54	210	123	110	1179	70	144	1014	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	269	245	132	57	221	129	116	1241	74	152	1067	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	603	269	162	484	216	213	1532	91	232	2322	721
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.06	0.45	0.45	0.07	0.45	0.45
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3408	203	3456	5106	1585
Grp Volume(v), veh/h	269	245	132	57	221	129	116	646	669	152	1067	175
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1834	1728	1702	1585
Q Serve(g_s), s	5.7	4.5	5.5	1.2	4.2	5.6	2.4	23.1	23.2	3.2	10.6	5.0
Cycle Q Clear(g_c), s	5.7	4.5	5.5	1.2	4.2	5.6	2.4	23.1	23.2	3.2	10.6	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	278	603	269	162	484	216	213	799	824	232	2322	721
V/C Ratio(X)	0.97	0.41	0.49	0.35	0.46	0.60	0.54	0.81	0.81	0.66	0.46	0.24
Avail Cap(c_a), veh/h	278	1258	561	235	1597	712	306	799	824	240	2322	721
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	27.2	27.6	33.9	29.2	29.8	33.4	17.5	17.5	33.4	13.8	12.3
Incr Delay (d2), s/veh	45.3	0.4	1.4	1.3	0.7	2.6	2.2	8.7	8.5	6.1	0.7	0.8
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/ln	3.9	1.7	2.0	0.5	1.6	2.1	1.0	9.3	9.5	1.4	3.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	27.6	29.0	35.2	29.9	32.5	35.6	26.2	26.0	39.5	14.5	13.1
LnGrp LOS	E	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		646			407			1431			1394	
Approach Delay, s/veh		49.3			31.4			26.9			17.0	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	38.3	7.9	17.8	9.0	38.7	10.4	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.1	33.0	5.0	26.0	6.5	33.0	5.9	33.0
Max Q Clear Time (g_c+I1), s	5.2	25.2	3.2	7.5	4.4	12.6	7.7	7.6
Green Ext Time (p_c), s	0.0	4.4	0.0	1.6	0.1	7.2	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

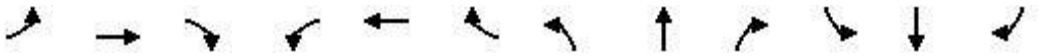
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	54	5	0	4	93	681	2	0	597	77
Future Vol, veh/h	45	0	54	5	0	4	93	681	2	0	597	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	0	59	5	0	4	101	740	2	0	649	84

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1263	-	367	1267	1675	370	733	0	0	742	0	0
Stage 1	691	-	-	942	942	-	-	-	-	-	-	-
Stage 2	572	-	-	325	733	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	126	0	630	126	94	627	868	-	-	861	-	-
Stage 1	401	0	-	283	340	-	-	-	-	-	-	-
Stage 2	472	0	-	661	424	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	114	-	630	104	83	627	868	-	-	861	-	-
Mov Cap-2 Maneuver	114	-	-	104	83	-	-	-	-	-	-	-
Stage 1	354	-	-	250	301	-	-	-	-	-	-	-
Stage 2	414	-	-	599	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.7	28.2	1.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	868	-	-	114	630	165	861	-	-
HCM Lane V/C Ratio	0.116	-	-	0.429	0.093	0.059	-	-	-
HCM Control Delay (s)	9.7	-	-	58.4	11.3	28.2	0	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.8	0.3	0.2	0	-	-



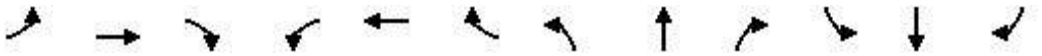
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	929	212	124	696	189	203	605	155	96	489	120
Future Volume (veh/h)	131	929	212	124	696	189	203	605	155	96	489	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	978	223	131	733	199	214	637	163	101	515	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	1084	483	159	1078	481	245	1237	552	127	799	194
Arrive On Green	0.09	0.31	0.31	0.09	0.30	0.30	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2833	690
Grp Volume(v), veh/h	138	978	223	131	733	199	214	637	163	101	322	319
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1746
Q Serve(g_s), s	8.0	27.8	12.0	7.6	19.1	10.5	12.4	15.0	7.9	5.9	16.7	16.9
Cycle Q Clear(g_c), s	8.0	27.8	12.0	7.6	19.1	10.5	12.4	15.0	7.9	5.9	16.7	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	162	1084	483	159	1078	481	245	1237	552	127	501	492
V/C Ratio(X)	0.85	0.90	0.46	0.82	0.68	0.41	0.87	0.52	0.30	0.79	0.64	0.65
Avail Cap(c_a), veh/h	162	1137	507	178	1167	521	279	1237	552	196	501	492
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	35.1	29.6	47.1	32.2	29.2	44.5	27.3	25.0	48.2	33.2	33.2
Incr Delay (d2), s/veh	32.5	9.8	0.7	23.7	1.5	0.6	22.9	1.5	1.4	11.6	6.2	6.5
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/ln	4.9	12.6	4.4	4.3	8.0	3.9	6.7	6.1	3.0	2.9	7.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	44.9	30.3	70.8	33.7	29.8	67.5	28.8	26.3	59.7	39.4	39.7
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		1339			1063			1014			742	
Approach Delay, s/veh		46.1			37.5			36.6			42.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	42.0	13.9	37.4	19.0	35.0	14.1	37.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.6	34.6	10.5	33.7	16.5	29.7	9.6	34.6
Max Q Clear Time (g_c+I1), s	7.9	17.0	9.6	29.8	14.4	18.9	10.0	21.1
Green Ext Time (p_c), s	0.1	3.9	0.0	2.3	0.1	2.5	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Michael Baker
INTERNATIONAL

Appendix E: Opening Year 2027 Without Project Synchro Worksheets



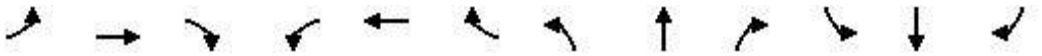
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1437	3	115	0	358	0	0	423	46
Future Volume (veh/h)	0	0	0	1437	3	115	0	358	0	0	423	46
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				1681	0	0	0	389	0	0	460	50
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				1891	993	0	0	1285	0	0	1694	181
Arrive On Green				0.53	0.00	0.00	0.00	0.36	0.00	0.00	0.36	0.36
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	4851	501
Grp Volume(v), veh/h				1681	0	0	0	389	0	0	332	178
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1780
Q Serve(g_s), s				44.0	0.0	0.0	0.0	8.2	0.0	0.0	7.3	7.4
Cycle Q Clear(g_c), s				44.0	0.0	0.0	0.0	8.2	0.0	0.0	7.3	7.4
Prop In Lane				1.00		0.00	0.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				1891	993	0	0	1285	0	0	1231	644
V/C Ratio(X)				0.89	0.00	0.00	0.00	0.30	0.00	0.00	0.27	0.28
Avail Cap(c_a), veh/h				2737	1437	0	0	1285	0	0	1231	644
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.9	0.0	0.0	0.0	24.0	0.0	0.0	23.7	23.8
Incr Delay (d2), s/veh				2.9	0.0	0.0	0.0	0.6	0.0	0.0	0.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.0	0.0	0.0	0.0	3.3	0.0	0.0	2.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.8	0.0	0.0	0.0	24.6	0.0	0.0	24.3	24.8
LnGrp LOS				C	A	A	A	C	A	A	C	C
Approach Vol, veh/h					1681			389			510	
Approach Delay, s/veh					24.8			24.6			24.5	
Approach LOS					C			C			C	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	44.0		44.0		61.1			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	38.0		38.0		80.7			
Max Q Clear Time (g_c+I1), s	10.2		9.4		46.0			
Green Ext Time (p_c), s	2.2		2.8		9.7			

Intersection Summary		
HCM 6th Ctrl Delay	24.7	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1	956	0	0	0	0	750	534	64	1809	0
Future Volume (veh/h)	92	1	956	0	0	0	0	750	534	64	1809	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	100	0	1040				0	815	580	70	1966	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	475	0	846				0	1910	889	90	3299	0
Arrive On Green	0.27	0.00	0.27				0.00	0.56	0.56	0.05	0.65	0.00
Sat Flow, veh/h	1781	0	3170				0	3572	1585	1781	5274	0
Grp Volume(v), veh/h	100	0	1040				0	815	580	70	1966	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	1781	1702	0
Q Serve(g_s), s	5.7	0.0	34.7				0.0	18.0	32.9	5.0	28.8	0.0
Cycle Q Clear(g_c), s	5.7	0.0	34.7				0.0	18.0	32.9	5.0	28.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	475	0	846				0	1910	889	90	3299	0
V/C Ratio(X)	0.21	0.00	1.23				0.00	0.43	0.65	0.78	0.60	0.00
Avail Cap(c_a), veh/h	475	0	846				0	1910	889	281	3299	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.0	0.0	47.7				0.0	16.5	19.8	61.0	13.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	113.4				0.0	0.7	3.7	13.3	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	26.9				0.0	6.5	11.8	2.5	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	161.1				0.0	17.2	23.5	74.3	14.0	0.0
LnGrp LOS	D	A	F				A	B	C	E	B	A
Approach Vol, veh/h		1140						1395			2036	
Approach Delay, s/veh		150.2						19.8			16.1	
Approach LOS		F						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.1	78.9		40.0		90.0
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0
Max Green Setting (Gmax), s	20.5	59.0		34.7		84.0
Max Q Clear Time (g_c+I1), s	7.0	34.9		36.7		30.8
Green Ext Time (p_c), s	0.1	9.5		0.0		21.8

Intersection Summary		
HCM 6th Ctrl Delay		50.7
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	10	463	148	147	32	270	169	2	193	657	28	73
Future Volume (veh/h)	10	463	148	147	32	270	169	2	193	657	28	73
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870		1870	1870	1870	
Adj Flow Rate, veh/h		487	156	0	34	284	178		203	692	29	
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	
Cap, veh/h		547	961		94	495	221		254	2684	758	
Arrive On Green		0.16	0.27	0.00	0.03	0.14	0.14		0.07	0.48	0.48	
Sat Flow, veh/h		3456	3554	1585	3456	3554	1585		3456	5611	1585	
Grp Volume(v), veh/h		487	156	0	34	284	178		203	692	29	
Grp Sat Flow(s),veh/h/ln		1728	1777	1585	1728	1777	1585		1728	1870	1585	
Q Serve(g_s), s		18.0	4.4	0.0	1.3	9.8	14.2		7.6	9.6	1.3	
Cycle Q Clear(g_c), s		18.0	4.4	0.0	1.3	9.8	14.2		7.6	9.6	1.3	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h		547	961		94	495	221		254	2684	758	
V/C Ratio(X)		0.89	0.16		0.36	0.57	0.81		0.80	0.26	0.04	
Avail Cap(c_a), veh/h		621	1428		132	925	412		272	2684	758	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh		53.9	36.4	0.0	62.5	52.6	54.5		59.6	20.3	18.1	
Incr Delay (d2), s/veh		13.8	0.1	0.0	2.3	1.1	6.8		14.6	0.2	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		8.6	1.9	0.0	0.6	4.3	5.9		3.7	4.0	0.5	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		67.7	36.5	0.0	64.8	53.7	61.3		74.2	20.5	18.2	
LnGrp LOS		E	D		E	D	E		E	C	B	
Approach Vol, veh/h			643			496				924		
Approach Delay, s/veh			60.2			57.2				32.2		
Approach LOS			E			E				C		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	67.8	8.0	40.6	14.1	67.9	25.2	23.5
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	20.5	52.4	5.0	52.5	10.3	62.6	23.5	34.0
Max Q Clear Time (g_c+I1), s	9.3	11.6	3.3	6.4	9.6	64.6	20.0	16.2
Green Ext Time (p_c), s	0.4	4.6	0.0	0.9	0.0	0.0	0.6	2.0

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	186	1612	799
Future Volume (veh/h)	186	1612	799
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	196	1697	841
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	256	2688	759
Arrive On Green	0.07	0.48	0.48
Sat Flow, veh/h	3456	5611	1585
Grp Volume(v), veh/h	196	1697	841
Grp Sat Flow(s),veh/h/ln	1728	1870	1585
Q Serve(g_s), s	7.3	29.5	62.6
Cycle Q Clear(g_c), s	7.3	29.5	62.6
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	256	2688	759
V/C Ratio(X)	0.76	0.63	1.11
Avail Cap(c_a), veh/h	542	2688	759
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	25.4	34.0
Incr Delay (d2), s/veh	4.7	1.1	66.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	12.4	36.0
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	64.1	26.6	100.3
LnGrp LOS	E	C	F
Approach Vol, veh/h		2734	
Approach Delay, s/veh		51.9	
Approach LOS		D	
Timer - Assigned Phs			

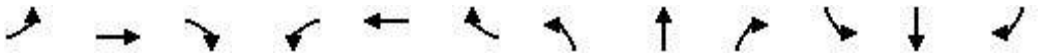
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	534	0	0	462	8	0	0	0	24	0	24
Future Vol, veh/h	8	534	0	0	462	8	0	0	0	24	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	580	0	0	502	9	0	0	0	26	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	580	0	0	849	1109	290	810	1100	251
Stage 1	-	-	-	-	-	-	598	598	-	502	502	-
Stage 2	-	-	-	-	-	-	251	511	-	308	598	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1050	-	-	990	-	-	254	208	707	271	211	749
Stage 1	-	-	-	-	-	-	456	489	-	520	540	-
Stage 2	-	-	-	-	-	-	731	535	-	677	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	990	-	-	244	206	707	269	209	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	206	-	269	209	-
Stage 1	-	-	-	-	-	-	452	485	-	515	540	-
Stage 2	-	-	-	-	-	-	706	535	-	671	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	15.5
HCM LOS			A	C

