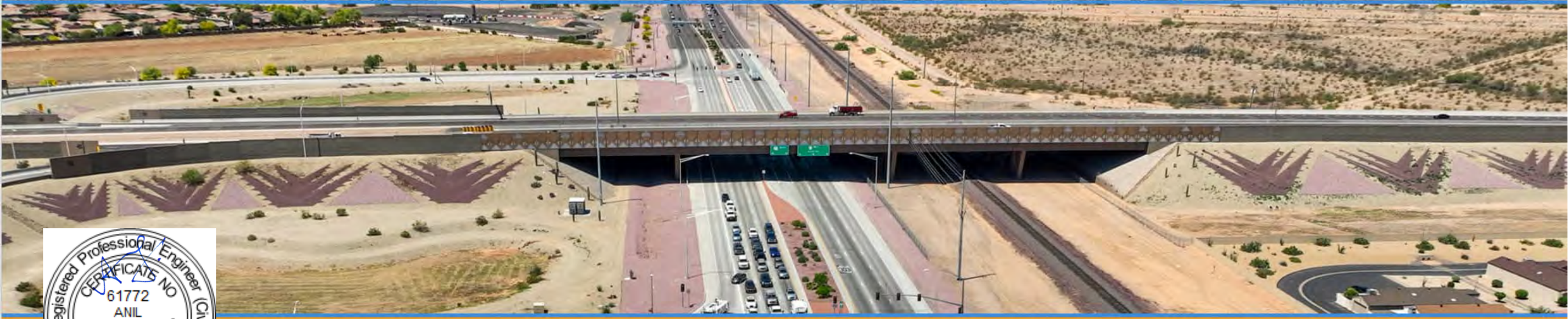
ADOT

US60 / SR 303L Traffic Interchange (TI) Feasibility Report

ADOT project number: F0472



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0. EXECUTIVE SUMMARY

0.1. Introduction

The Arizona Department of Transportation (ADOT) has conducted a feasibility study to analyze the Estrella Freeway (SR 303L) at US 60 interchange and along US 60 from 163rd Avenue to WRH Johnson Boulevard in the northwestern portion of the Phoenix metropolitan area. Several studies have been completed previously at the SR 303L and US 60 Traffic Interchange (TI) including *SR 303L from I-10 to US 60 Design Concept Report (DCR)* and another study conducted by Stanley Consultants recommending a 3-level Diverging Diamond Interchange (DDI).

Due to a large projected growth in the vicinity of this project, ADOT has initiated this feasibility study to evaluate the short-term and long-term improvements of SR 303L and US 60 for capacity and operational improvements.

Several alternatives have been developed to serve the needs of this area for Design Years 2030 and 2045 as well as 2050 traffic conditions.

This report will aid in the traffic operational analysis for the proposed configuration for SR 303L with short-term improvements and the system interchange at the US 60/SR303L System TI in the long-term. This report also developed the conceptual plan for selected short-term as well as the selected long-term alternative for the project along with preliminary opinion of costs for implementation.

0.2. Traffic Forecast

Traffic forecasts for the study corridor were derived from the Maricopa Association of Governments (MAG) Regional Travel Demand Model (TDM). The TDM model outputs for years 2030, 2045 and 2050 were considered for both the no-build and the build conditions to develop the traffic volumes for the study corridors. The model outputs are generally not balanced, and hence, the traffic volumes have been post-processed and balanced using the methodologies outlined in the National Cooperative Highway Research Program (NCHRP) 765 report.

0.3. Traffic Operational Analysis

0.3.1. Year 2020 Existing

The existing condition for the traffic operational analysis is used as a base point and shows how the system is operating with today's volumes. The existing roadway network for the operational analysis encompasses SR 303L at the US 60 TI, and US 60 from 163rd Avenue to W R H Johnson Boulevard. The existing operations analysis shows the study intersections are operating at an acceptable level of service (LOS) except at the 163rd Avenue and US 60 intersection, which operates at an LOS of F or E during both the AM and PM peak hours, respectively.

0.3.2. Years 2030 and 2040 No Build

No-Build scenarios are often used to determine how future transportation systems operate without planned improvements on specific facilities. The no-build analysis has been completed for both the years 2030 and 2045 to see when the system fails to operate at an acceptable LOS. The roadway network in both the no-build conditions remain the same as the existing conditions, and the traffic volumes have been developed for each analysis year based on MAG's projected growth in the area.

Analysis of the No-Build scenario clearly shows the improvements to SR 303L and US 60 are needed in 2040 to meet future travel demand.

0.3.3. Short-term Improvements (2030, 2045)

The project has identified several short-term alternatives for improving the safety, capacity and the operations of the study area. These improvements would generally require restriping and signing improvements along with some minor widening of pavement as required.

The traffic operations analysis shows that the short-term alternatives provide improvements to the study intersections and are generally performing better than the 2030 no-build conditions. However, the projected traffic volumes for year 2045 shows the short-term improvements yield in an overall LOS of F at all the study intersections and will need long-term solutions for improving the corridor operations.

0.3.4. Long-term Improvements (2050)

The project has identified several long-term alternatives for improving the safety, capacity and the operations of the study area. These improvements will maximize the utilization of the current US 60 and SR 303L alignments while providing a safer, long-term solution for the system interchange.

The traffic operations analysis shows that the long-term alternatives provide significant improvements to the study corridors and the projected LOS for all the study intersections for year 2050 is D or better.

0.4. Cost Estimates

A preliminary cost estimate was prepared for the selected short-term and the long-term alternative using ADOT's standard parametric cost estimate template and the preliminary concepts prepared for each alternative. Costs are shown in current year dollars (2022). Long-term Alternative costs are not shown in future Year of Expenditure (YOE), the project is not programmed for construction within the current ADOT 2023-2027 Five-Year Transportation Facilities Construction Program.

<u>Short-term Alternative</u>

163rd Avenue improvements	-	$677,000
NB off-ramp improvements	-	$885,000
NB off-ramp (triple-lefts)	-	$406,000

<u>Long-term Alternative</u>

Total cost for improvements	-	$133,791,000

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1. INTRODUCTION

1.1. Background

Jacobs has been contracted by the Arizona Department of Transportation (ADOT) to evaluate the State Route 303 / US 60 system interchange to identify feasible improvements for this area both in the short-term and long-term conditions. As the surrounding area continues to develop and grow, the level-of-service (LOS) at this currently signalized TI is expected to deteriorate resulting in long queues and severe traffic congestion. ADOT has requested that Jacobs analyze short-term (projected 2030 traffic volumes) and long-term (projected 2050 traffic volumes) outcomes, considering known and planned improvements in the surrounding areas to identify feasible alternatives along with conceptual design of the alternatives and parametric cost estimates for each alternative.

As a result of this analysis, Jacobs has analyzed the projected traffic demand for this area and the level of service for the nearest intersections along US 60 at 163rd Avenue and W R H Johnson Boulevard. Jacobs recommended alternatives in the short-term and long-term that would adequately service the regional traffic demand as well as local residents in the study area.

1.2. Project Location and Influence Area

This project is located in the northwestern quadrant of Metropolitan Phoenix within the City of Surprise in Maricopa County, Arizona, as shown in Figure 1-1. The study limits extend along SR 303L (Bob Stump Memorial Freeway) between Mileposts (MP) 117 and 120 and along US 60 between 163rd Avenue Intersection to the northwest and to the W R H Johnson Boulevard Intersection to the southeast. The Influence Area is shown in Figure 1-2.

This traffic interchange acts as a gateway for Phoenix and surrounding local traffic intending to travel to and from Wickenburg and beyond.