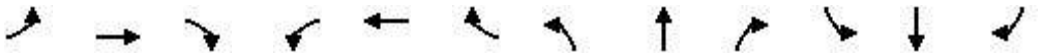
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1050	-	-	990	-	-	396
HCM Lane V/C Ratio	-	0.008	-	-	-	-	-	0.132
HCM Control Delay (s)	0	8.5	-	-	0	-	-	15.5
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	260	230	88	153	224	260	319	36	262	776	60
Future Volume (veh/h)	69	260	230	88	153	224	260	319	36	262	776	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	283	250	96	166	243	283	347	39	285	843	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	693	309	122	744	332	321	1596	176	323	1659	127
Arrive On Green	0.05	0.19	0.19	0.07	0.21	0.21	0.18	0.34	0.34	0.18	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	4667	514	1781	4836	372
Grp Volume(v), veh/h	75	283	250	96	166	243	283	251	135	285	592	316
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1778	1781	1702	1803
Q Serve(g_s), s	3.8	6.4	13.8	4.9	3.6	13.1	14.2	4.8	5.0	14.3	12.7	12.8
Cycle Q Clear(g_c), s	3.8	6.4	13.8	4.9	3.6	13.1	14.2	4.8	5.0	14.3	12.7	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.21
Lane Grp Cap(c), veh/h	96	693	309	122	744	332	321	1164	608	323	1168	619
V/C Ratio(X)	0.78	0.41	0.81	0.79	0.22	0.73	0.88	0.22	0.22	0.88	0.51	0.51
Avail Cap(c_a), veh/h	138	1161	518	165	1215	542	398	1164	608	398	1168	619
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	32.3	35.3	42.1	30.1	33.9	36.7	21.5	21.5	36.7	24.0	24.0
Incr Delay (d2), s/veh	16.1	0.4	5.0	15.9	0.1	3.1	17.4	0.4	0.8	17.6	1.6	3.0
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/ln	2.0	2.6	5.4	2.6	1.4	5.0	7.2	1.8	2.0	7.3	4.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	32.7	40.4	58.0	30.3	37.0	54.1	21.9	22.4	54.3	25.6	27.0
LnGrp LOS	E	C	D	E	C	D	D	C	C	D	C	C
Approach Vol, veh/h		608			505			669			1193	
Approach Delay, s/veh		39.1			38.8			35.6			32.8	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	36.7	10.8	23.2	21.0	36.8	9.5	24.5
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	20.5	31.4	8.5	30.0	20.5	31.4	7.1	31.4
Max Q Clear Time (g_c+I1), s	16.3	7.0	6.9	15.8	16.2	14.8	5.8	15.1
Green Ext Time (p_c), s	0.3	2.0	0.0	2.1	0.3	4.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	67	77	79	126	47	46	678	14	28	1434	293
Future Volume (veh/h)	178	67	77	79	126	47	46	678	14	28	1434	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	78	90	92	147	55	53	788	16	33	1667	341
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	578	258	198	479	214	155	1718	35	115	2404	746
Arrive On Green	0.09	0.16	0.16	0.06	0.13	0.13	0.04	0.48	0.48	0.03	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3562	72	3456	5106	1585
Grp Volume(v), veh/h	207	78	90	92	147	55	53	393	411	33	1667	341
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1857	1728	1702	1585
Q Serve(g_s), s	4.3	1.4	3.7	1.9	2.8	2.3	1.1	10.9	10.9	0.7	19.0	10.8
Cycle Q Clear(g_c), s	4.3	1.4	3.7	1.9	2.8	2.3	1.1	10.9	10.9	0.7	19.0	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	294	578	258	198	479	214	155	857	896	115	2404	746
V/C Ratio(X)	0.70	0.13	0.35	0.46	0.31	0.26	0.34	0.46	0.46	0.29	0.69	0.46
Avail Cap(c_a), veh/h	350	1659	740	275	1582	706	233	857	896	233	2404	746
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	26.6	27.6	33.8	28.9	28.7	34.3	12.8	12.8	35.0	15.4	13.2
Incr Delay (d2), s/veh	5.1	0.1	0.8	1.7	0.4	0.6	1.3	1.8	1.7	1.4	1.7	2.0
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/ln	1.8	0.5	1.3	0.8	1.1	0.8	0.4	3.8	3.9	0.3	6.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	26.7	28.4	35.5	29.3	29.4	35.6	14.5	14.4	36.3	17.1	15.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		375			294			857			2041	
Approach Delay, s/veh		33.4			31.3			15.8			17.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	41.1	8.7	17.4	7.8	40.2	10.8	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.0	34.9	5.9	34.6	5.0	34.9	7.5	33.0
Max Q Clear Time (g_c+I1), s	2.7	12.9	3.9	5.7	3.1	21.0	6.3	4.8
Green Ext Time (p_c), s	0.0	4.2	0.0	0.6	0.0	9.4	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

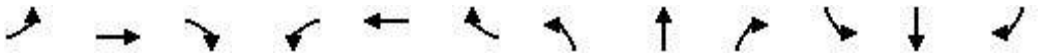
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	1	0	439	3	9	812	0
Future Vol, veh/h	0	0	0	1	0	1	0	439	3	9	812	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	1	0	477	3	10	883	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1142	-	442	939	1380	239	883	0	0	480	0	0
Stage 1	903	-	-	477	477	-	-	-	-	-	-	-
Stage 2	239	-	-	462	903	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	155	0	563	219	143	762	762	-	-	1079	-	-
Stage 1	299	0	-	538	554	-	-	-	-	-	-	-
Stage 2	743	0	-	549	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	-	563	217	142	762	762	-	-	1079	-	-
Mov Cap-2 Maneuver	154	-	-	217	142	-	-	-	-	-	-	-
Stage 1	299	-	-	538	554	-	-	-	-	-	-	-
Stage 2	742	-	-	544	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	15.7	0	0.1
HCM LOS	A	C		

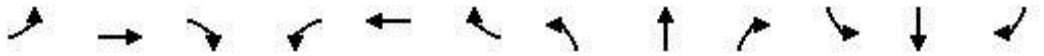
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	762	-	-	-	-	338	1079	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.006	0.009	-	-
HCM Control Delay (s)	0	-	-	0	0	15.7	8.4	-	-
HCM Lane LOS	A	-	-	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	387	178	135	843	69	250	425	136	75	598	292
Future Volume (veh/h)	45	387	178	135	843	69	250	425	136	75	598	292
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	425	196	148	926	76	275	467	149	82	657	321
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	830	370	177	1055	470	304	1496	667	105	715	349
Arrive On Green	0.04	0.23	0.23	0.10	0.30	0.30	0.17	0.42	0.42	0.06	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2313	1130
Grp Volume(v), veh/h	49	425	196	148	926	76	275	467	149	82	505	473
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1667
Q Serve(g_s), s	2.9	10.9	11.3	8.6	26.0	3.7	15.9	9.2	6.3	4.8	28.7	28.7
Cycle Q Clear(g_c), s	2.9	10.9	11.3	8.6	26.0	3.7	15.9	9.2	6.3	4.8	28.7	28.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	65	830	370	177	1055	470	304	1496	667	105	549	515
V/C Ratio(X)	0.76	0.51	0.53	0.84	0.88	0.16	0.90	0.31	0.22	0.78	0.92	0.92
Avail Cap(c_a), veh/h	88	983	439	178	1163	519	314	1496	667	177	549	515
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	35.0	35.1	46.4	35.1	27.2	42.6	20.2	19.4	48.7	34.9	34.9
Incr Delay (d2), s/veh	22.0	0.5	1.2	27.7	7.4	0.2	27.3	0.5	0.8	11.8	22.8	23.9
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/ln	1.6	4.5	4.3	5.0	11.7	1.4	8.9	3.6	2.3	2.4	14.8	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.1	35.4	36.3	74.1	42.4	27.4	69.9	20.8	20.2	60.5	57.8	58.8
LnGrp LOS	E	D	D	E	D	C	E	C	C	E	E	E
Approach Vol, veh/h		670			1150			891			1060	
Approach Delay, s/veh		38.4			45.5			35.8			58.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	49.4	14.9	29.8	22.4	37.7	8.3	36.4
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	10.4	40.5	10.5	29.0	18.5	32.4	5.2	34.3
Max Q Clear Time (g_c+I1), s	6.8	11.2	10.6	13.3	17.9	30.7	4.9	28.0
Green Ext Time (p_c), s	0.0	3.2	0.0	2.7	0.1	0.9	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	45.6
HCM 6th LOS	D



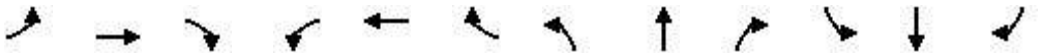
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	199	0	1	0	888	0	0	391	685
Future Volume (veh/h)	0	0	0	199	0	1	0	888	0	0	391	685
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				217	0	0	0	965	0	0	425	745
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				304	160	0	0	2865	0	0	2744	1278
Arrive On Green				0.09	0.00	0.00	0.00	0.81	0.00	0.00	0.81	0.81
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	3572	1585
Grp Volume(v), veh/h				217	0	0	0	965	0	0	425	745
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1585
Q Serve(g_s), s				6.2	0.0	0.0	0.0	7.5	0.0	0.0	2.9	17.9
Cycle Q Clear(g_c), s				6.2	0.0	0.0	0.0	7.5	0.0	0.0	2.9	17.9
Prop In Lane				1.00		0.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				304	160	0	0	2865	0	0	2744	1278
V/C Ratio(X)				0.71	0.00	0.00	0.00	0.34	0.00	0.00	0.15	0.58
Avail Cap(c_a), veh/h				1186	623	0	0	2865	0	0	2744	1278
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.4	0.0	0.0	0.0	2.7	0.0	0.0	2.2	3.7
Incr Delay (d2), s/veh				3.1	0.0	0.0	0.0	0.3	0.0	0.0	0.1	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	0.0	0.0	1.2	0.0	0.0	0.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.5	0.0	0.0	0.0	3.0	0.0	0.0	2.4	5.6
LnGrp LOS				D	A	A	A	A	A	A	A	A
Approach Vol, veh/h					217			965			1170	
Approach Delay, s/veh					49.5			3.0			4.4	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	90.0		90.0		14.2			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	84.0		84.0		34.7			
Max Q Clear Time (g_c+I1), s	9.5		19.9		8.2			
Green Ext Time (p_c), s	7.1		9.9		0.7			

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	7	1055	0	0	0	0	1674	500	17	574	0
Future Volume (veh/h)	321	7	1055	0	0	0	0	1674	500	17	574	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	349	0	1152				0	1820	543	18	624	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	558	0	992				0	2154	619	33	3064	0
Arrive On Green	0.31	0.00	0.31				0.00	0.55	0.55	0.02	0.60	0.00
Sat Flow, veh/h	1781	0	3170				0	4106	1133	1781	5274	0
Grp Volume(v), veh/h	349	0	1152				0	1564	799	18	624	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1667	1781	1702	0
Q Serve(g_s), s	21.8	0.0	40.7				0.0	50.1	54.2	1.3	7.2	0.0
Cycle Q Clear(g_c), s	21.8	0.0	40.7				0.0	50.1	54.2	1.3	7.2	0.0
Prop In Lane	1.00		1.00				0.00		0.68	1.00		0.00
Lane Grp Cap(c), veh/h	558	0	992				0	1862	912	33	3064	0
V/C Ratio(X)	0.63	0.00	1.16				0.00	0.84	0.88	0.55	0.20	0.00
Avail Cap(c_a), veh/h	558	0	992				0	1862	912	89	3064	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.1	0.0	44.7				0.0	24.7	25.6	63.3	11.8	0.0
Incr Delay (d2), s/veh	2.2	0.0	83.6				0.0	4.8	11.6	13.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	27.4				0.0	19.1	21.9	0.7	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	128.3				0.0	29.4	37.2	76.9	12.0	0.0
LnGrp LOS	D	A	F				A	C	D	E	B	A
Approach Vol, veh/h		1501						2363			642	
Approach Delay, s/veh		107.8						32.1			13.8	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	6.9	77.1		46.0		84.0						
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0						
Max Green Setting (Gmax), s	6.5	67.0		40.7		78.0						
Max Q Clear Time (g_c+I1), s	3.3	56.2		42.7		9.2						
Green Ext Time (p_c), s	0.0	9.0		0.0		4.1						