Figure 1-1: Project Location

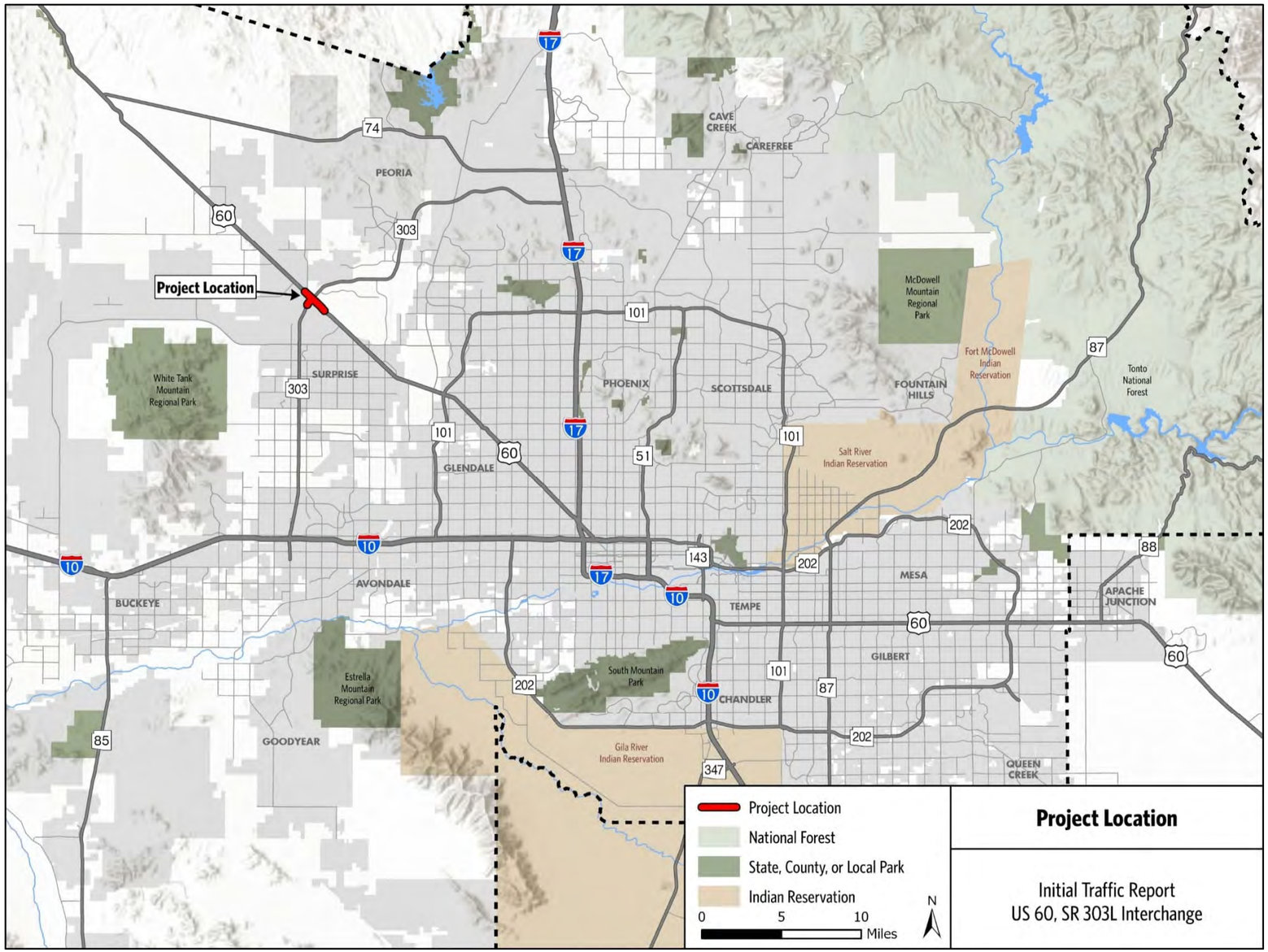
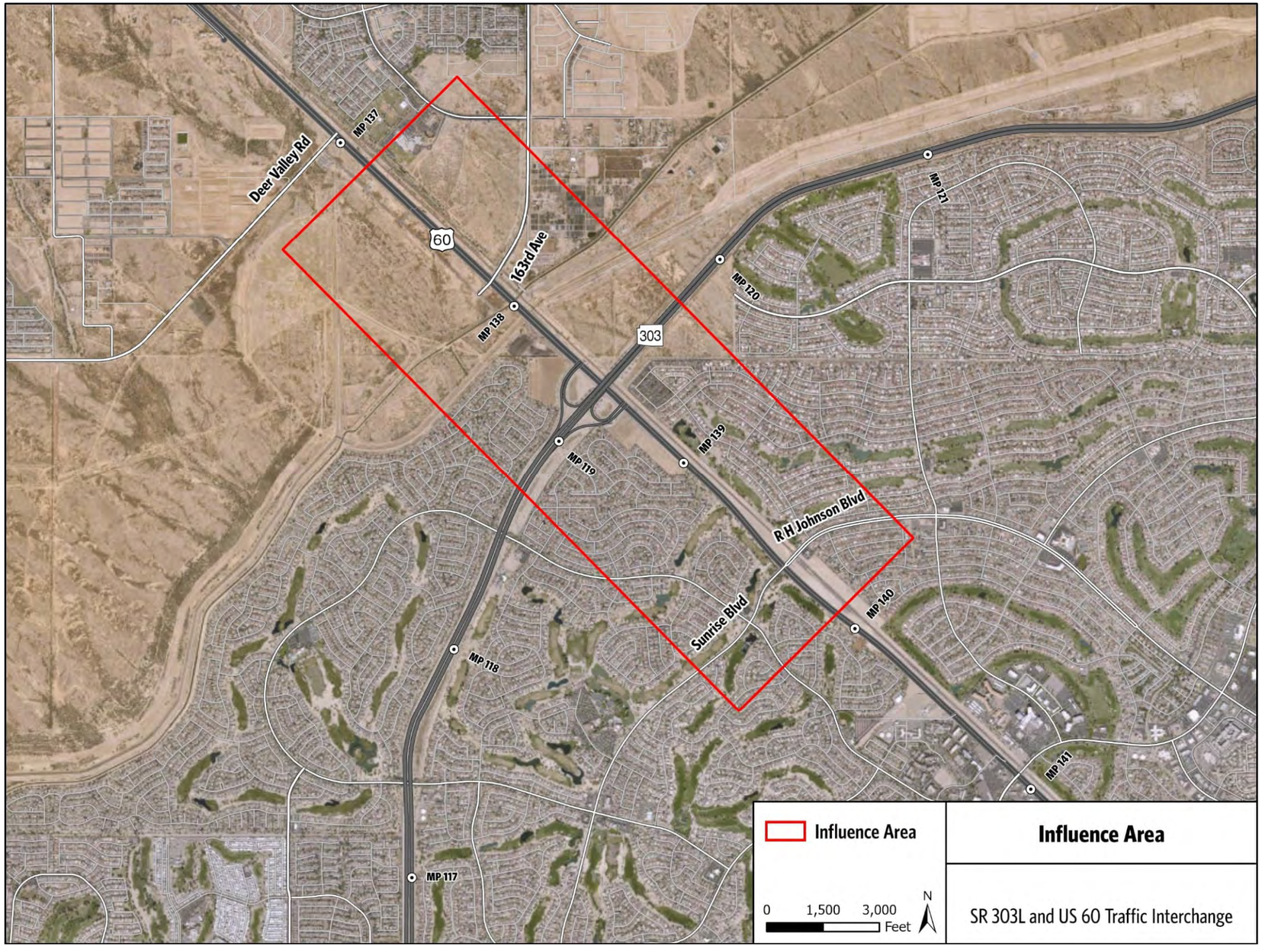


Figure 1-2: Influence Area



1.3. Project Purpose

The purpose of this project is to identify short-term and long-term improvements for operational and capacity improvements at the SR 303L and US 60 System Interchange along with the adjacent intersections on US 60 between 163rd Avenue and W R H Johnson Boulevard. A three-level diverging diamond interchange (DDI) was developed to a concept level previously by Stanley Consultants (2013). As the surrounding area continues to develop and grow, the level-of-service at this currently signalized TI is expected to deteriorate resulting is long queues and severe congestion. ADOT would like to evaluate this TI based on known and planned improvements in the area and forecasted 2050 traffic volumes to identify alternatives that could improve future traffic operations.

The purpose of this study is to evaluate the various feasible improvement alternatives (short-term and long-term) and develop conceptual design plans and parametric cost estimate for the preferred alternative that can be programmed into the ADOT's Capital Improvement program (CIP).

1.4. Previous Projects

This area has been analyzed previously by other consultants and contractors. Haydon Corporation developed and proposed a three-level single point urban interchange (SPUI) configuration for this interchange. This concept was later memorialized by URS in February 2009 as a part of the SR 303L from I-10 to US 60 DCR. At this time, an urban diamond interchange, diverging diamond interchange (DDI) and three-level DDI were proposed during a value engineering study workshop. This document also included the analysis of the loop ramp interchange proposed in the DCR and evaluated in the SR 303L Initial Traffic Report prepared by Parsons Brinckerhoff, dated March 31, 2011.

In 2013 this recommendation was revised by Stanley Consultants through a technical memorandum that recommended a three-level DDI configuration (Alternative 6 in the report). Typically, a DDI requires that the direction of travel cross into opposing directions thereby making all ramp merges / diverge locations essentially a right-hand turn. The three-level DDI concept would grade separate the westbound and eastbound direction of US 60 thereby eliminating the crossing traffic signal for the through movements. This memo concluded that for design year 2030, a three-level DDI would operate at a LOS C or better. The resulting failure analysis concluded that the interchange would degrade to a LOS D by design year 2050 assuming a 2% traffic growth rate. Furthermore, it was concluded that the traffic signal operations would fail at the ramp merge and diverge movements onto SR 303L as these movements required signalization in the conceptual design. This concept was analyzed by the study team and it is further discussed later in this report (Section 5 of this report).

1.5. Existing Conditions of the Study Area

1.5.1. Existing Roadway Network

US 60 is a six-lane principal arterial roadway that runs parallel to the BNSF railway and goes underneath SR 303L. The six-lanes along US 60 drops to a four-lane highway west of the SR 303L traffic interchange. There are traffic signals located at each of the loop ramps. This corridor has 12-foot lanes with 10-foot outside shoulders with the exception of the canal crossings. It should be noted that there are two overhead power line crossings within this corridor between the SR 303L TI and 163rd Avenue intersection.

SR 303L is a six-lane urban freeway that services US 60 through a partial cloverleaf configuration. This corridor has 12-foot lanes with 10-foot outside shoulders. The US 60 ramp connections to SR 303L are typical to ADOT Roadway Design Guidelines for single lane parallel type exits / entrances.

163rd Avenue acts as a gateway for a large residential community that is being constructed to the north of US 60. Due to the presence of the canal system, additional connections to bypass the canal are limited. The nearest alternate crossing for this community occurs at Happy Valley Road approximately six miles to the northeast. There are additional studies and improvement projects on-going to further enhance access for this quickly growing community. To add extra complexity to the US 60 / 163rd Avenue intersection, there is an existing at-grade crossing for the BNSF railroad with gates to prohibit crossing when trains are present. The existing configuration of 163rd Avenue has one right-turn, one through, and two left-turn lanes onto US 60.

To the southeast of the SR 30L/US 60 TI, there are numerous communities on both sides of US 60. The first intersection from the TI is at W R H Johnson Boulevard. At this 4-way signalized intersection, W R H Johnson Blvd travels northeast and Sunrise Blvd travels southwest. There is an existing at-grade crossing for the BNSF railroad with gates on W R H Johnson Blvd. The existing configuration of W R H Johnson Blvd has one right-turn, one through, and one left-turn lane onto US 60. The configuration of Sunrise Blvd has one channelized right-turn, two through, and one left-turn lane onto US 60.

1.5.2. Existing Right-of-way and Land Ownership

The existing SR 303L and US 60 facilities reside within ADOT R/W. For SR 303L, the existing R/W is highly variable ranging from approximately 300-feet to 600-feet. For US 60, the existing R/W is highly variable at the interchange location but is typically about 170-feet wide.

ADOT owns the majority of the land needed for implementation of the preferred alternative. The list of the property acquisitions anticipated for this project are included in Table 1-1:

Table 1-1: Parcel Acquisitions

Land Owner	Parcel Number	Take Type (Full / Partial)	Area (SF)
Gilbert Houston N LE 01-100488	503-58-821	Full	689,393
Provo 1310 LLC	503-73-028X	Full	100,130
Flood Control District of Maricopa County	503-73-031A	Partial	100,000
Quiktrip Corporation	503-73-761	Full	215,247

1.5.3. Existing Structures

Based on record drawings, there are four drainage canal crossings and one overpass bridge within the project limits as listed in Table 1-2.