Intersection Summary			
HCM 6th Ctrl Delay			54.7
HCM 6th LOS			D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	10	642	395	280	6	102	367	319	6	364	1167	77
Future Volume (veh/h)	10	642	395	280	6	102	367	319	6	364	1167	77
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach			No				No				No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		676	416	0		107	386	336		383	1228	81
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		655	1366			162	860	383		381	1718	485
Arrive On Green		0.19	0.38	0.00		0.05	0.24	0.24		0.11	0.31	0.31
Sat Flow, veh/h		3456	3554	1585		3456	3554	1585		3456	5611	1585
Grp Volume(v), veh/h		676	416	0		107	386	336		383	1228	81
Grp Sat Flow(s),veh/h/ln		1728	1777	1585		1728	1777	1585		1728	1870	1585
Q Serve(g_s), s		21.5	9.3	0.0		3.5	10.5	23.1		12.5	22.1	4.2
Cycle Q Clear(g_c), s		21.5	9.3	0.0		3.5	10.5	23.1		12.5	22.1	4.2
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		655	1366			162	860	383		381	1718	485
V/C Ratio(X)		1.03	0.30			0.66	0.45	0.88		1.01	0.71	0.17
Avail Cap(c_a), veh/h		655	1475			256	1065	475		381	1718	485
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		46.0	24.3	0.0		53.2	36.6	41.4		50.5	35.0	28.8
Incr Delay (d2), s/veh		43.7	0.1	0.0		4.5	0.4	14.3		47.6	2.6	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		12.8	3.7	0.0		1.6	4.4	10.1		7.7	9.8	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		89.7	24.5	0.0		57.7	36.9	55.7		98.1	37.5	29.5
LnGrp LOS		F	C			E	D	E		F	D	C
Approach Vol, veh/h			1092				829				1692	
Approach Delay, s/veh			64.8				47.2				50.9	
Approach LOS			E				D				D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	40.0	9.8	48.9	17.0	37.7	26.0	32.7
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.0	33.9	8.4	47.1	12.5	32.4	21.5	34.0
Max Q Clear Time (g_c+I1), s	10.1	24.1	5.5	11.3	14.5	29.4	23.5	25.1
Green Ext Time (p_c), s	0.1	5.3	0.1	2.5	0.0	1.9	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (veh/h)	32	238	878	380
Future Volume (veh/h)	32	238	878	380
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		251	924	400
Peak Hour Factor		0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2
Cap, veh/h		310	1602	453
Arrive On Green		0.09	0.29	0.29
Sat Flow, veh/h		3456	5611	1585
Grp Volume(v), veh/h		251	924	400
Grp Sat Flow(s),veh/h/ln		1728	1870	1585
Q Serve(g_s), s		8.1	16.0	27.4
Cycle Q Clear(g_c), s		8.1	16.0	27.4
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		310	1602	453
V/C Ratio(X)		0.81	0.58	0.88
Avail Cap(c_a), veh/h		335	1602	453
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00
Uniform Delay (d), s/veh		50.7	34.7	38.7
Incr Delay (d2), s/veh		13.1	1.5	21.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.9	7.0	12.7
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		63.8	36.2	60.1
LnGrp LOS		E	D	E
Approach Vol, veh/h			1575	
Approach Delay, s/veh			46.7	
Approach LOS			D	
Timer - Assigned Phs				

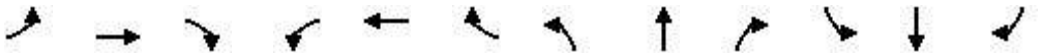
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	600	0	0	470	27	0	0	0	16	0	16
Future Vol, veh/h	27	600	0	0	470	27	0	0	0	16	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	652	0	0	511	29	0	0	0	17	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	540	0	0	652	0	0	966	1250	326	895	1221	256
Stage 1	-	-	-	-	-	-	710	710	-	511	511	-
Stage 2	-	-	-	-	-	-	256	540	-	384	710	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1025	-	-	930	-	-	209	172	670	235	179	743
Stage 1	-	-	-	-	-	-	391	435	-	514	535	-
Stage 2	-	-	-	-	-	-	726	519	-	611	435	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1025	-	-	930	-	-	200	167	670	230	174	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	167	-	230	174	-
Stage 1	-	-	-	-	-	-	380	423	-	500	535	-
Stage 2	-	-	-	-	-	-	709	519	-	594	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	0	16.4
HCM LOS			A	C

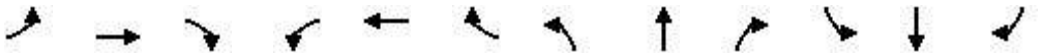
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1025	-	-	930	-	-	351
HCM Lane V/C Ratio	-	0.029	-	-	-	-	-	0.099
HCM Control Delay (s)	0	8.6	-	-	0	-	-	16.4
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	226	239	68	154	158	296	612	78	261	565	49
Future Volume (veh/h)	154	226	239	68	154	158	296	612	78	261	565	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	246	260	74	167	172	322	665	85	284	614	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	707	315	95	526	235	351	1655	209	318	1638	140
Arrive On Green	0.10	0.20	0.20	0.05	0.15	0.15	0.20	0.36	0.36	0.18	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	4589	581	1781	4791	410
Grp Volume(v), veh/h	167	246	260	74	167	172	322	492	258	284	435	232
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1702	1766	1781	1702	1797
Q Serve(g_s), s	8.7	5.6	14.8	3.9	3.9	9.7	16.6	10.1	10.3	14.6	9.0	9.2
Cycle Q Clear(g_c), s	8.7	5.6	14.8	3.9	3.9	9.7	16.6	10.1	10.3	14.6	9.0	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.23
Lane Grp Cap(c), veh/h	186	707	315	95	526	235	351	1228	637	318	1164	614
V/C Ratio(X)	0.90	0.35	0.83	0.78	0.32	0.73	0.92	0.40	0.41	0.89	0.37	0.38
Avail Cap(c_a), veh/h	186	1177	525	165	1135	506	351	1228	637	340	1164	614
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	32.4	36.0	43.9	35.8	38.2	36.9	22.4	22.5	37.7	23.3	23.4
Incr Delay (d2), s/veh	38.9	0.3	5.4	12.5	0.3	4.4	28.2	1.0	1.9	23.8	0.9	1.8
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/ln	5.6	2.3	5.8	1.9	1.6	3.8	9.4	3.8	4.2	8.0	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	32.7	41.5	56.4	36.1	42.6	65.2	23.4	24.4	61.5	24.2	25.1
LnGrp LOS	F	C	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		673			413			1072			951	
Approach Delay, s/veh		47.9			42.5			36.2			35.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	39.2	9.5	24.0	23.0	37.4	14.3	19.2
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	17.9	32.7	8.7	31.1	18.5	32.1	9.8	30.0
Max Q Clear Time (g_c+I1), s	16.6	12.3	5.9	16.8	18.6	11.2	10.7	11.7
Green Ext Time (p_c), s	0.1	4.1	0.0	1.9	0.0	3.6	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	233	133	59	203	128	117	1355	76	150	1220	60
Future Volume (veh/h)	201	233	133	59	203	128	117	1355	76	150	1220	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	245	140	62	214	135	123	1426	80	158	1284	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	595	265	169	483	215	216	1535	86	238	2323	721
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.06	0.45	0.45	0.07	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3421	191	3456	5106	1585
Grp Volume(v), veh/h	212	245	140	62	214	135	123	739	767	158	1284	63
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1836	1728	1702	1585
Q Serve(g_s), s	4.4	4.5	5.9	1.3	4.1	5.9	2.5	28.9	29.1	3.3	13.5	1.7
Cycle Q Clear(g_c), s	4.4	4.5	5.9	1.3	4.1	5.9	2.5	28.9	29.1	3.3	13.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	277	595	265	169	483	215	216	797	823	238	2323	721
V/C Ratio(X)	0.77	0.41	0.53	0.37	0.44	0.63	0.57	0.93	0.93	0.66	0.55	0.09
Avail Cap(c_a), veh/h	277	1256	560	235	1594	711	305	797	823	240	2323	721
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	27.4	28.0	33.9	29.2	30.0	33.5	19.1	19.2	33.4	14.6	11.4
Incr Delay (d2), s/veh	12.0	0.5	1.6	1.3	0.6	3.0	2.4	18.4	18.6	6.6	1.0	0.2
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/ln	2.1	1.7	2.1	0.5	1.6	2.2	1.0	13.2	13.8	1.5	4.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	27.9	29.6	35.2	29.9	33.0	35.9	37.5	37.8	40.1	15.5	11.6
LnGrp LOS	D	C	C	D	C	C	D	D	D	D	B	B
Approach Vol, veh/h		597			411			1629			1505	
Approach Delay, s/veh		34.4			31.7			37.5			18.0	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	38.3	8.1	17.6	9.1	38.8	10.4	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.1	33.0	5.0	26.0	6.5	33.0	5.9	33.0
Max Q Clear Time (g_c+I1), s	5.3	31.1	3.3	7.9	4.5	15.5	6.4	7.9
Green Ext Time (p_c), s	0.0	1.4	0.0	1.6	0.1	7.8	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

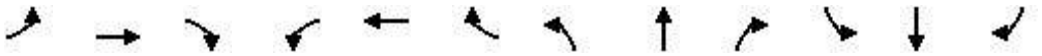
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	0	4	0	708	2	0	621	0
Future Vol, veh/h	0	0	0	5	0	4	0	708	2	0	621	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	0	4	0	770	2	0	675	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1060	-	338	1108	1445	385	675	0	0	772	0	0
Stage 1	675	-	-	770	770	-	-	-	-	-	-	-
Stage 2	385	-	-	338	675	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	178	0	658	164	131	613	912	-	-	839	-	-
Stage 1	410	0	-	359	408	-	-	-	-	-	-	-
Stage 2	610	0	-	650	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	-	658	164	131	613	912	-	-	839	-	-
Mov Cap-2 Maneuver	177	-	-	164	131	-	-	-	-	-	-	-
Stage 1	410	-	-	359	408	-	-	-	-	-	-	-
Stage 2	606	-	-	650	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	20.4	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	912	-	-	-	-	243	839	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.04	-	-	-
HCM Control Delay (s)	0	-	-	0	0	20.4	0	-	-
HCM Lane LOS	A	-	-	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-



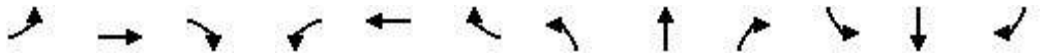
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	983	221	137	742	172	212	597	168	88	490	106
Future Volume (veh/h)	104	983	221	137	742	172	212	597	168	88	490	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1035	233	144	781	181	223	628	177	93	516	112
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1094	488	172	1168	521	252	1240	553	118	794	172
Arrive On Green	0.08	0.31	0.31	0.10	0.33	0.33	0.14	0.35	0.35	0.07	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2906	628
Grp Volume(v), veh/h	109	1035	233	144	781	181	223	628	177	93	315	313
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1757
Q Serve(g_s), s	6.5	30.9	13.0	8.6	20.5	9.4	13.3	15.2	8.9	5.6	17.0	17.1
Cycle Q Clear(g_c), s	6.5	30.9	13.0	8.6	20.5	9.4	13.3	15.2	8.9	5.6	17.0	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	135	1094	488	172	1168	521	252	1240	553	118	486	480
V/C Ratio(X)	0.81	0.95	0.48	0.84	0.67	0.35	0.88	0.51	0.32	0.79	0.65	0.65
Avail Cap(c_a), veh/h	157	1102	492	172	1168	521	271	1240	553	190	486	480
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	36.7	30.5	48.2	31.4	27.6	45.7	28.0	25.9	50.0	34.9	34.9
Incr Delay (d2), s/veh	22.8	15.8	0.7	28.7	1.5	0.4	26.1	1.5	1.5	11.1	6.5	6.7
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/ln	3.7	14.9	4.8	5.1	8.6	3.5	7.4	6.2	3.4	2.7	7.7	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	52.5	31.2	76.9	32.9	28.0	71.9	29.5	27.4	61.1	41.4	41.7
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		1377			1106			1028			721	
Approach Delay, s/veh		50.4			37.8			38.3			44.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	43.2	15.0	38.8	19.9	35.0	12.7	41.0
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.6	34.6	10.5	33.7	16.5	29.7	9.6	34.6
Max Q Clear Time (g_c+I1), s	7.6	17.2	10.6	32.9	15.3	19.1	8.5	22.5
Green Ext Time (p_c), s	0.1	3.9	0.0	0.6	0.1	2.4	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Michael Baker
INTERNATIONAL

Appendix F:
Opening Year 2027
Plus Project
Synchro Worksheets



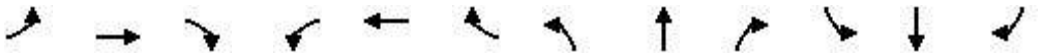
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1450	3	115	0	358	0	0	423	46
Future Volume (veh/h)	0	0	0	1450	3	115	0	358	0	0	423	46
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				1695	0	0	0	389	0	0	460	50
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				1903	999	0	0	1276	0	0	1681	180
Arrive On Green				0.53	0.00	0.00	0.00	0.36	0.00	0.00	0.36	0.36
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	4851	501
Grp Volume(v), veh/h				1695	0	0	0	389	0	0	332	178
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1780
Q Serve(g_s), s				44.7	0.0	0.0	0.0	8.3	0.0	0.0	7.3	7.5
Cycle Q Clear(g_c), s				44.7	0.0	0.0	0.0	8.3	0.0	0.0	7.3	7.5
Prop In Lane				1.00		0.00	0.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				1903	999	0	0	1276	0	0	1222	639
V/C Ratio(X)				0.89	0.00	0.00	0.00	0.30	0.00	0.00	0.27	0.28
Avail Cap(c_a), veh/h				2716	1426	0	0	1276	0	0	1222	639
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.9	0.0	0.0	0.0	24.4	0.0	0.0	24.1	24.2
Incr Delay (d2), s/veh				3.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.3	0.0	0.0	0.0	3.3	0.0	0.0	2.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.9	0.0	0.0	0.0	25.0	0.0	0.0	24.7	25.2
LnGrp LOS				C	A	A	A	C	A	A	C	C
Approach Vol, veh/h					1695			389			510	
Approach Delay, s/veh					24.9			25.0			24.9	
Approach LOS					C			C			C	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	44.0		44.0		61.9			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	38.0		38.0		80.7			
Max Q Clear Time (g_c+I1), s	10.3		9.5		46.7			
Green Ext Time (p_c), s	2.2		2.8		9.8			