Table 1-2:Existing Structures

Structure Location	Structure No.	Milepost	Year Built	Sufficiency Rating
Beardsley Canal BR WB		138.02		
Beardsley Canal BR EB	02563	138.02	2003	97.2
McMicken Dam Fldwy BR WB	00472	138.09	1956	84.8
McMicken Dam Outlet BR EB	02561	138.09	2000	97.2
Estrella Underpass at Grand Ave	02320	138.6	2000	90.6

1.5.4. Existing Drainage Features

The natural topography generally slopes from the east to west and north to south. The off-site flows are conveyed through a series a drainage ditches to concentrate flows towards the Beardsley Canal and McMicken Dam Outlet Channel upstream of US 60. The Beardsley Canal is owned and operated by the Maricopa County Municipal Water Conservation District No. 1 and consists of a lined channel that is approximately 33-miles long with potential capacity of 300 cubic feet per second. The McMicken Dam Outlet Channel includes the McMicken Dam (approximately 9.5-miles) and the McMicken Dam Outlet Channel (approximately 4-miles) which ultimately discharges to the Agua Fria River.

The on-site drainage for SR 303 consists of freeway catch basins and storm drain systems to capture the pavement runoff and convey it to the nearest outfall location. On-site drainage systems for US 60 include median area inlets, catch basins, and storm drains.

1.5.5. Existing Utilities

Based on a Blue Stake Request, there are multiple utilities located within the project limits as summarized in Table 1-3.

Table 1-3: Existing Utilities

Company Name	Utility	Contact Name	Contact Number
Arizona Dept of Trans.	Culverts, Storm Drains	Zach Moralez	
Arizona Dept of Trans.	Fiber, Comm, Signals	Scott Vollrath	(602) 568-3284
Arizona Public Service	Electric		(602) 493-4225
City of Surprise	Irrigation, Sewer, Storm	David Mobley	(623) 222-6146
City of Surprise	Signals	Gabriel Gonzalez	(623) 222-1738
Cox Communications	Comm		(800) 778-9140
Centurylink	Comm		(800) 788-9140
Epcor Water – Sun City	Sewer, Water	Brandon Aviles	(602) 309-2699
Level 3 Communications	Comm	Judy Henry	(877) 366-8344
Maricopa County Dept. of Trans.	Fiber Optics	Efren Guevara	(602) 722-1907
Maricopa Water District	Irrigation	Shelby Jarrell	(623) 235-6104
MCI (Verizon Business)	Fiber Optics		(800) 624-9675
Pauley Construction	Fiber Optics	Michelle O'Donnell	(480) 268-1524
Southwest Gas	Gas		(602) 484-5265
Transwestern Pipeline	Gas	Molly Carriere	(713) 989-7079
Zayo Group	Fiber Optics		(801) 364-1063

2. TRAFFIC FORECAST

2.1. Technical Process and Assumptions

Traffic forecasts for the Study Corridor were derived from the Maricopa Association of Governments (MAG) Regional Travel Demand Model (TDM). Typical corridor studies use factors to convert AM and PM peak period TDM estimates to determine AM and PM peak hour volume estimates. The volumes are derived directly from the MAG model assignments and have several limitations, including imprecise turning movement volume estimates at major intersections. To improve MAG model estimates and to develop design hour traffic volumes, the model estimates for the future year must therefore be post-processed.

A wide variety of post-processing methodologies are used in the industry and the most common methods are documented in NCHRP 765 Report: Analytical Travel Forecasting Approaches for Project-Level Planning and Design. The report and procedures outlined in the NCHRP 765 report derive from and improve upon the procedures outlined in a prior NCHRP publication, Report 255: Highway Traffic Data for Urbanized Planning and Design. The specific procedure used for forecasting for this study compares existing and future forecasted link volumes from the Maricopa Association of Governments (MAG) Travel Demand Model (TDM) and applies the observed growth to existing year counts via an iterative method to produce future year turning movement and link forecasts. The inputs required for post-processing model estimates using this method are:

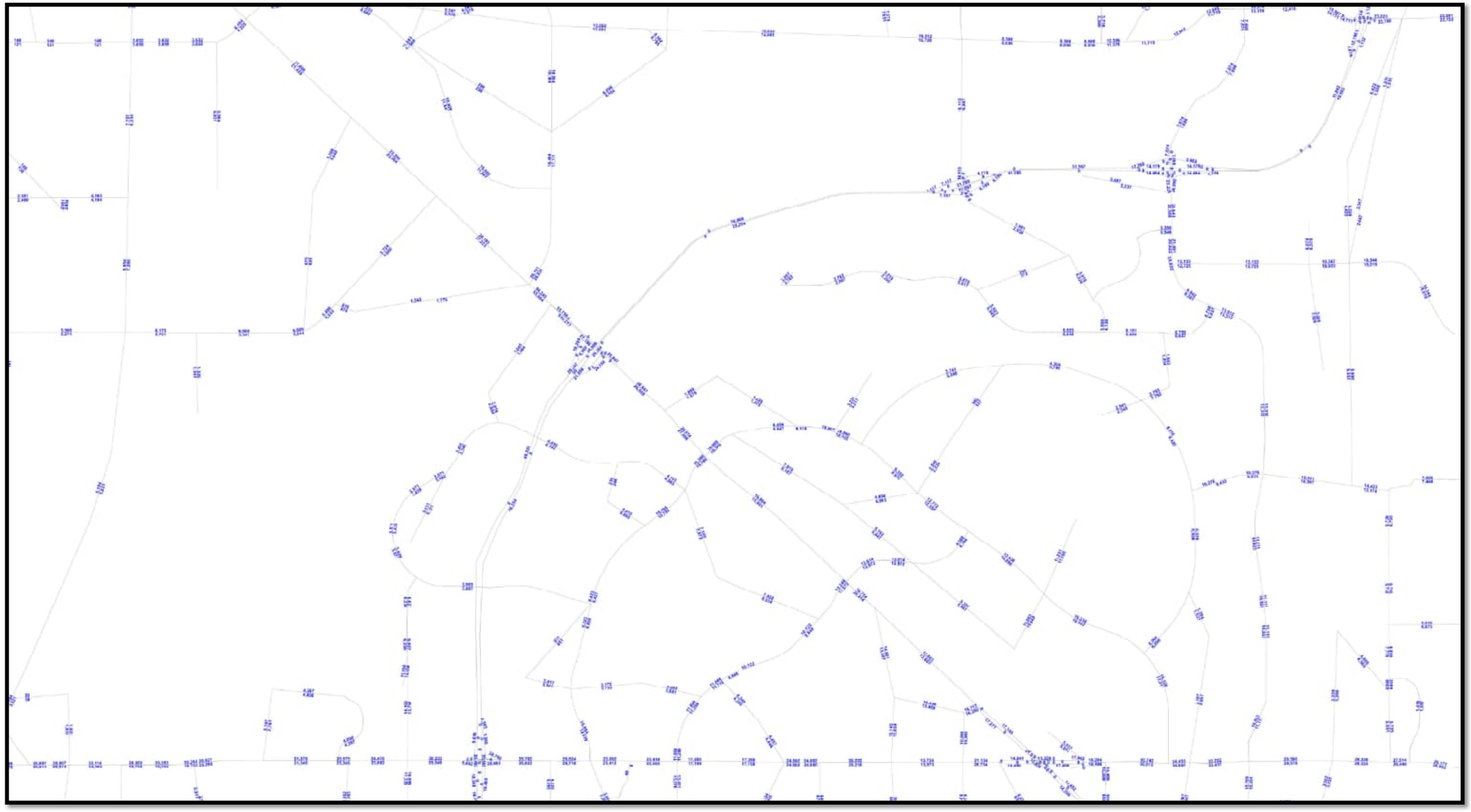
1. Base year traffic counts;
2. Base year regional TDM estimates;
3. Future year regional TDM forecasts; and
4. Design hour 30th highest K-factor.

The procedure adjusts the model forecasted link volumes using a combination of ratio and difference methods and subsequently uses an iterative method to determine future turning movement volumes using existing turning movement counts as a basis. A tolerance of 10 percent was used to determine the convergence of the iterative method. The procedure compares the existing year traffic counts to existing year model estimates and refines the future year model forecasts using an iterative process. The iterative process is designed to minimize the errors identified in the existing year model estimates when compared to the observed traffic counts

The forecasts were conducted at the SR 303L and US 60 TI along with the intersections of 163rd Avenue / US 60 and W R H Johnson Blvd / US 60.

The existing roadway network from the MAG TDM is shown in Figure 2-1. The existing year volumes and future year (2050) forecast volumes are included in Section 3 of this report. The TDM model outputs for 2020 and 2040 are included in *Appendix B* of this report.

Figure 2-1: MAG TDM Existing Network



3. CRASH ANALYSIS

3.1. Technical Process and Assumptions

Crash data was obtained from the ADOT Accident Location Identification Surveillance System (ALISS) Crash Database for a 5-year period from January 2017 to December 2021, for SR 303L from mile post (MP) 118 to MP 120, and for US 60 from MP 137 to MP 140.

Crash frequencies over the 5-year period were summarized by segments on both SR 303L and US 60 corridors within the study area. Crash rates for total crashes and fatal crashes per million vehicle miles traveled (MVMT) were calculated and summarized by segment and direction.

3.2. Crash Summary

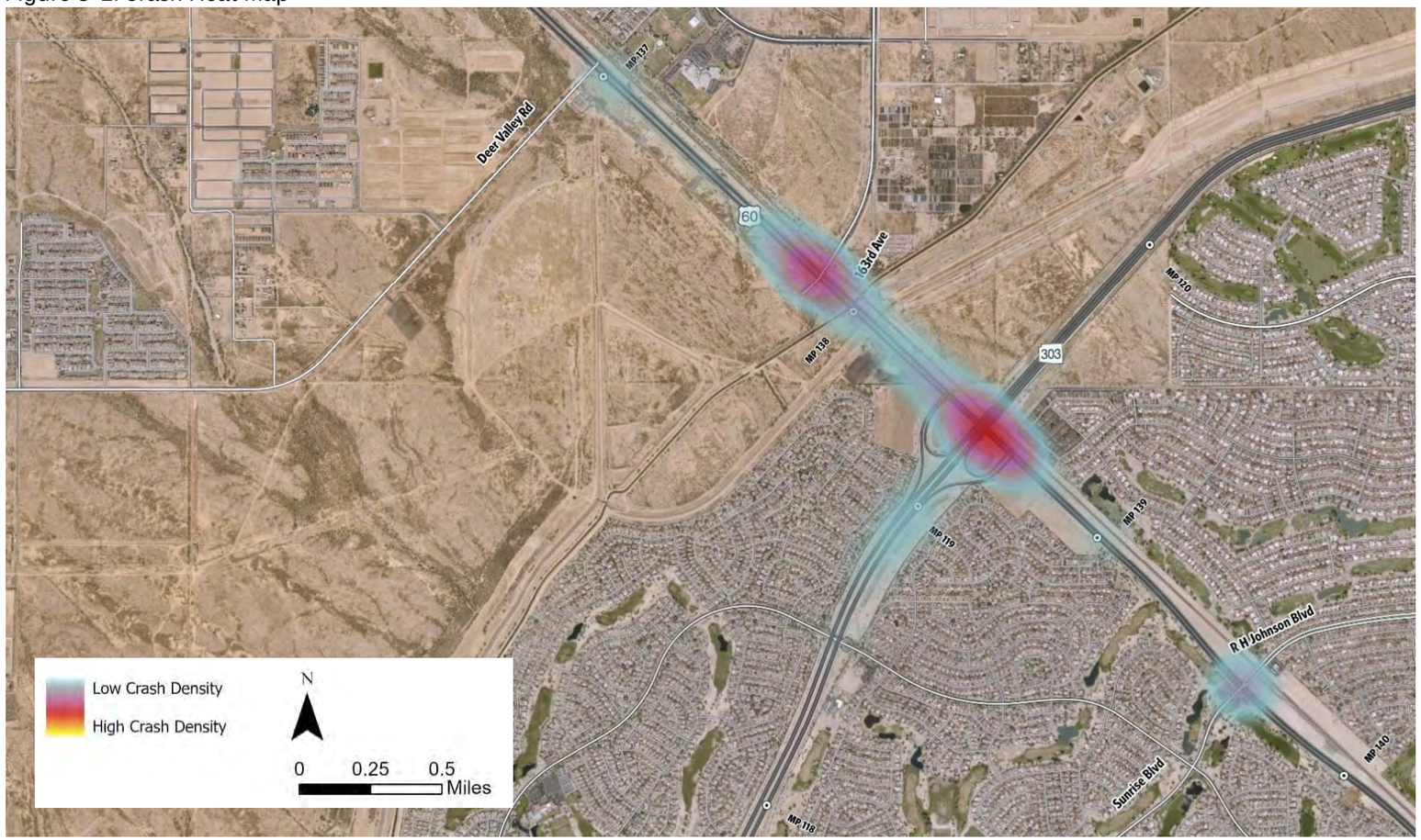
There was a total of 334 crashes along SR 303L and US 60 withing the project limits. Crashes for each corridor, within the 5-year period are summarized in Table 3-1 based on crash severity. There was one rear-end fatality crash within the study area which occurred at the intersection of US 60 and 163rd Avenue.

Table 3-1: Crash Severity

Corridor	Fatal	Injury				Total
		No	Possible	Suspected Minor	Suspected Major	
SR 303	0	38	6	6	0	50
US 60	1	177	61	39	6	284
Total	1	215	67	45	6	334

A further analysis for each corridor is summarized in detail below and a heat map of the combined data is provided in Figure 3-1: Crash Heat Map.

Figure 3-1: Crash Heat Map



3.2.1. SR 303L Corridor

There was a total of 50 crashes along SR 303L. As shown in Table 3-2, 36 of the 50 (72%) crashes along SR 303L, were not related to the SR 303L and US 60 junction.

Table 3-2: SR 303L Crash Location

Location	Mainline	Intersection Related	Ramp	Total
Number of Crashes	36	3	11	50

The number of crashes is consistent throughout the year as indicated in Table 3-3. The month of April had the highest number of crashes at 9 (18%) and February had the second highest at 6 (12%).

Table 3-3: SR 303L Crashes by Month

Month	Number of Crashes
January	5
February	6
March	4
April	9
May	4
June	2
July	4
August	3
September	2
October	5
November	3
December	3
Total	50

As shown in Table 3-4, the most prevalent collision manner was single vehicle crashes (46%). The two other types were rear ends and Sideswipes.

Table 3-4: SR 303L Collision Manner

Collision Manner	Number of Crashes
Rear End	13
Sideswipe Same Direction	14
Single Vehicle	23
Total	50

The lighting conditions for the crashes along SR 303L are shown in Table 3-5. Nearly 70% of crashes along SR 303L occur during daylight hours.

Table 3-5: SR 303L Lighting Conditions

Lighting Condition	Number of Crashes
Dark Lighted	14
Dark Not Lighted	2
Daylight	34
Total	50

The weather conditions for the crashes along SR 303L are shown in Table 3-6. More than 85% of crashes along SR 303L occur during clear weather conditions.

Table 3-6: SR 303L Weather Conditions

Weather	Number of Crashes
Clear	43
Cloudy	6
Rain	1
Total	50

3.2.2. US 60 Corridor

The total number of crashes along US 60 was 284 which includes one fatal crash that occurred at the US 60 and 163rd Avenue intersection. The remaining crashes were no injury, possible injury, suspected minor injury, and suspected major injury crashes, the breakdown is shown in Table 3-7.

Of the total 284 crashes along US 60, 150 (53%) were intersection and/or crossover related crashes.

Table 3-7: US 60 Crash Location

Location	Intersection	Non Junction Related	Ramp	Total
Number of Crashes	150	132	2	284

The number of crashes along US 60 is consistent throughout the year as indicated in Table 3-8. The months of January and February had the highest number of crashes at 32 (11.3%) and 30 (10.6%), respectively.

Table 3-8: US 60 Crashes by Month

Month	Number of Crashes
January	32
February	30
March	28
April	21
May	11
June	16
July	21
August	21
September	22
October	25
November	28
December	29
Total	284

As shown in Table 3-9, the most prevalent collision manner was rear end crashes (68%). Other major types of crashes were sideswipe and single vehicle crashes.

Table 3-9: US 60 Collision Manner

Collision Manner	Number of Crashes
Angle (Front To Side) (Other Than Left Turn)	12
Left Turn	11
Rear End	193
Sideswipe	37
Single Vehicle	23
U Turn	1
Other/Unknown	7
Total	284

The lighting conditions for the crashes along US 60 are shown in Table 3-10. Nearly 70% of crashes along US 60 occur during daylight hours.

Table 3-10: US 60 Lighting Conditions

Lighting Condition	Number of Crashes
Dark Lighted	43
Dark Not Lighted	22
Dawn	10
Daylight	198
Dusk	11
Total	284

The weather conditions for the crashes along US 60 are shown in Table 3-11. More than 80% of crashes along US 60 occur during clear weather conditions.

Table 3-11: US 60 Weather Conditions

Weather	Number of Crashes
Clear	234
Cloudy	37
Rain	13
Total	284

The crash analysis findings are summarized below:

- Majority of the crashes are occurring along the US 60 corridor
- There appears to be a large number of crashes occurring at the SR 303L / US 60 TI and the US 60 / 163rd Avenue intersection.
- The majority of these crashes are rear-end which leads the Study Team to conclude that the stop-and-go nature of this corridor is contributing to crashes.
- The short-term and long-term improvements analyzed the crash patterns and provided countermeasures to minimize the crashes in the study area.

4. TRAFFIC OPERATIONAL ANALYSIS

4.1. Introduction

As the Maricopa County population continues to grow north and westward, the freeway system must expand to accommodate new traffic operational needs.

An operational analysis has been conducted of the following scenarios:

- 2020 existing corridor conditions and existing traffic volumes,
- 2030 and 2045 No-Build condition of the existing corridor conditions and future traffic volumes,
- Short-term Alternative
    - o 2030 Build with projected 2030 traffic volumes,
    - o 2045 Build with projected 2045 traffic volumes, and
- Long-term Alternative
    - o 2050 Build of the proposed roadway network and future traffic volumes.

4.2. Study Corridor Segments

The limits of the traffic operational analysis extend along SR 303L (Bob Stump Memorial Freeway) between Mileposts (MP) 117 and 120 and along US 60 between 163rd Avenue Intersection to the northwest and to the W R H Johnson Boulevard Intersection to the southeast.

The study area for the traffic operational analysis included TI intersections for the 2020 existing, 2030 & 2045 No-Build, 2030 Build Alternative, and 2045 Build Alternative, which were analyzed using Synchro 11. For the 2050 Ultimate Build Alternative analysis of the TI Intersections, and US 60 corridor were conducted using VISSIM. A map of the study area is shown in Figure 1-2.

4.3. Stakeholder Coordination

The regional and operational traffic modeling efforts were coordinated with an advisory group of representatives from various ADOT groups including Project Management Group (PMG), Central District, and the Transportation Systems Management and Operations (TSMO).

4.4. Existing Corridor Conditions

4.4.1. Roadway Network

The existing roadway network for the operational analysis encompasses SR 303L from MP 117 to 120 and US 60 from 163rd Avenue to WRH Johnson Boulevard.

4.4.2. Traffic Interchanges

US 60 is an arterial roadway that travels underneath the urban SR 303L freeway at their crossing. There are two T-intersections joining the systems at the Traffic Interchange (TI). The ramp configuration is a partial cloverleaf in which the NB on ramp and SB off ramps are loop ramps.

4.4.3. Local Intersections

In addition to the TIs, the intersection of 163rd Avenue and US 60, and the intersection of WRH Johnson Boulevard and US 60 were analyzed due to the close proximity to the TI.