Intersection Summary		
HCM 6th Ctrl Delay	24.9	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1	969	0	0	0	0	789	573	64	1822	0
Future Volume (veh/h)	92	1	969	0	0	0	0	789	573	64	1822	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	110	0	1155				0	939	682	76	2169	0
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	530	0	944				0	1791	834	97	3142	0
Arrive On Green	0.30	0.00	0.30				0.00	0.53	0.53	0.05	0.62	0.00
Sat Flow, veh/h	1781	0	3170				0	3572	1585	1781	5274	0
Grp Volume(v), veh/h	110	0	1155				0	939	682	76	2169	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1585	1781	1702	0
Q Serve(g_s), s	6.0	0.0	38.7				0.0	23.5	46.5	5.5	36.9	0.0
Cycle Q Clear(g_c), s	6.0	0.0	38.7				0.0	23.5	46.5	5.5	36.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	530	0	944				0	1791	834	97	3142	0
V/C Ratio(X)	0.21	0.00	1.22				0.00	0.52	0.82	0.78	0.69	0.00
Avail Cap(c_a), veh/h	530	0	944				0	1791	834	281	3142	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.2	0.0	45.7				0.0	20.2	25.6	60.7	16.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	110.3				0.0	1.1	8.7	12.7	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	29.5				0.0	8.8	17.7	2.7	12.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	0.0	155.9				0.0	21.3	34.4	73.4	18.0	0.0
LnGrp LOS	C	A	F				A	C	C	E	B	A
Approach Vol, veh/h		1265						1621			2245	
Approach Delay, s/veh		145.4						26.8			19.9	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.6	74.4		44.0		86.0
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0
Max Green Setting (Gmax), s	20.5	55.0		38.7		80.0
Max Q Clear Time (g_c+I1), s	7.5	48.5		40.7		38.9
Green Ext Time (p_c), s	0.1	4.6		0.0		22.9

Intersection Summary		
HCM 6th Ctrl Delay		53.0
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	10	463	148	151	32	270	169	2	206	736	28	73
Future Volume (veh/h)	10	463	148	151	32	270	169	2	206	736	28	73
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870		1870	1870	1870	
Adj Flow Rate, veh/h		487	156	0	34	284	178		217	775	29	
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	
Cap, veh/h		546	960		94	495	221		268	2688	759	
Arrive On Green		0.16	0.27	0.00	0.03	0.14	0.14		0.08	0.48	0.48	
Sat Flow, veh/h		3456	3554	1585	3456	3554	1585		3456	5611	1585	
Grp Volume(v), veh/h		487	156	0	34	284	178		217	775	29	
Grp Sat Flow(s),veh/h/ln		1728	1777	1585	1728	1777	1585		1728	1870	1585	
Q Serve(g_s), s		18.1	4.4	0.0	1.3	9.8	14.3		8.1	10.9	1.3	
Cycle Q Clear(g_c), s		18.1	4.4	0.0	1.3	9.8	14.3		8.1	10.9	1.3	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h		546	960		94	495	221		268	2688	759	
V/C Ratio(X)		0.89	0.16		0.36	0.57	0.81		0.81	0.29	0.04	
Avail Cap(c_a), veh/h		615	1419		132	923	412		285	2688	759	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	
Uniform Delay (d), s/veh		54.0	36.5	0.0	62.6	52.7	54.7		59.5	20.6	18.1	
Incr Delay (d2), s/veh		14.2	0.1	0.0	2.3	1.1	6.8		15.3	0.3	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		8.7	1.9	0.0	0.6	4.3	5.9		4.0	4.5	0.5	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		68.3	36.6	0.0	64.9	53.8	61.5		74.8	20.9	18.2	
LnGrp LOS		E	D		E	D	E		E	C	B	
Approach Vol, veh/h			643			496				1021		
Approach Delay, s/veh			60.6			57.3				32.3		
Approach LOS			E			E				C		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	68.0	8.0	40.7	14.6	67.6	25.2	23.5
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	20.5	52.6	5.0	52.3	10.8	62.3	23.3	34.0
Max Q Clear Time (g_c+I1), s	9.3	12.9	3.3	6.4	10.1	64.3	20.1	16.3
Green Ext Time (p_c), s	0.4	5.3	0.0	0.9	0.0	0.0	0.6	2.0

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	186	1638	799
Future Volume (veh/h)	186	1638	799
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	196	1724	841
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	256	2669	754
Arrive On Green	0.07	0.48	0.48
Sat Flow, veh/h	3456	5611	1585
Grp Volume(v), veh/h	196	1724	841
Grp Sat Flow(s),veh/h/ln	1728	1870	1585
Q Serve(g_s), s	7.3	30.5	62.3
Cycle Q Clear(g_c), s	7.3	30.5	62.3
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	256	2669	754
V/C Ratio(X)	0.77	0.65	1.12
Avail Cap(c_a), veh/h	541	2669	754
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	26.0	34.3
Incr Delay (d2), s/veh	4.7	1.2	69.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	12.8	36.5
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	64.2	27.2	103.5
LnGrp LOS	E	C	F
Approach Vol, veh/h		2761	
Approach Delay, s/veh		53.1	
Approach LOS		D	
Timer - Assigned Phs			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	534	13	26	462	8	39	0	79	24	0	24
Future Vol, veh/h	8	534	13	26	462	8	39	0	79	24	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	580	14	28	502	9	42	0	86	26	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	594	0	0	912	1172	297	866	1170	251
Stage 1	-	-	-	-	-	-	605	605	-	558	558	-
Stage 2	-	-	-	-	-	-	307	567	-	308	612	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1050	-	-	978	-	-	229	191	699	247	192	749
Stage 1	-	-	-	-	-	-	451	486	-	482	510	-
Stage 2	-	-	-	-	-	-	678	505	-	677	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	978	-	-	215	184	699	210	185	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	184	-	210	185	-
Stage 1	-	-	-	-	-	-	447	482	-	478	495	-
Stage 2	-	-	-	-	-	-	636	490	-	589	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	18.1	18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	401	1050	-	-	978	-	-	328
HCM Lane V/C Ratio	0.32	0.008	-	-	0.029	-	-	0.159
HCM Control Delay (s)	18.1	8.5	-	-	8.8	-	-	18
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	0.6

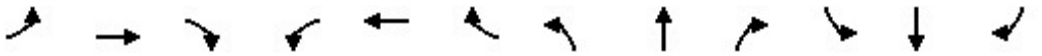
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	534	13	26	501	8	0	0	118	0	0	48
Future Vol, veh/h	8	534	13	26	501	8	0	0	118	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	580	14	28	545	9	0	0	128	0	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	554	0	0	594	0	0	934	1215	297	909	1213	273
Stage 1	-	-	-	-	-	-	605	605	-	601	601	-
Stage 2	-	-	-	-	-	-	329	610	-	308	612	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1012	-	-	978	-	-	221	180	699	230	181	725
Stage 1	-	-	-	-	-	-	451	486	-	454	488	-
Stage 2	-	-	-	-	-	-	658	483	-	677	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	978	-	-	199	173	699	182	174	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	173	-	182	174	-
Stage 1	-	-	-	-	-	-	447	482	-	450	474	-
Stage 2	-	-	-	-	-	-	593	469	-	548	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	11.3	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	699	1012	-	-	978	-	-	725
HCM Lane V/C Ratio	0.183	0.009	-	-	0.029	-	-	0.072
HCM Control Delay (s)	11.3	8.6	-	-	8.8	-	-	10.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	534	13	26	462	8	39	0	79	24	0	24
Future Volume (veh/h)	8	534	13	26	462	8	39	0	79	24	0	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	580	14	28	502	9	42	0	86	26	0	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	1906	46	56	1980	883	141	27	174	197	29	131
Arrive On Green	0.01	0.54	0.54	0.03	0.56	0.56	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	3546	86	1781	3554	1585	346	165	1048	615	175	791
Grp Volume(v), veh/h	9	290	304	28	502	9	128	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1855	1781	1777	1585	1560	0	0	1581	0	0
Q Serve(g_s), s	0.3	5.1	5.1	0.9	4.1	0.1	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	5.1	5.1	0.9	4.1	0.1	4.1	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.33		0.67	0.50		0.50
Lane Grp Cap(c), veh/h	21	955	997	56	1980	883	342	0	0	357	0	0
V/C Ratio(X)	0.43	0.30	0.30	0.50	0.25	0.01	0.37	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	157	955	997	564	1980	883	975	0	0	957	0	0
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.9	7.3	7.3	27.1	6.5	5.6	21.5	0.0	0.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	13.6	0.8	0.8	6.7	0.3	0.0	0.7	0.0	0.0	0.2	0.0	0.0
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/ln	0.2	1.5	1.5	0.4	1.0	0.0	1.5	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	8.1	8.1	33.9	6.8	5.6	22.1	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		603			539			128			52	
Approach Delay, s/veh		8.6			8.2			22.1			20.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.7	6.3	35.9		14.7	5.2	37.0				
Change Period (Y+Rc), s		5.3	4.5	5.3		5.3	4.5	5.3				
Max Green Setting (Gmax), s		33.2	18.0	18.7		33.2	5.0	31.7				
Max Q Clear Time (g_c+I1), s		6.1	2.9	7.1		3.5	2.3	6.1				
Green Ext Time (p_c), s		0.8	0.0	2.4		0.3	0.0	3.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	39	95	312	230	105	170	224	260	332	88	262	780
Future Volume (veh/h)	39	95	312	230	105	170	224	260	332	88	262	780
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		103	339	250	114	185	243	283	361	96	285	848
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		130	699	312	143	724	323	319	1355	346	321	1602
Arrive On Green		0.07	0.20	0.20	0.08	0.20	0.20	0.18	0.33	0.33	0.18	0.34
Sat Flow, veh/h		1781	3554	1585	1781	3554	1585	1781	4053	1035	1781	4778
Grp Volume(v), veh/h		103	339	250	114	185	243	283	301	156	285	603
Grp Sat Flow(s),veh/h/ln		1781	1777	1585	1781	1777	1585	1781	1702	1684	1781	1702
Q Serve(g_s), s		5.3	8.0	14.1	5.9	4.1	13.5	14.6	6.1	6.4	14.7	13.4
Cycle Q Clear(g_c), s		5.3	8.0	14.1	5.9	4.1	13.5	14.6	6.1	6.4	14.7	13.4
Prop In Lane		1.00		1.00	1.00		1.00	1.00		0.61	1.00	
Lane Grp Cap(c), veh/h		130	699	312	143	724	323	319	1138	563	321	1142
V/C Ratio(X)		0.79	0.49	0.80	0.80	0.26	0.75	0.89	0.26	0.28	0.89	0.53
Avail Cap(c_a), veh/h		135	1135	506	161	1188	530	389	1138	563	389	1142
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		42.8	33.5	36.0	42.5	31.4	35.2	37.6	22.8	22.9	37.6	25.2
Incr Delay (d2), s/veh		26.2	0.5	4.8	21.9	0.2	3.5	18.5	0.6	1.2	18.7	1.8
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
%ile BackOfQ(50%),veh/ln		3.2	3.3	5.5	3.3	1.7	5.2	7.5	2.3	2.5	7.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		69.1	34.0	40.8	64.4	31.6	38.7	56.1	23.4	24.2	56.2	27.0
LnGrp LOS		E	C	D	E	C	D	E	C	C	E	C
Approach Vol, veh/h			692			542			740			1208
Approach Delay, s/veh			41.7			41.7			36.0			34.3
Approach LOS			D			D			D			C

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.4	36.7	12.0	23.8	21.3	36.8	11.3	24.4
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	20.5	31.4	8.5	30.0	20.5	31.4	7.1	31.4
Max Q Clear Time (g_c+I1), s	16.7	8.4	7.9	16.1	16.6	15.5	7.3	15.5
Green Ext Time (p_c), s	0.3	2.4	0.0	2.3	0.3	4.7	0.0	1.6

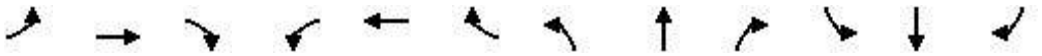
Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	69
Future Volume (veh/h)	69
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	75
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	141
Arrive On Green	0.34
Sat Flow, veh/h	421
Grp Volume(v), veh/h	320
Grp Sat Flow(s),veh/h/ln	1795
Q Serve(g_s), s	13.5
Cycle Q Clear(g_c), s	13.5
Prop In Lane	0.23
Lane Grp Cap(c), veh/h	602
V/C Ratio(X)	0.53
Avail Cap(c_a), veh/h	602
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	25.2
Incr Delay (d2), s/veh	3.3
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	5.7
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	28.6
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	80	77	79	130	47	46	678	14	28	1434	323
Future Volume (veh/h)	270	80	77	79	130	47	46	678	14	28	1434	323
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	314	93	90	92	151	55	53	788	16	33	1667	376
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	624	278	196	472	210	154	1690	34	114	2365	734
Arrive On Green	0.10	0.18	0.18	0.06	0.13	0.13	0.04	0.47	0.47	0.03	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3562	72	3456	5106	1585
Grp Volume(v), veh/h	314	93	90	92	151	55	53	393	411	33	1667	376
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1857	1728	1702	1585
Q Serve(g_s), s	6.8	1.7	3.7	1.9	2.9	2.3	1.1	11.2	11.2	0.7	19.6	12.6
Cycle Q Clear(g_c), s	6.8	1.7	3.7	1.9	2.9	2.3	1.1	11.2	11.2	0.7	19.6	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	344	624	278	196	472	210	154	843	881	114	2365	734
V/C Ratio(X)	0.91	0.15	0.32	0.47	0.32	0.26	0.34	0.47	0.47	0.29	0.70	0.51
Avail Cap(c_a), veh/h	344	1632	728	271	1556	694	229	843	881	229	2365	734
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	26.3	27.1	34.4	29.6	29.4	34.9	13.4	13.4	35.6	16.1	14.2
Incr Delay (d2), s/veh	27.7	0.1	0.7	1.7	0.4	0.7	1.3	1.8	1.8	1.4	1.8	2.5
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/ln	3.9	0.6	1.3	0.8	1.1	0.8	0.5	3.9	4.1	0.3	6.4	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	26.4	27.8	36.2	30.0	30.0	36.3	15.2	15.1	36.9	17.9	16.8
LnGrp LOS	E	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		497			298			857			2076	
Approach Delay, s/veh		48.7			31.9			16.5			18.0	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	41.1	8.8	18.5	7.9	40.2	12.0	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.0	34.9	5.9	34.6	5.0	34.9	7.5	33.0
Max Q Clear Time (g_c+I1), s	2.7	13.2	3.9	5.7	3.1	21.6	8.8	4.9
Green Ext Time (p_c), s	0.0	4.2	0.0	0.7	0.0	9.2	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	0	79	1	0	1	26	439	3	9	812	22
Future Vol, veh/h	66	0	79	1	0	1	26	439	3	9	812	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	0	83	1	0	1	27	462	3	9	855	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1170	-	439	962	1412	231	878	0	0	465	0	0
Stage 1	885	-	-	516	516	-	-	-	-	-	-	-
Stage 2	285	-	-	446	896	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	148	0	566	210	137	771	765	-	-	1093	-	-
Stage 1	306	0	-	510	533	-	-	-	-	-	-	-
Stage 2	698	0	-	561	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	143	-	566	173	131	771	765	-	-	1093	-	-
Mov Cap-2 Maneuver	143	-	-	173	131	-	-	-	-	-	-	-
Stage 1	295	-	-	492	514	-	-	-	-	-	-	-
Stage 2	672	-	-	475	354	-	-	-	-	-	-	-