4.4.4. Roadway Inventory

The existing roadway inventory was based on field review and review of recent aerial photographs. The inventory included the following features:

- Posted speed limits
    - 65 MPH along SR 303L
    - 55 MPH along US 60
- Number of lanes
    - The number of lanes on the freeways, arterials, ramps, and frontage roads were obtained from field review and review of aerial photographs.
- Lane configurations at intersections
    - The lane configurations of the intersections at the traffic interchanges and at the key intersections adjacent to the TIs were obtained from field review and review of aerial photographs.
- Turn lane storage lengths
    - The turn lane storage lengths had to be considered for the microsimulation model to simulate the existing conditions more accurately. The storage lengths were obtained from field review and measurements in aerial photographs.
- Traffic control (signalized or unsignalized)
    - The type of traffic control was verified by field review and review of aerial photographs. The traffic signals for the existing conditions have been modeled using the signal timing plans provided by ADOT. The traffic signal timings for the no-build and the build conditions have been optimized to utilize the best overall performance of the corridor.

4.4.5. Traffic Volumes

The existing turning movement counts were performed at the following intersections along the US 60 corridor:

- US 60 and 163rd Avenue
- US 60 and SB SR 303L Ramps
- US 60 and NB SR 3030L Ramps
- US 60 and WRH Johnson Boulevard

A copy of the existing turning movement counts is included in *Appendix A* of this report.

4.5. Microsimulation Modeling

The limits of the VISSIM microsimulation traffic model include US 60 from 163rd Avenue to WRH Johnson Boulevard.

4.5.1. Microsimulation (VISSIM)

The traffic operations analysis was performed using *VISSIM microscopic simulation software version 2021(SP 07)*. The program analyzes traffic operations under a series of constraints, such as lane configuration, traffic composition, traffic control types, and transit stops, among others. For traffic operations, it can

provide a diverse array of measures of effectiveness (MOEs), such as average total delay, speeds, densities, travel times and queue lengths.

The detailed calibration of the existing conditions VISSIM analysis is included in *Appendix B*.

4.5.2. Criteria for Traffic Performance

The criteria for level-of-service (LOS) at unsignalized intersections, signalized intersections, basic freeways, multilane highways, merges/diverges, weaving, and ramps are shown in Table 4-1 through Table 4-7, respectively.

Table 4-1: Unsignalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Little or no delay	≤ 10
B	Minor delays	> 10 – 15
C	Average delays	> 15 – 25
D	Moderate delays	> 25 – 35
E	Lengthy delays	> 35 – 50
F	Excessive delays/gridlock	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2016

Table 4-2: Signalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 – 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 – 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume to capacity (v/c) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 – 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 – 80
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

Source: Highway Capacity Manual, Transportation Research Board, 2016

Table 4-3: Basic Freeway LOS Criteria

Level of Service	Description	Density (pc/mi/ln)
A	Free-flow operations allow vehicles to be almost completely unimpeded in their ability to maneuver within the traffic stream.	0 – 11
B	The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	> 11 – 18
C	Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 – 26
D	Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	> 26 – 35
E	Operating at capacity, there are virtually no usable gaps in the traffic stream leaving little room to maneuver.	> 35 – 45
F	Existing demand exceeds capacity causing excessive delay and breakdowns in vehicular flow.	> 45

Source: Highway Capacity Manual, Transportation Research Board, 2016

Table 4-4: Merge/Diverge LOS Criteria

Level of Service	Density (pc/mi/ln)
A	0 – 10
B	> 10 – 20
C	> 20 – 28
D	> 28 – 35
E	> 35
F	Demand Exceeds

Source: Highway Capacity Manual, Transportation Research Board, 2016

Table 4-5: Weaving LOS Criteria

Level of Service	FREEWAY DENSITY (pc/mi/ln)	MULTILANE HIGHWAYS (pc/mi/ln)
A	< 10	≤ 12
B	> 10 – 20	> 12 – 24
C	> 20 – 28	> 24 – 32
D	> 28 – 35	> 32 – 36
E	> 35 – 43	> 36 – 40
F	> 43	> 40

Source: Highway Capacity Manual, Transportation Research Board, 2016

Table 4-6: Ramp LOS Criteria

Level of Service	Density (pc/mi/ln)
A	0 – 10
B	> 10 – 20
C	> 20 – 28
D	> 28 – 35
E	> 35 – 43
F	> 43

Source: Highway Capacity Manual, Transportation Research Board, 2016

The measures of effectiveness (MOE's) obtained from the VISSIM microsimulation model include delay, speed, volume-density, queues, etc. The delay and density are then translated into a LOS description by facility type, based on the 2010 Highway Capacity Manual definitions. LOS is a qualitative measure of the operational efficiency or effectiveness of a roadway. Six (6) LOS are defined and are designated by letters ranging from A through F, with LOS A representing the best range of operating conditions and LOS F representing the worst.

Currently, SR 303L and US 60 are considered urban in character. ADOT Roadway Design Guidelines (RDG) acceptable LOS criteria by facility type are:

- Urban freeway/highway segments – LOS D or better
- Urban traffic interchanges (crossroads and ramps) – LOS D or better

VISSIM output volumes and densities are reported for freeway, weaving, diverge, merge and ramp segments during the AM and PM peak hours. The density outputs were then used to assign the corresponding segment LOS based on criteria provided in HCM 6th Edition, refer to Table 4-7 below.

Table 4-7: Traffic Condition Tiers and LOS

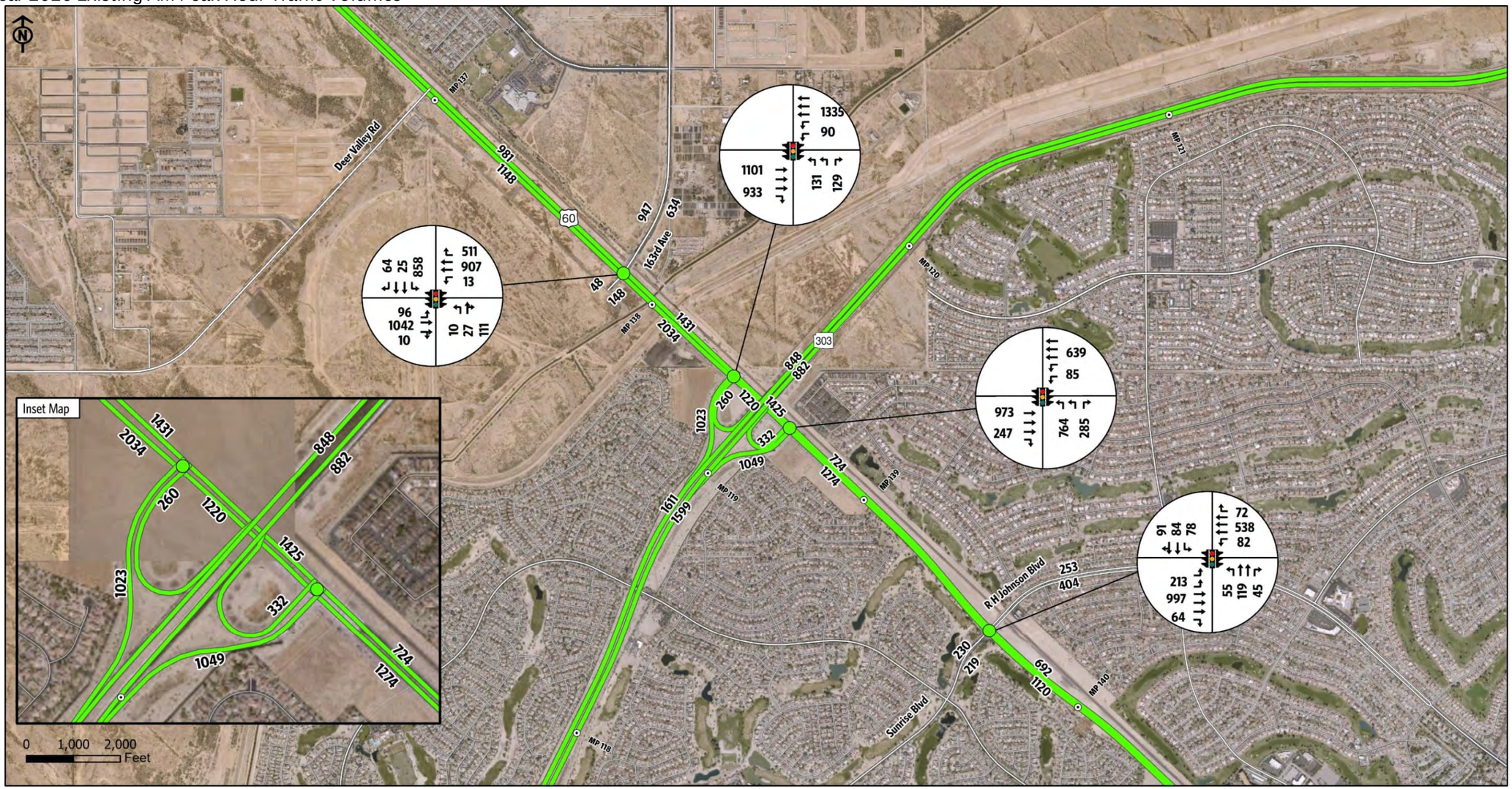
LOS	Color Code	Traffic Conditions
A, B, C	Green	At or near free flow, minimum delay, low traffic density, high level of driver comfort.
D	Yellow	Approaching unstable flow, moderate delay, acceptable level of driver comfort.
E	Orange	Unstable flow, demand at or near capacity, high levels of delay, low level of driver comfort.
F	Red	Highly unstable flow, demand exceeds capacity, excessive delays, little to no driver comfort.

4.6. Existing Operational Analysis

4.6.1. Traffic Operational Analysis

Characteristically, a roadway network experiences the highest volumes of traffic during the AM and PM peak hours of the day and therefore the operational performance of the roadway network using the 2020 traffic conditions for the AM and PM peak hours was used in this alternative evaluation. The AM peak hour ranges from 8:00 to 9:00 AM, and the PM peak hour ranges from 4:00 to 5:00 PM. The existing roadway network, existing peak hour traffic volumes are shown in Figure 4-1 through Figure 4-2 and the LOS is summarized in Table 4-8.

Figure 4-1: Year 2020 Existing AM Peak Hour Traffic Volumes



Signal

X,XXX Traffic Volumes

Traffic Intersections
US 60 / 303L
2020 A.M.

US 60 - SR 303L

Figure 4-2: Year 2020 Existing PM Peak Hour Traffic Volumes

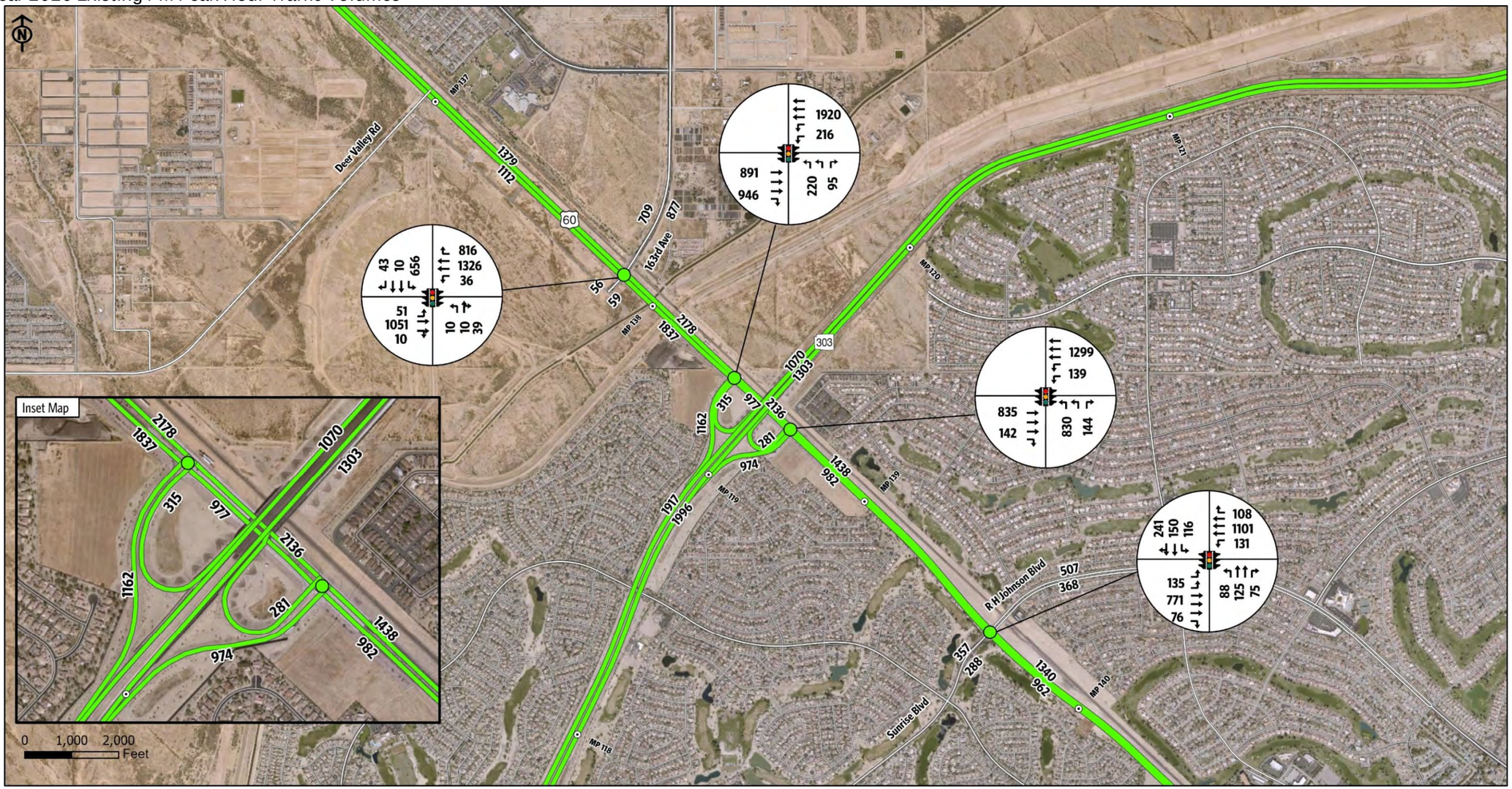


Table 4-8: 2020 Existing Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue	SE	42.4	D	80.2	F	38.7	D	59.1	E
	NW	43	D			48.5	D		
	NE	67.8	E			76.2	E		
	SW	184.2	F			122.1	F		
303 SB Ramps	SE	22.1	C	18.9	B	30.5	C	25.4	C
	NW	7.3	A			14.7	B		
	NE	57.2	E			68	E		
303 NB Ramps	SE	36.8	D	37.1	D	32.6	D	34.0	C
	NW	14.5	B			13.6	B		
	NE	53.2	D			65.4	D		
W R H Johnson/ Sunset Blvd	SE	19.3	B	29.2	C	16	B	32.0	C
	NW	25.6	C			24.8	C		
	NE	62.4	E			62.5	E		
	SW	60.5	E			64.5	E		

4.6.2. Discussion of Results

The traffic operations analysis for the existing conditions is based on the existing roadway network and the existing traffic volumes as described in the previous sections. Further details to links and node results are provided in *Appendix C*.

From the operations analysis it was observed that US 60 and SR 303L TI Intersections performed at acceptable level of service during the AM and PM peak hours. WRH Johnson Boulevard also performed at an acceptable level during both peak hours. However, the intersection at 163rd Avenue and US 60 is performing at an adverse LOS of F during the AM peak hour and an LOS of E during the PM peak hour. This can be attributed to the heavy SE left-turn movement from 163rd Avenue to US 60 in the AM peak hour and the heavy NW right-turn movement from US 60 to 163rd Avenue in the PM peak hour.

4.7. No-Build Corridor Conditions

4.7.1. Roadway Network

The future corridor for the No-Build condition includes the existing corridor conditions. A brief description of each location is given below.

4.7.2. Traffic Interchanges

The existing system interchange consist of a partial cloverleaf TI with the SR 303L NB and SB loop ramps. In the No-Build scenario, this layout will remain as is.

4.7.3. Local Intersections

In addition to the Tis, the intersection of 163rd Avenue and US 60, and the intersection of WRH Johnson Boulevard and US 60 were analyzed. There are no changes to these intersections' geometry and will remain in their current condition.

4.7.4. 4.7.2 Traffic Volumes

As described in detail in *Section 2: Traffic Forecast*, the daily and peak hour traffic volumes were developed from the MAG TDM for the 2030 and 2045 No-Build alternatives. Based on the future development conditions the peak-hour traffic data was post processed to address movements the MAG TDM could not account for. The peak-hour traffic volumes were then balanced prior to input into the VISSIM microsimulation model.

4.8. No-Build Operational Analysis

The traffic demand modeling provided a macroscopic analysis of the No-Build condition. The traffic operational analysis evaluated the peak hour traffic volumes at a 'microscopic level'.

The methodology involved in the operational analysis included the following:

- The No-Build signal timings configuration of the interchange intersections and adjacent arterial intersections were optimized

using the *Synchro/SimTraffic* version 11 software. These timings were then transferred to the *VISSIM* models. To improve the operations at the signalized intersections, changes to the splits and additional right turn overlaps with left turns were included. The LOS of the intersections and intersection approaches were calculated based on the delays reported by the *VISSIM* models and HCM criteria.

- The AM and PM peak-hour operations of the roadway network system within the study area were modeled using the *VISSIM* microsimulation software and included the US 60 corridor, TI intersections, and adjacent intersections.

4.8.1. Traffic Operational Analysis

The post-processed and balanced peak-hour traffic data was used as input into the VISSIM microsimulation model for both the AM and PM peak hour conditions. Traffic operational analysis was conducted for the No-Build scenario.

The No-Build model consists of the 2020 base roadway network and the new 2030 socioeconomic projections were used. Under this scenario no changes were made within the project limits.

4.8.2. Year 2030 No-Build

No-Build scenarios are often used to determine how future transportation systems operate without planned improvements on specific facilities.

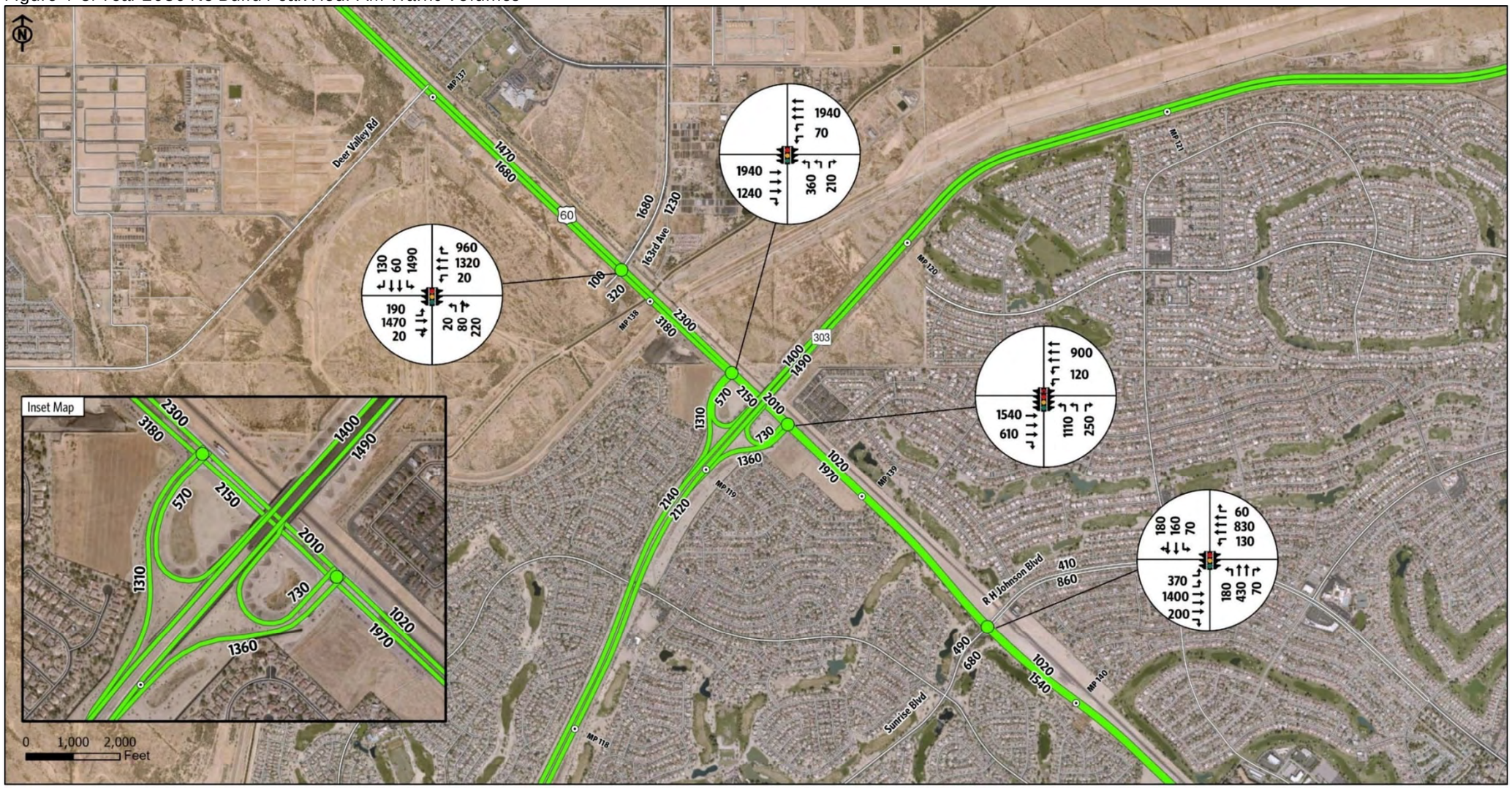
For the Year 2030 No-Build scenario, the peak hour traffic volumes, lane configurations, and LOS of the intersection analysis are shown in Figures 4-3 through Figures 4-4 and Table 4-9 through 4-10.