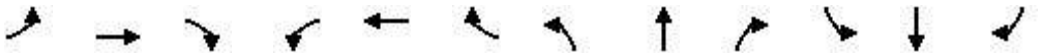
Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	17.8	0.5	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	765	-	-	143	566	283	1093	-	-
HCM Lane V/C Ratio	0.036	-	-	0.486	0.147	0.007	0.009	-	-
HCM Control Delay (s)	9.9	-	-	51.9	12.5	17.8	8.3	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.5	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	387	178	135	843	78	250	434	136	101	624	318
Future Volume (veh/h)	54	387	178	135	843	78	250	434	136	101	624	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	425	196	148	926	86	275	477	149	111	686	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	850	379	177	1051	469	304	1418	633	138	697	355
Arrive On Green	0.04	0.24	0.24	0.10	0.30	0.30	0.17	0.40	0.40	0.08	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2279	1159
Grp Volume(v), veh/h	59	425	196	148	926	86	275	477	149	111	535	500
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1662
Q Serve(g_s), s	3.5	10.9	11.4	8.6	26.3	4.3	16.0	9.9	6.6	6.5	31.6	31.7
Cycle Q Clear(g_c), s	3.5	10.9	11.4	8.6	26.3	4.3	16.0	9.9	6.6	6.5	31.6	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	76	850	379	177	1051	469	304	1418	633	138	544	508
V/C Ratio(X)	0.78	0.50	0.52	0.84	0.88	0.18	0.90	0.34	0.24	0.80	0.98	0.98
Avail Cap(c_a), veh/h	87	973	434	177	1151	513	311	1418	633	175	544	508
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	34.8	35.0	46.9	35.5	27.8	43.1	22.1	21.1	48.1	36.5	36.5
Incr Delay (d2), s/veh	31.1	0.5	1.1	28.3	7.7	0.2	27.9	0.6	0.9	18.8	34.7	36.1
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/ln	2.1	4.5	4.3	5.1	11.9	1.6	9.0	3.9	2.5	3.5	17.8	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.3	35.3	36.1	75.2	43.2	28.0	70.9	22.7	22.0	66.9	71.2	72.6
LnGrp LOS	F	D	D	E	D	C	E	C	C	E	E	E
Approach Vol, veh/h		680			1160			901			1146	
Approach Delay, s/veh		39.5			46.2			37.3			71.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	47.6	15.0	30.6	22.6	37.7	9.0	36.6
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	10.4	40.5	10.5	29.0	18.5	32.4	5.2	34.3
Max Q Clear Time (g_c+I1), s	8.5	11.9	10.6	13.4	18.0	33.7	5.5	28.3
Green Ext Time (p_c), s	0.0	3.3	0.0	2.7	0.0	0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D



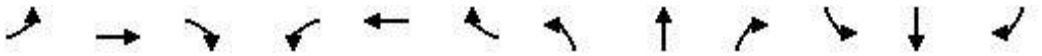
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	245	0	1	0	888	0	0	391	685
Future Volume (veh/h)	0	0	0	245	0	1	0	888	0	0	391	685
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h				267	0	0	0	965	0	0	425	745
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	0	2	0	0	2	2
Cap, veh/h				357	188	0	0	2818	0	0	2699	1257
Arrive On Green				0.10	0.00	0.00	0.00	0.79	0.00	0.00	0.79	0.79
Sat Flow, veh/h				3563	1870	0	0	3741	0	0	3572	1585
Grp Volume(v), veh/h				267	0	0	0	965	0	0	425	745
Grp Sat Flow(s),veh/h/ln				1781	1870	0	0	1777	0	0	1702	1585
Q Serve(g_s), s				7.7	0.0	0.0	0.0	8.2	0.0	0.0	3.1	19.4
Cycle Q Clear(g_c), s				7.7	0.0	0.0	0.0	8.2	0.0	0.0	3.1	19.4
Prop In Lane				1.00		0.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				357	188	0	0	2818	0	0	2699	1257
V/C Ratio(X)				0.75	0.00	0.00	0.00	0.34	0.00	0.00	0.16	0.59
Avail Cap(c_a), veh/h				1167	613	0	0	2818	0	0	2699	1257
HCM Platoon Ratio				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	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.3	0.0	0.0	0.0	3.1	0.0	0.0	2.6	4.3
Incr Delay (d2), s/veh				3.1	0.0	0.0	0.0	0.3	0.0	0.0	0.1	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	0.0	0.0	1.5	0.0	0.0	0.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				49.5	0.0	0.0	0.0	3.4	0.0	0.0	2.7	6.3
LnGrp LOS				D	A	A	A	A	A	A	A	A
Approach Vol, veh/h					267			965			1170	
Approach Delay, s/veh					49.5			3.4			5.0	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	90.0		90.0		15.9			
Change Period (Y+Rc), s	6.0		6.0		5.3			
Max Green Setting (Gmax), s	84.0		84.0		34.7			
Max Q Clear Time (g_c+I1), s	10.2		21.4		9.7			
Green Ext Time (p_c), s	7.1		9.9		0.9			

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	7	1101	0	0	0	0	1701	527	17	620	0
Future Volume (veh/h)	321	7	1101	0	0	0	0	1701	527	17	620	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	349	0	1202				0	1849	573	18	674	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	654	0	1163				0	1926	572	33	2789	0
Arrive On Green	0.37	0.00	0.37				0.00	0.49	0.49	0.02	0.55	0.00
Sat Flow, veh/h	1781	0	3170				0	4075	1159	1781	5274	0
Grp Volume(v), veh/h	349	0	1202				0	1601	821	18	674	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1702	1662	1781	1702	0
Q Serve(g_s), s	20.1	0.0	47.7				0.0	58.5	64.1	1.3	9.0	0.0
Cycle Q Clear(g_c), s	20.1	0.0	47.7				0.0	58.5	64.1	1.3	9.0	0.0
Prop In Lane	1.00		1.00				0.00		0.70	1.00		0.00
Lane Grp Cap(c), veh/h	654	0	1163				0	1679	819	33	2789	0
V/C Ratio(X)	0.53	0.00	1.03				0.00	0.95	1.00	0.55	0.24	0.00
Avail Cap(c_a), veh/h	654	0	1163				0	1679	819	89	2789	0
HCM Platoon Ratio	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				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.4	0.0	41.2				0.0	31.5	32.9	63.3	15.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	35.4				0.0	13.4	32.0	13.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	24.0				0.0	24.7	30.4	0.7	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	76.5				0.0	44.9	64.9	76.9	15.6	0.0
LnGrp LOS	C	A	F				A	D	F	E	B	A
Approach Vol, veh/h		1551						2422			692	
Approach Delay, s/veh		66.8						51.7			17.2	
Approach LOS		E						D			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.9	70.1		53.0		77.0
Change Period (Y+Rc), s	4.5	6.0		5.3		6.0
Max Green Setting (Gmax), s	6.5	60.0		47.7		71.0
Max Q Clear Time (g_c+I1), s	3.3	66.1		49.7		11.0
Green Ext Time (p_c), s	0.0	0.0		0.0		4.5

Intersection Summary		
HCM 6th Ctrl Delay		51.6
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (veh/h)	10	642	395	295	6	102	367	319	6	373	1221	77
Future Volume (veh/h)	10	642	395	295	6	102	367	319	6	373	1221	77
Initial Q (Qb), veh		0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach			No				No				No	
Adj Sat Flow, veh/h/ln		1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h		676	416	0		107	386	336		393	1285	81
Peak Hour Factor		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2		2	2	2		2	2	2
Cap, veh/h		624	1335			162	860	383		381	1768	499
Arrive On Green		0.18	0.38	0.00		0.05	0.24	0.24		0.11	0.32	0.32
Sat Flow, veh/h		3456	3554	1585		3456	3554	1585		3456	5611	1585
Grp Volume(v), veh/h		676	416	0		107	386	336		393	1285	81
Grp Sat Flow(s),veh/h/ln		1728	1777	1585		1728	1777	1585		1728	1870	1585
Q Serve(g_s), s		20.5	9.4	0.0		3.5	10.5	23.1		12.5	23.1	4.2
Cycle Q Clear(g_c), s		20.5	9.4	0.0		3.5	10.5	23.1		12.5	23.1	4.2
Prop In Lane		1.00		1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		624	1335			162	860	383		381	1768	499
V/C Ratio(X)		1.08	0.31			0.66	0.45	0.88		1.03	0.73	0.16
Avail Cap(c_a), veh/h		624	1447			253	1065	475		381	1768	499
HCM Platoon Ratio		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		46.5	25.0	0.0		53.2	36.6	41.4		50.5	34.5	28.0
Incr Delay (d2), s/veh		60.4	0.1	0.0		4.5	0.4	14.3		54.6	2.7	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		13.6	3.8	0.0		1.6	4.4	10.1		8.0	10.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		106.9	25.2	0.0		57.7	36.9	55.7		105.1	37.2	28.7
LnGrp LOS		F	C			E	D	E		F	D	C
Approach Vol, veh/h			1092				829				1759	
Approach Delay, s/veh			75.8				47.2				52.0	
Approach LOS			E				D				D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	41.0	9.8	47.9	17.0	38.7	25.0	32.7
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.0	34.9	8.3	46.2	12.5	33.4	20.5	34.0
Max Q Clear Time (g_c+I1), s	10.1	25.1	5.5	11.4	14.5	29.0	22.5	25.1
Green Ext Time (p_c), s	0.1	5.5	0.1	2.5	0.0	2.8	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (veh/h)	32	238	971	380
Future Volume (veh/h)	32	238	971	380
Initial Q (Qb), veh		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00
Parking Bus, Adj		1.00	1.00	1.00
Work Zone On Approach			No	
Adj Sat Flow, veh/h/ln		1870	1870	1870
Adj Flow Rate, veh/h		251	1022	400
Peak Hour Factor		0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2
Cap, veh/h		310	1652	467
Arrive On Green		0.09	0.29	0.29
Sat Flow, veh/h		3456	5611	1585
Grp Volume(v), veh/h		251	1022	400
Grp Sat Flow(s),veh/h/ln		1728	1870	1585
Q Serve(g_s), s		8.1	17.8	27.0
Cycle Q Clear(g_c), s		8.1	17.8	27.0
Prop In Lane		1.00		1.00
Lane Grp Cap(c), veh/h		310	1652	467
V/C Ratio(X)		0.81	0.62	0.86
Avail Cap(c_a), veh/h		335	1652	467
HCM Platoon Ratio		1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00
Uniform Delay (d), s/veh		50.7	34.5	37.8
Incr Delay (d2), s/veh		13.1	1.7	18.1
Initial Q Delay(d3),s/veh		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.9	7.9	12.2
Unsig. Movement Delay, s/veh				
LnGrp Delay(d),s/veh		63.8	36.3	55.8
LnGrp LOS		E	D	E
Approach Vol, veh/h			1673	
Approach Delay, s/veh			45.1	
Approach LOS			D	
Timer - Assigned Phs				

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	600	46	93	470	27	27	0	54	16	0	16
Future Vol, veh/h	27	600	46	93	470	27	27	0	54	16	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	652	50	101	511	29	29	0	59	17	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	540	0	0	702	0	0	1193	1477	351	1097	1473	256
Stage 1	-	-	-	-	-	-	735	735	-	713	713	-
Stage 2	-	-	-	-	-	-	458	742	-	384	760	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1025	-	-	891	-	-	142	125	645	168	126	743
Stage 1	-	-	-	-	-	-	377	424	-	389	434	-
Stage 2	-	-	-	-	-	-	552	420	-	611	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1025	-	-	891	-	-	124	108	645	136	109	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	108	-	136	109	-
Stage 1	-	-	-	-	-	-	366	412	-	378	385	-
Stage 2	-	-	-	-	-	-	478	373	-	540	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.5	24.8	23.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	1025	-	-	891	-	-	230
HCM Lane V/C Ratio	0.327	0.029	-	-	0.113	-	-	0.151
HCM Control Delay (s)	24.8	8.6	-	-	9.6	-	-	23.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.4	-	-	0.5

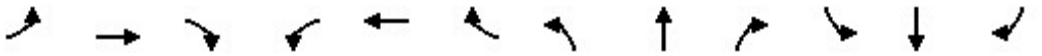
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	600	46	93	497	27	0	0	81	0	0	31
Future Vol, veh/h	27	600	46	93	497	27	0	0	81	0	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	270	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	652	50	101	540	29	0	0	88	0	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	569	0	0	702	0	0	1207	1506	351	1126	1502	270
Stage 1	-	-	-	-	-	-	735	735	-	742	742	-
Stage 2	-	-	-	-	-	-	472	771	-	384	760	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	999	-	-	891	-	-	139	120	645	160	121	728
Stage 1	-	-	-	-	-	-	377	424	-	374	420	-
Stage 2	-	-	-	-	-	-	542	408	-	611	413	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	999	-	-	891	-	-	118	103	645	123	104	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	103	-	123	104	-
Stage 1	-	-	-	-	-	-	366	412	-	363	373	-
Stage 2	-	-	-	-	-	-	458	362	-	512	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.4	11.5	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	645	999	-	-	891	-	-	728
HCM Lane V/C Ratio	0.137	0.029	-	-	0.113	-	-	0.046
HCM Control Delay (s)	11.5	8.7	-	-	9.6	-	-	10.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.4	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	600	46	93	470	27	27	0	54	16	0	16
Future Volume (veh/h)	27	600	46	93	470	27	27	0	54	16	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	652	50	101	511	29	29	0	59	17	0	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	1383	106	142	1631	728	160	36	183	216	35	132
Arrive On Green	0.03	0.41	0.41	0.08	0.46	0.46	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	3345	256	1781	3554	1585	311	208	1056	559	204	763
Grp Volume(v), veh/h	29	346	356	101	511	29	88	0	0	34	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1585	1575	0	0	1527	0	0
Q Serve(g_s), s	0.7	6.4	6.4	2.5	4.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	6.4	6.4	2.5	4.1	0.5	2.1	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	0.33		0.67	0.50		0.50
Lane Grp Cap(c), veh/h	60	735	754	142	1631	728	379	0	0	384	0	0
V/C Ratio(X)	0.48	0.47	0.47	0.71	0.31	0.04	0.23	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	217	735	754	295	1631	728	1246	0	0	1216	0	0
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.5	9.7	9.7	20.3	7.7	6.7	16.3	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	5.9	2.2	2.1	6.5	0.5	0.1	0.3	0.0	0.0	0.1	0.0	0.0
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/ln	0.3	2.0	2.0	1.1	1.0	0.1	0.7	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	11.8	11.8	26.8	8.2	6.8	16.6	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	C	B	B	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		731			641			88			34	
Approach Delay, s/veh		12.4			11.1			16.6			15.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.1	8.1	24.0		13.1	6.0	26.1				
Change Period (Y+Rc), s		5.3	4.5	5.3		5.3	4.5	5.3				
Max Green Setting (Gmax), s		33.7	7.5	18.7		33.7	5.5	20.7				
Max Q Clear Time (g_c+I1), s		4.1	4.5	8.4		2.8	2.7	6.1				
Green Ext Time (p_c), s		0.5	0.1	2.8		0.1	0.0	2.6				

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	27	172	262	239	130	216	158	296	621	114	261	580
Future Volume (veh/h)	27	172	262	239	130	216	158	296	621	114	261	580
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		187	285	260	141	235	172	322	675	124	284	630
Peak Hour Factor		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		177	706	315	157	666	297	335	1464	266	315	1481
Arrive On Green		0.10	0.20	0.20	0.09	0.19	0.19	0.19	0.34	0.34	0.18	0.33
Sat Flow, veh/h		1781	3554	1585	1781	3554	1585	1781	4344	788	1781	4543
Grp Volume(v), veh/h		187	285	260	141	235	172	322	527	272	284	470
Grp Sat Flow(s),veh/h/ln		1781	1777	1585	1781	1777	1585	1781	1702	1728	1781	1702
Q Serve(g_s), s		9.8	6.9	15.5	7.7	5.7	9.7	17.6	12.0	12.2	15.4	10.6
Cycle Q Clear(g_c), s		9.8	6.9	15.5	7.7	5.7	9.7	17.6	12.0	12.2	15.4	10.6
Prop In Lane		1.00		1.00	1.00		1.00	1.00		0.46	1.00	
Lane Grp Cap(c), veh/h		177	706	315	157	666	297	335	1148	583	315	1110
V/C Ratio(X)		1.05	0.40	0.83	0.90	0.35	0.58	0.96	0.46	0.47	0.90	0.42
Avail Cap(c_a), veh/h		177	1123	501	157	1083	483	335	1148	583	324	1110
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
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		44.3	34.4	37.8	44.4	34.8	36.5	39.6	25.6	25.7	39.7	25.9
Incr Delay (d2), s/veh		82.8	0.4	6.2	42.9	0.3	1.8	39.0	1.3	2.7	26.4	1.2
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
%ile BackOfQ(50%),veh/ln		8.2	2.8	6.2	5.1	2.3	3.7	10.8	4.6	5.0	8.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		127.1	34.7	44.0	87.3	35.1	38.2	78.6	26.9	28.3	66.1	27.1
LnGrp LOS		F	C	D	F	D	D	E	C	C	E	C
Approach Vol, veh/h			732			548			1121			1001
Approach Delay, s/veh			61.6			49.5			42.1			38.5
Approach LOS			E			D			D			D

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	38.5	13.2	24.9	23.0	37.4	14.3	23.8
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	17.9	32.7	8.7	31.1	18.5	32.1	9.8	30.0
Max Q Clear Time (g_c+I1), s	17.4	14.2	9.7	17.5	19.6	12.8	11.8	11.7
Green Ext Time (p_c), s	0.0	4.3	0.0	2.1	0.0	3.8	0.0	1.7

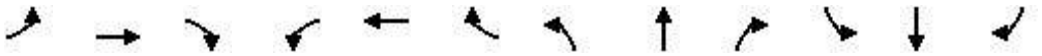
Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	80
Future Volume (veh/h)	80
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	87
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	202
Arrive On Green	0.33
Sat Flow, veh/h	620
Grp Volume(v), veh/h	247
Grp Sat Flow(s),veh/h/ln	1759
Q Serve(g_s), s	10.8
Cycle Q Clear(g_c), s	10.8
Prop In Lane	0.35
Lane Grp Cap(c), veh/h	573
V/C Ratio(X)	0.43
Avail Cap(c_a), veh/h	573
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	26.0
Incr Delay (d2), s/veh	2.3
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	4.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	28.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	242	133	59	218	128	117	1355	76	150	1220	168
Future Volume (veh/h)	264	242	133	59	218	128	117	1355	76	150	1220	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	278	255	140	62	229	135	123	1426	80	158	1284	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	595	265	169	483	215	216	1535	86	238	2323	721
Arrive On Green	0.08	0.17	0.17	0.05	0.14	0.14	0.06	0.45	0.45	0.07	0.46	0.46
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	3421	191	3456	5106	1585
Grp Volume(v), veh/h	278	255	140	62	229	135	123	739	767	158	1284	177
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1836	1728	1702	1585
Q Serve(g_s), s	5.9	4.7	5.9	1.3	4.4	5.9	2.5	28.9	29.1	3.3	13.5	5.0
Cycle Q Clear(g_c), s	5.9	4.7	5.9	1.3	4.4	5.9	2.5	28.9	29.1	3.3	13.5	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	277	595	265	169	483	215	216	797	823	238	2323	721
V/C Ratio(X)	1.00	0.43	0.53	0.37	0.47	0.63	0.57	0.93	0.93	0.66	0.55	0.25
Avail Cap(c_a), veh/h	277	1256	560	235	1594	711	305	797	823	240	2323	721
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	27.5	28.0	33.9	29.4	30.0	33.5	19.1	19.2	33.4	14.6	12.3
Incr Delay (d2), s/veh	54.9	0.5	1.6	1.3	0.7	3.0	2.4	18.4	18.6	6.6	1.0	0.8
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/ln	4.3	1.8	2.1	0.5	1.7	2.2	1.0	13.2	13.8	1.5	4.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.7	28.0	29.6	35.2	30.1	33.0	35.9	37.5	37.8	40.1	15.5	13.1
LnGrp LOS	F	C	C	D	C	C	D	D	D	D	B	B
Approach Vol, veh/h		673			426			1629			1619	
Approach Delay, s/veh		53.4			31.8			37.5			17.7	
Approach LOS		D			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	38.3	8.1	17.6	9.1	38.8	10.4	15.3
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	5.1	33.0	5.0	26.0	6.5	33.0	5.9	33.0
Max Q Clear Time (g_c+I1), s	5.3	31.1	3.3	7.9	4.5	15.5	7.9	7.9
Green Ext Time (p_c), s	0.0	1.4	0.0	1.6	0.1	8.2	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

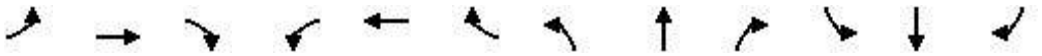
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	0	54	5	0	4	93	708	2	0	621	77
Future Vol, veh/h	45	0	54	5	0	4	93	708	2	0	621	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	100	-	160	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	2	2	2	0
Mvmt Flow	47	0	57	5	0	4	98	745	2	0	654	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1264	-	368	1268	1676	373	735	0	0	747	0	0
Stage 1	695	-	-	941	941	-	-	-	-	-	-	-
Stage 2	569	-	-	327	735	-	-	-	-	-	-	-
Critical Hdwy	7.5	-	6.9	7.5	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	-	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.3	3.5	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	128	0	635	127	96	630	879	-	-	857	-	-
Stage 1	403	0	-	287	345	-	-	-	-	-	-	-
Stage 2	479	0	-	665	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	-	635	106	85	630	879	-	-	857	-	-
Mov Cap-2 Maneuver	116	-	-	106	85	-	-	-	-	-	-	-
Stage 1	358	-	-	255	307	-	-	-	-	-	-	-
Stage 2	423	-	-	605	428	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.6	27.7	1.1	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	116	635	168	857	-	-
HCM Lane V/C Ratio	0.111	-	-	0.408	0.09	0.056	-	-	-
HCM Control Delay (s)	9.6	-	-	56	11.2	27.7	0	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.7	0.3	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	983	221	137	742	203	212	628	168	106	508	124
Future Volume (veh/h)	135	983	221	137	742	203	212	628	168	106	508	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1035	233	144	781	214	223	661	177	112	535	131
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	1094	488	172	1124	501	252	1198	534	139	774	189
Arrive On Green	0.09	0.31	0.31	0.10	0.32	0.32	0.14	0.34	0.34	0.08	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	2832	691
Grp Volume(v), veh/h	142	1035	233	144	781	214	223	661	177	112	335	331
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1746
Q Serve(g_s), s	8.6	30.9	13.0	8.6	20.9	11.6	13.3	16.5	9.1	6.7	18.3	18.5
Cycle Q Clear(g_c), s	8.6	30.9	13.0	8.6	20.9	11.6	13.3	16.5	9.1	6.7	18.3	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	157	1094	488	172	1124	501	252	1198	534	139	486	477
V/C Ratio(X)	0.90	0.95	0.48	0.84	0.70	0.43	0.88	0.55	0.33	0.81	0.69	0.69
Avail Cap(c_a), veh/h	157	1102	492	172	1132	505	271	1198	534	190	486	477
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	36.7	30.5	48.2	32.6	29.4	45.7	29.3	26.9	49.3	35.3	35.4
Incr Delay (d2), s/veh	44.5	15.8	0.7	28.7	1.9	0.6	26.1	1.8	1.7	16.1	7.8	8.1
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/ln	5.6	14.9	4.8	5.1	8.8	4.3	7.4	6.8	3.5	3.5	8.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.5	52.5	31.2	76.9	34.4	29.9	71.9	31.2	28.5	65.4	43.1	43.5
LnGrp LOS	F	D	C	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		1410			1139			1061			778	
Approach Delay, s/veh		53.1			38.9			39.3			46.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	41.9	15.0	38.8	19.9	35.0	14.1	39.7
Change Period (Y+Rc), s	4.5	5.3	4.5	5.3	4.5	5.3	4.5	5.3
Max Green Setting (Gmax), s	11.6	34.6	10.5	33.7	16.5	29.7	9.6	34.6
Max Q Clear Time (g_c+I1), s	8.7	18.5	10.6	32.9	15.3	20.5	10.6	22.9
Green Ext Time (p_c), s	0.1	4.0	0.0	0.6	0.1	2.4	0.0	4.4

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	39	95	312	230	105	170	224	260	332	88	262	780
Future Volume (vph)	39	95	312	230	105	170	224	260	332	88	262	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		235	150		130	285		0	240	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		60			70			50			105	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			55			55
Link Distance (ft)			1447			4512			2338			707
Travel Time (s)			19.7			61.5			29.0			8.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	339	250	114	185	243	283	457	0	285	923
v/c Ratio		0.65	0.61	0.54	0.59	0.37	0.56	0.78	0.28		0.78	0.56
Control Delay		56.9	44.1	9.7	57.0	41.4	10.7	52.9	23.6		53.0	30.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		56.9	44.1	9.7	57.0	41.4	10.7	52.9	23.6		53.0	30.0
Queue Length 50th (ft)		89	108	0	71	58	0	172	71		173	180
Queue Length 95th (ft)		#168	159	67	138	94	68	#282	110		#285	250
Internal Link Dist (ft)			1367			4432			2258			627
Turn Bay Length (ft)		140		235	150		130	285			240	
Base Capacity (vph)		257	1159	686	221	1087	654	444	1634		444	1643
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.56	0.29	0.36	0.52	0.17	0.37	0.64	0.28		0.64	0.56