4.8.3. Year 2045 No-Build

No-Build scenarios are often used to determine how future transportation systems operate without planned improvements on specific facilities.

For the Year 2045 No-Build scenario, the peak hour traffic volumes, lane configurations, and LOS of the intersection analysis are shown in Figures 4-5 through Figure 4-6 and Table 4-11 through 4-12.

Figure 4-3: Year 2030 No Build Peak Hour AM Traffic Volumes



Signal	
X,XXX	Traffic Volumes

Traffic Intersections
US 60 / 303L
2030 A.M.
US 60 - SR 303L

Figure 4-4: Year 2030 No Build Peak Hour PM Traffic Volumes

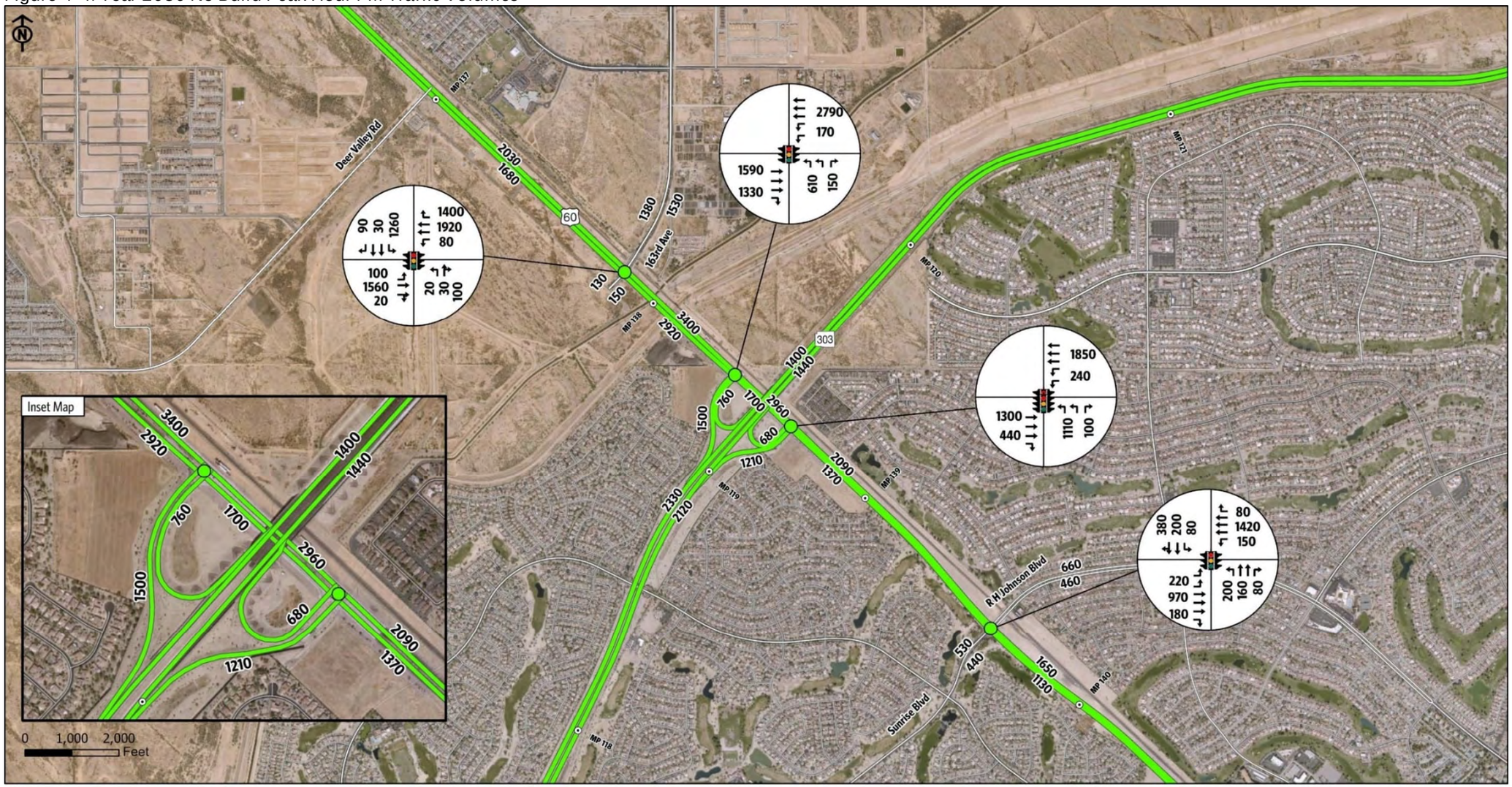
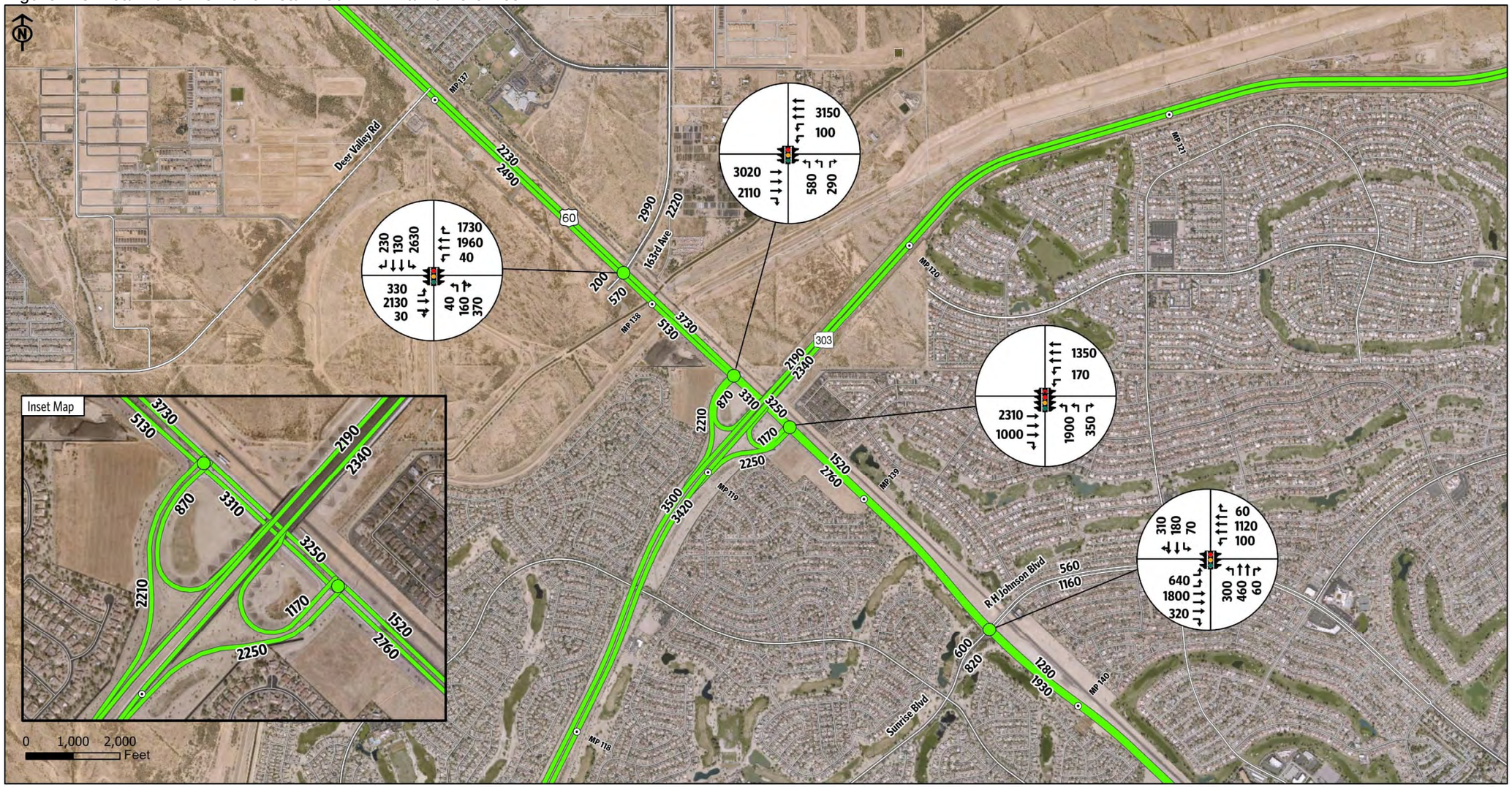
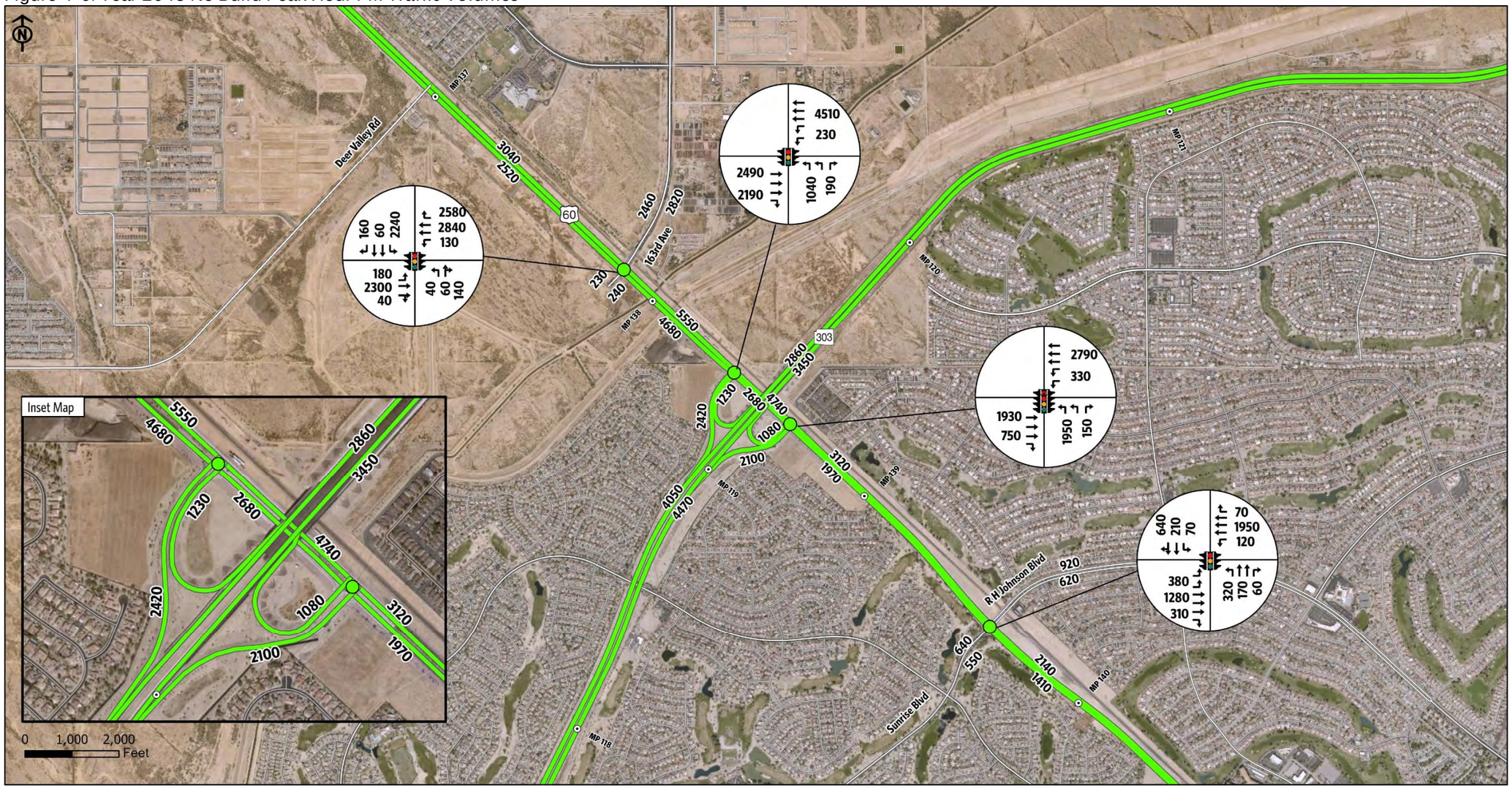