Intersection Summary

Area Type: Other

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



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	69
Future Volume (vph)	69
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	172	262	239	130	216	158	296	621	114	261	580
Future Volume (vph)	27	172	262	239	130	216	158	296	621	114	261	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		235	150		130	285		0	240	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		60			70			50			105	
Right Turn on Red				Yes			Yes			Yes		
Link Speed (mph)			50			50			55			55
Link Distance (ft)			1447			4512			2338			707
Travel Time (s)			19.7			61.5			29.0			8.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	285	260	141	235	172	322	799	0	284	717
v/c Ratio		0.75	0.50	0.55	0.63	0.54	0.50	0.89	0.50		0.81	0.45
Control Delay		57.8	42.4	9.7	55.2	46.4	11.6	68.2	28.5		58.7	28.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		57.8	42.4	9.7	55.2	46.4	11.6	68.2	28.5		58.7	28.5
Queue Length 50th (ft)		133	89	0	88	77	0	206	149		177	132
Queue Length 95th (ft)		#243	135	70	155	116	59	#392	202		#330	182
Internal Link Dist (ft)			1367			4432			2258			627
Turn Bay Length (ft)		140		235	150		130	285			240	
Base Capacity (vph)		318	1135	684	279	1058	593	360	1614		360	1586
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.68	0.25	0.38	0.51	0.22	0.29	0.89	0.50		0.79	0.45

Intersection Summary

Area Type: Other

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



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Right Turn on Red	Yes
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Michael Baker
INTERNATIONAL

Appendix G: Traffic Signal Warrant Worksheets

EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: AM

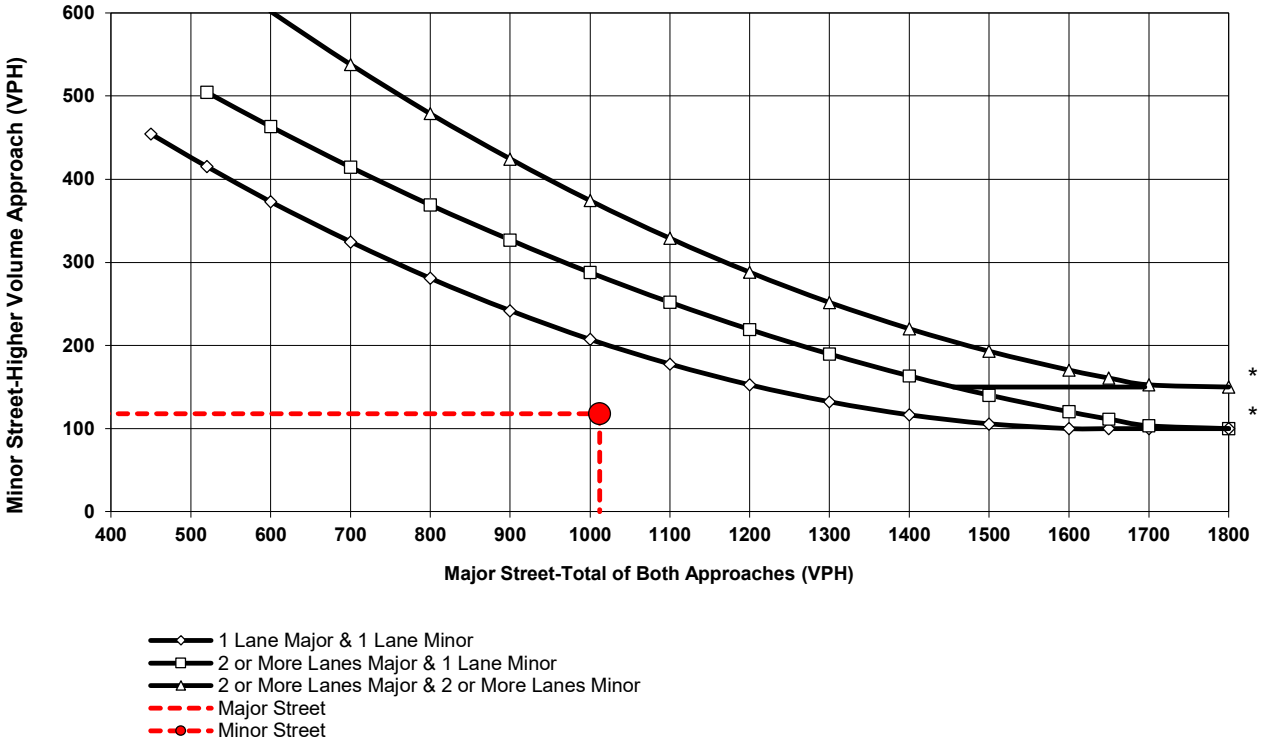
Major Street: Frank Sinatra Drive

Minor Street: Hollister Drive

Total of Both Approaches (VPH):	1012	Higher Volume Approach (VPH):	118
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: PM

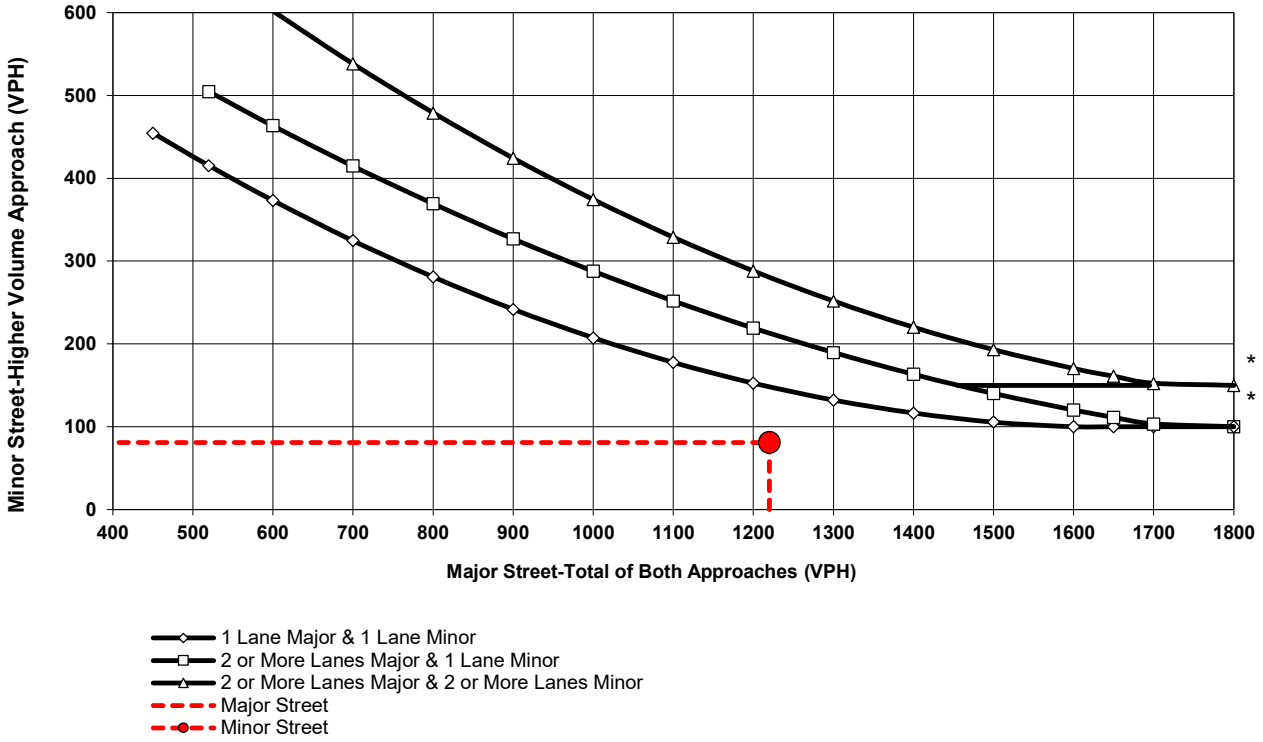
Major Street: Frank Sinatra Drive

Minor Street: Hollister Drive

Total of Both Approaches (VPH):	1220	Higher Volume Approach (VPH):	81
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: AM

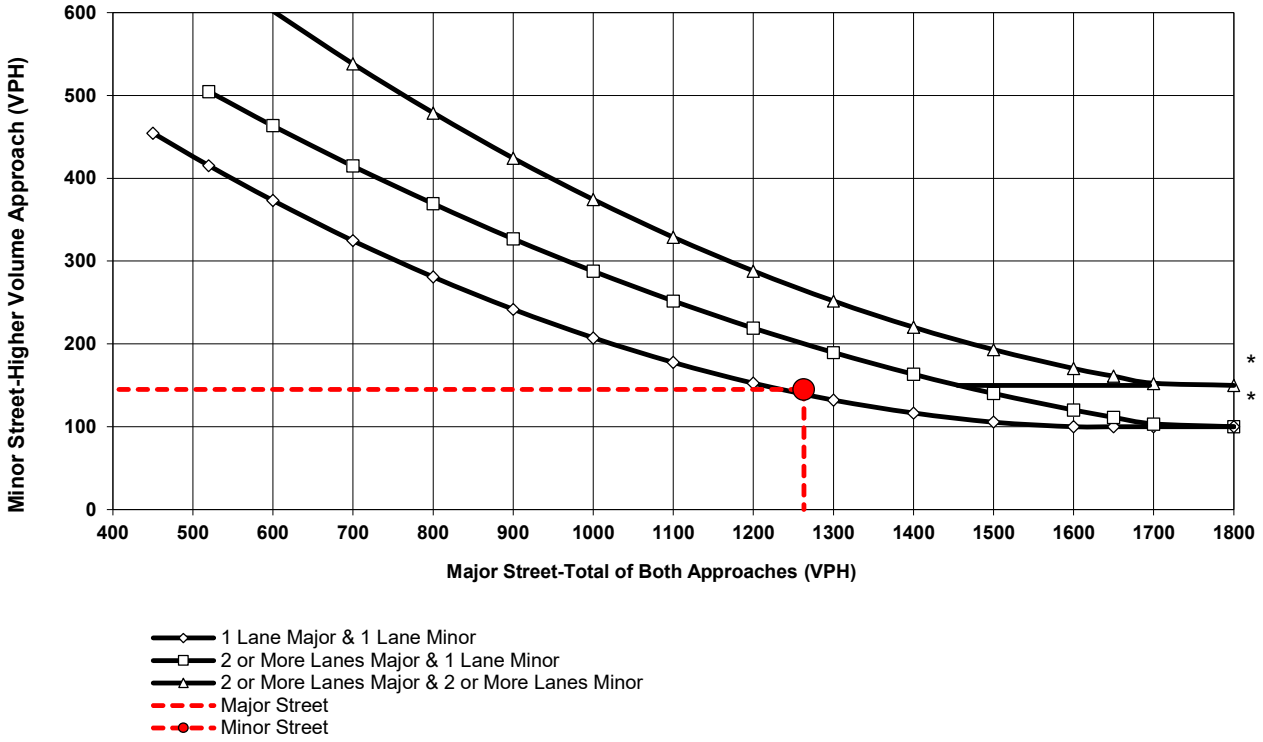
Major Street: Portola Avenue

Minor Street: Desert Willow Court / Project Drwy.

Total of Both Approaches (VPH):	1263	Higher Volume Approach (VPH):	145
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: PM

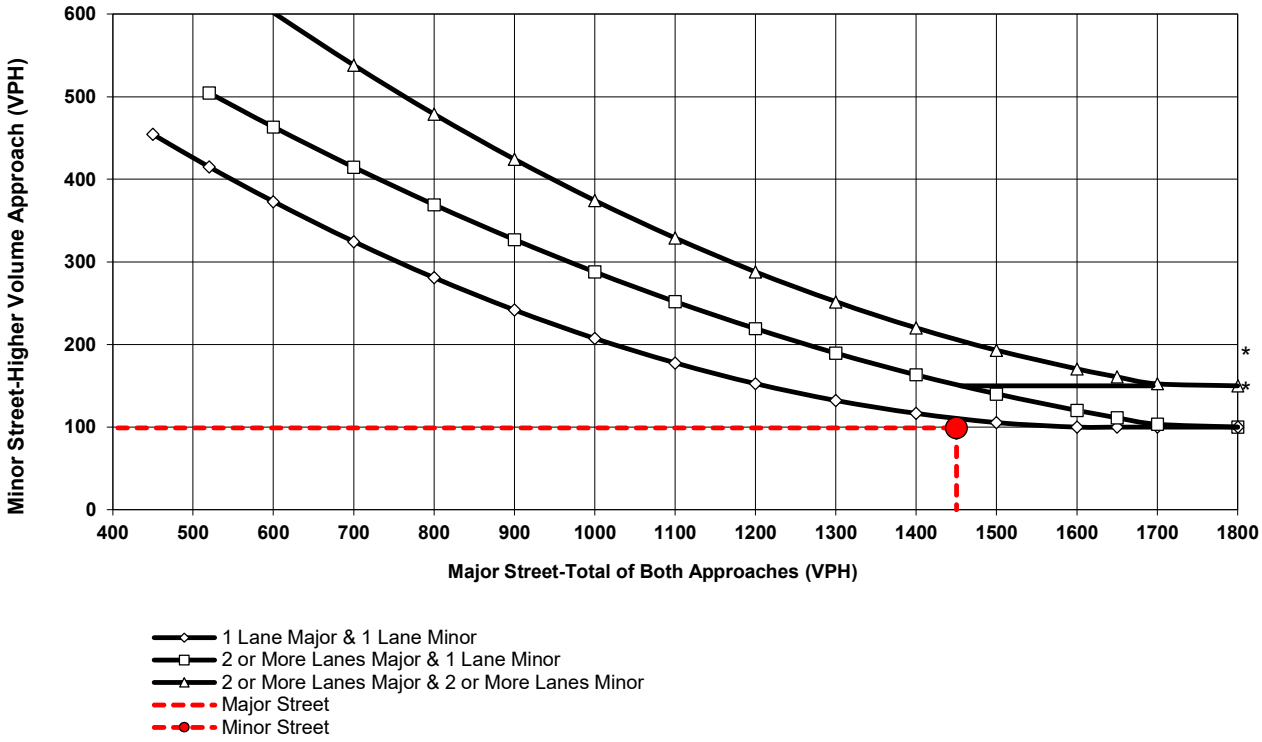
Major Street: Portola Avenue

Minor Street: Desert Willow Court / Project Drwy.

Total of Both Approaches (VPH):	1450	Higher Volume Approach (VPH):	99
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

OPENING YEAR 2027 PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: AM

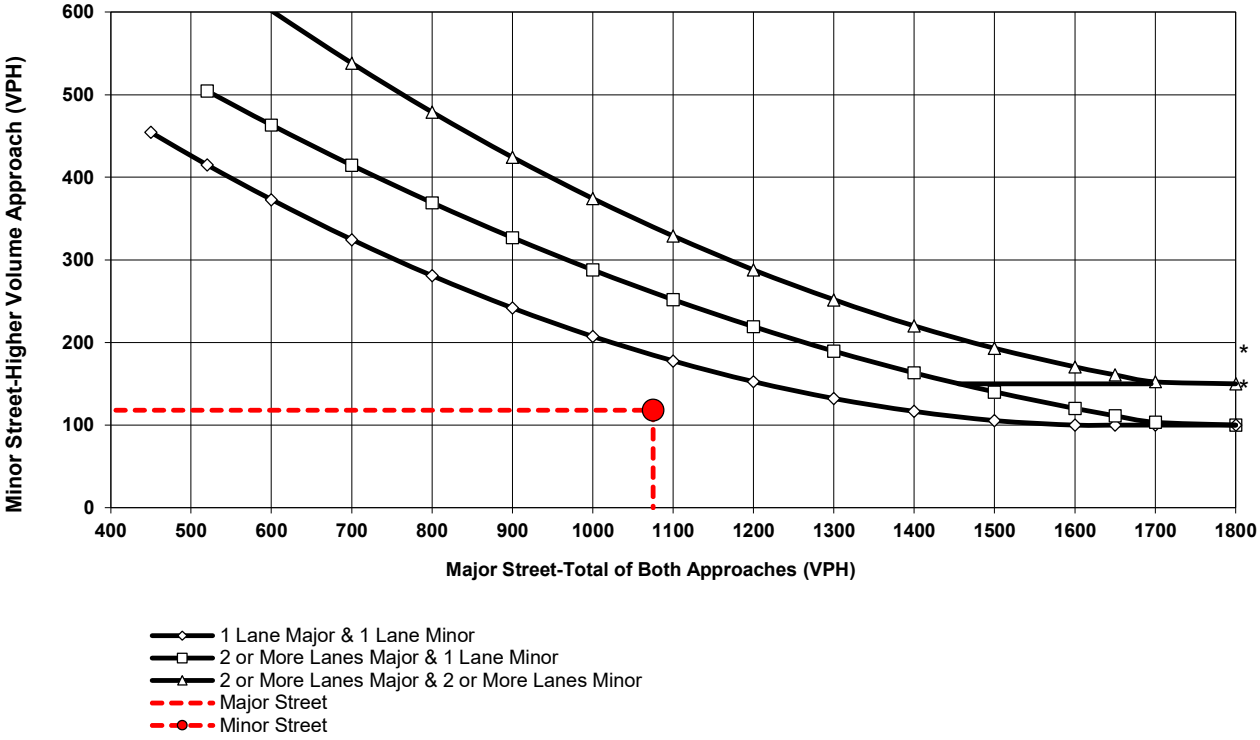
Major Street: Frank Sinatra Drive

Minor Street: Hollister Drive

Total of Both Approaches (VPH):	1075	Higher Volume Approach (VPH):	118
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

OPENING YEAR 2027 PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: PM

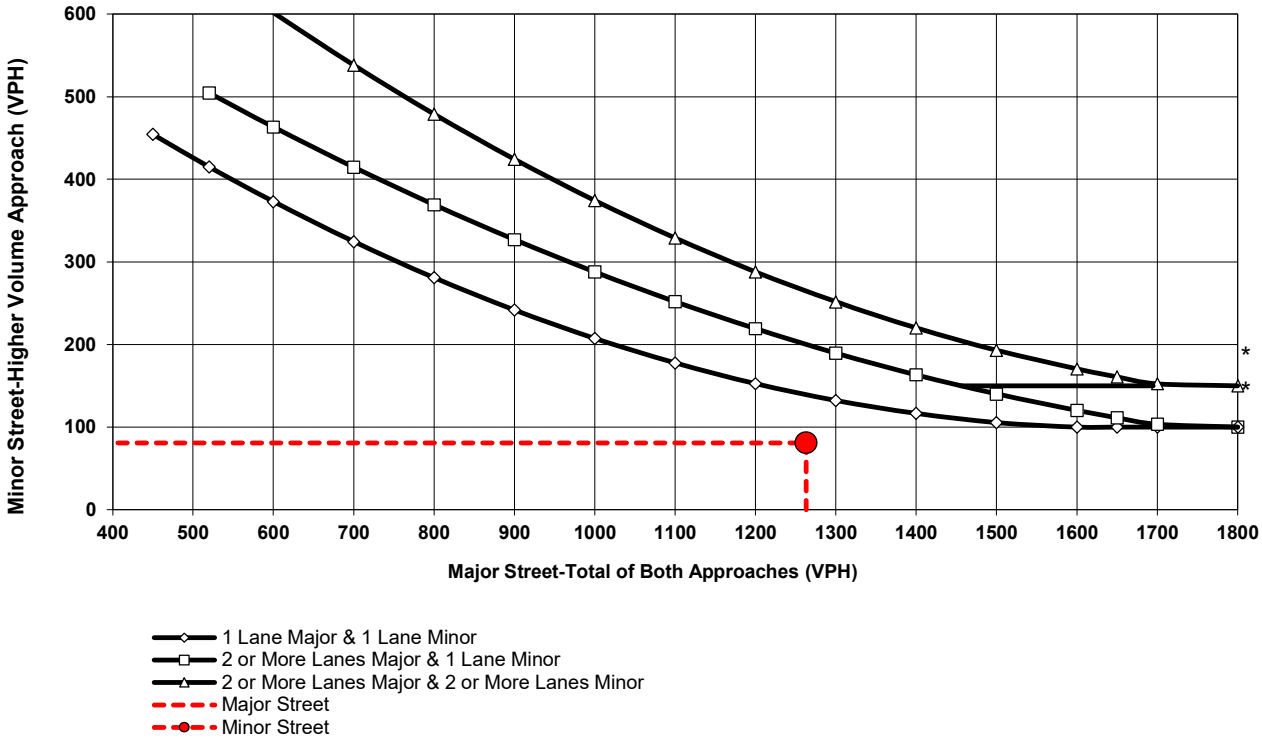
Major Street: Frank Sinatra Drive

Minor Street: Hollister Drive

Total of Both Approaches (VPH):	1263	Higher Volume Approach (VPH):	81
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

OPENING YEAR 2027 PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: AM

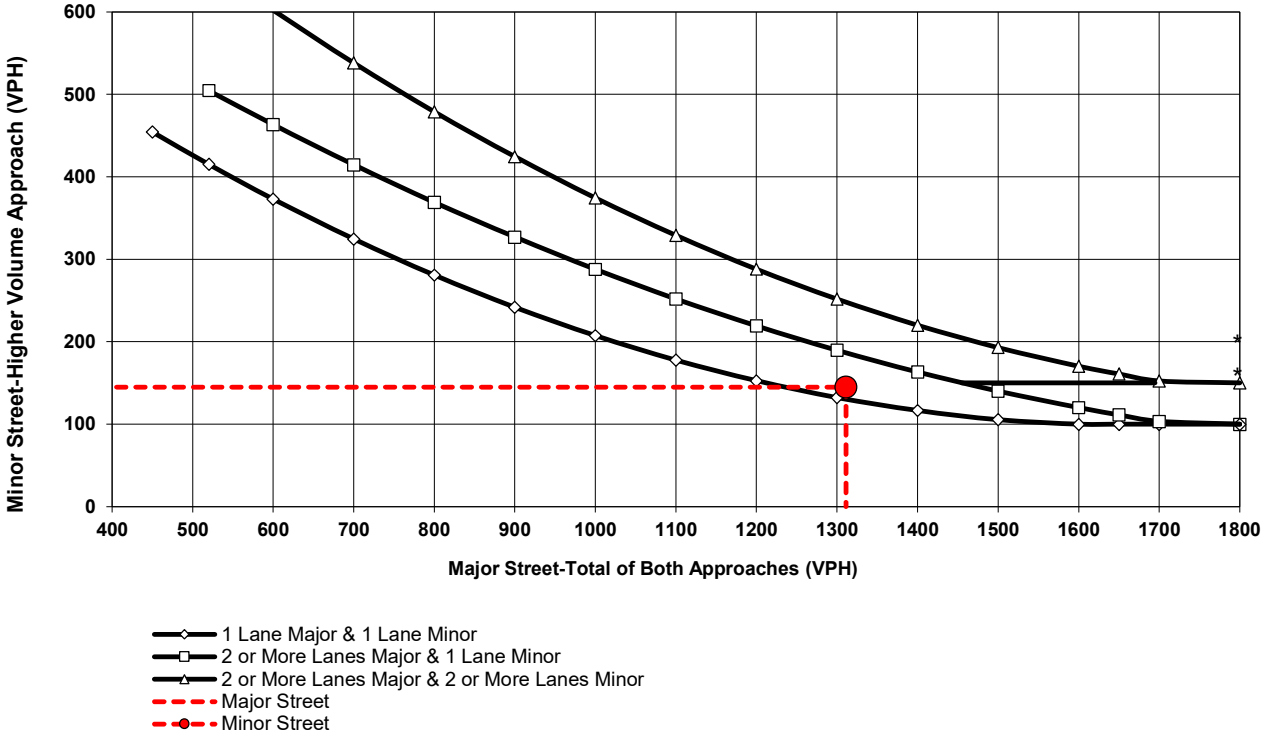
Major Street: Portola Avenue

Minor Street: Desert Willow Court / Project Drwy.

Total of Both Approaches (VPH):	1311	Higher Volume Approach (VPH):	145
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1

OPENING YEAR 2027 PLUS PROJECT CONDITIONS
PEAK HOUR VOLUME WARRANT
URBAN CONDITIONS

Peak Hour: PM

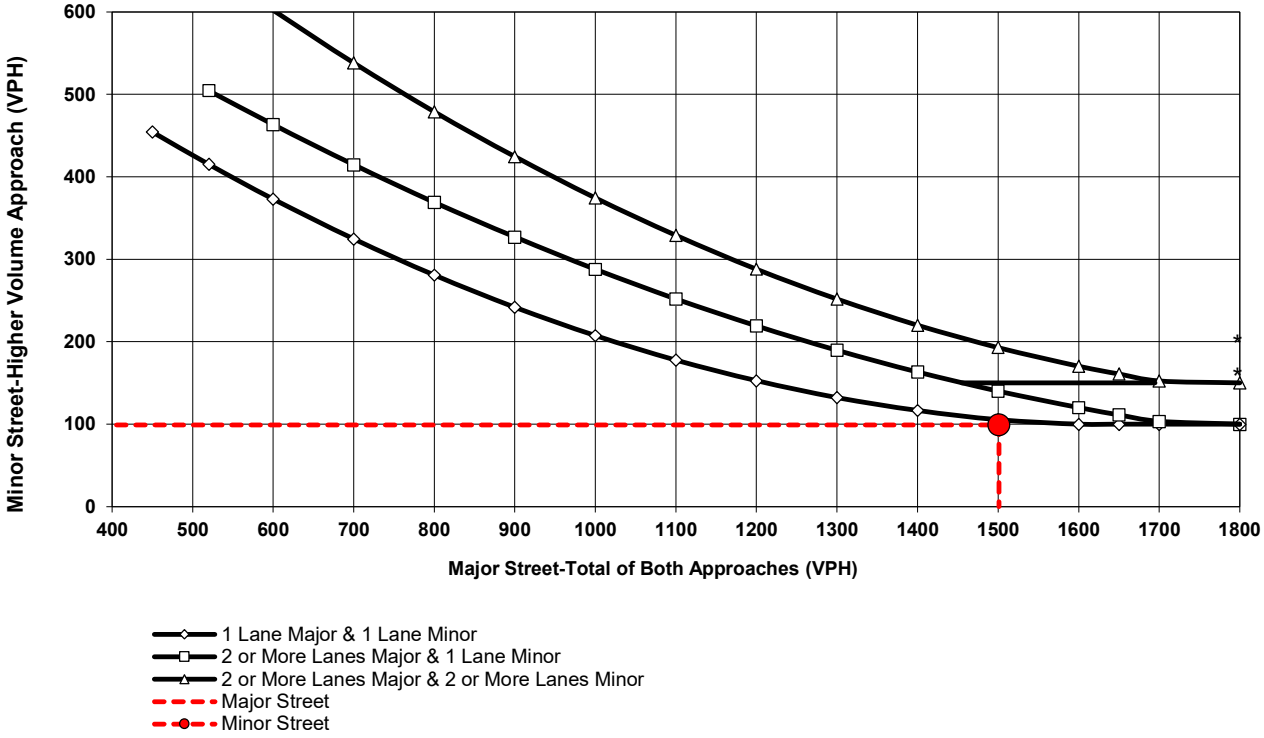
Major Street: Portola Avenue

Minor Street: Desert Willow Court / Project Drwy.

Total of Both Approaches (VPH):	1501	Higher Volume Approach (VPH):	99
Number of Approach Lanes:	2	Number of Approach Lanes:	1

SIGNAL WARRANT NOT SATISFIED

Figure 4C-3. Peak Hour Warrant (Urban)



* Note:
150 vph Applies as the Lower Threshold Volume for a Minor Street Approach with Two or More Lanes and 100 vph Applies as the Lower Threshold Volume for a Minor Street Approach with One Lane.

Source: California MUTCD 2014 Revision 1