Figure 4-5: Year 2045 No Build Peak Hour AM Traffic Volumes



Signal	**Traffic Intersections**
X,XXX Traffic Volumes	**US 60 / 303L**
	2045 A.M.
	US 60 - SR 303L

Figure 4-6: Year 2045 No Build Peak Hour PM Traffic Volumes



Signal	**Traffic Intersections**
X,XXX Traffic Volumes	**US 60 / 303L**
	2045 P.M.
	US 60 - SR 303L

Table 4-9: 2030 No Build Improvement Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue	SE	178.9	F	318.3	F	158.1	F	295.6	F
	NW	161.4	F			260.3	F		
	NE	72.4	E			59.5	E		
	SW	719.2	F			575.5	F		
303 SB Ramps	SE	54.9	D	46.4	D	112.5	F	91.5	F
	NW	11	B			50.5	D		
	NE	124.3	F			170.1	F		
303 NB Ramps	SE	61.0	E	67.5	E	54.5	D	75.9	E
	NW	14.9	B			17.6	B		
	NE	117.1	F			207.2	F		
W R H Johnson/ Sunset Blvd	SE	27.6	C	39.6	D	31.8	C	45.3	D
	NW	36.3	D			41.1	D		
	NE	63.5	E			70.0	E		
	SW	65.5	E			67.3	E		

Table 4-10: 2045 No Build Improvement Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue	SE	622.4	F	1080.5	F	418.7	F	874.2	F
	NW	693.4	F			788.2	F		
	NE	109.2	F			66.7	E		
	SW	2130.0	F			1613.3	F		
303 SB Ramps	SE	314.2	F	222.4	F	403.3	F	374.2	F
	NW	72.6	E			336.3	F		
	NE	241.3	F			409.5	F		
303 NB Ramps	SE	82.8	F	198.1	F	65.9	E	229.8	F
	NW	15.1	B			76.4	E		
	NE	491.4	F			666.7	F		
W R H Johnson/ Sunset Blvd	SE	36.7	D	50.2	D	57.2	E	114.2	F
	NW	56.5	E			117.8	F		
	NE	70.8	E			161.9	F		
	SW	72.5	E			199.3	F		

4.8.4. Discussion of Results

The traffic operations analysis for the 2030 No-Build conditions is based on the existing roadway network 2030 projected traffic volumes. A tabular form of the results is provided in *Appendix C*.

In general, traffic operations fail for the years 2030 and 2045 conditions during both AM and PM peak hours. It was observed that demand was not served by the no-build roadway network and therefore vehicles were not able to enter the network at multiple locations.

4.8.5. Year 2030 No-Build

In the year 2030 no-build conditions, the intersection of 163rd Avenue and US 60 operated at an LOS F during both the peak hours Figure 4-7: Year 2045 Alternative Peak Hour AM Traffic Volumes and SR303L SB ramps and US 60 operate at an LOS of E during AM peak hour and an LOS of F during the PM peak hour. The intersection of SR 303L NB ramps and US 60 operates at an LOS of E during both the peak hours while the intersection of WRH Johnson Boulevard and US 60 operates at an LOS of D during both the peak hours.

As can be seen from the operations analysis, the intersection of 163rd Avenue and US 60 is failing for year 2030 due to excess turning movement volumes in the SE direction in the AM peak hour and NW direction in the PM peak hour. These movements are contributing to the overall adverse LOS at this intersection.

4.8.6. Year 2045 No-Build

In the year 2045 no-build conditions, without any planned improvements on the study corridor, it can been seen that all the study intersections operate at an LOS F during both the AM and PM peak hours the AM peak hour LOS at the intersection of WRH Johnson Boulevard and US 60, which operates at an LOS of D during both the AM peak hour.

The traffic volumes are almost doubled when compared to year 2030 and the volumes exceed capacity at almost all the intersections. It was observed that, without any planned improvements, the US 60 corridor will reach gridlock conditions resulting in the failure LOS at all the signalized intersections.

4.9. Build Corridor Conditions

The approach to developing the build alternatives was based on a staged approach. The 2030 and 2045 no-build analysis showed immediate improvements are needed on the corridor to provide relief in the short-term while keeping the improvements forward compatible for the long-term improvements.

The build alternatives are categorized into short-term and long-term improvements

4.9.1. Roadway Network

The short-term improvements for the corridor includes re-striping on 163rd Avenue, US 60 and SR 303L ramps for capacity enhancements and to improve the operations. A long-term alternative includes a partial reconstruction of the US 60 and SR 303L system interchange in conjunction with grade separation of US 60 through movements at the 163rd Avenue intersection.

A brief description of each alternative is given below, and a detailed description of the alternatives is included in Section 5 of this report.

4.9.1.1. Short-term Alternatives

In the short-term condition, the approach was to develop low-cost improvements with minimal impacts to the existing roadway system along the corridor. Most of the improvements will include restriping and some minor widening at a few locations.

2030 Short-term Alternative 1

This alternative includes the following low-cost improvements at various locations on the corridor:

- Restripe north leg of 163rd Avenue and US 60 intersection to provide three left-turn lanes in the southbound direction.
- Remove the eastern crosswalk at US 60 at 163rd Avenue to maximize vehicular green time.
- Restripe US 60 between 163rd Avenue and SR 303L to provide three through lanes.
- Restripe westbound approach at 163rd Avenue and US 60 intersection to provide a dedicated right-turn lane and a shared through-right lane.
- Restripe northbound off-ramp from SR 303L to provide three left-turn lanes and one right-turn lane in the northbound direction. This improvement will require minor widening on the right side of the off-ramp.
- Restripe SR 303L northbound off-ramp to provide dual lanes on the exit ramp. This improvement will require minor widening on the left side of the off-ramp.

2030 Short-term Alternative 2

This alternative includes the following low-cost improvements at various locations on the corridor:

- Will include all the improvements described in Short-term Alternative 1 except the triple left-turn lanes on SR 303L northbound off-ramp at US 60.
- Instead of the triple left-turn lane on the SR303L northbound off-ramp, the improvements include separating the outside westbound through lanes on US 60 between both the interchange ramp terminal intersections. This will allow for free movement of traffic on US 60 without interruptions from the off-ramp left-turn movements. The separation can be achieved either by a small, raised curb or delineators to separate the through lanes. One through lane will still be maintained between the TI intersections for the traffic to access SR 303L freeway.

4.9.1.2. Long-term Alternatives

The goal of the long-term alternatives was to maximize the existing pavement within the project footprint and develop a stage-approach for construction keeping in mind several constraints listed below:

- BNSF railway tracks running parallel to US 60
- Overhead 230 kV and 12kV power lines crossing US 60 between SR 303L and 163rd Avenue
- Beardsley Canal and McMicken Dam Outlet Canal crossings on US 60 between SR 303L and 163rd Avenue
- Limited access across the BNSF railway tracks west of SR 303L to several large subdivisions located north/northwest of 163rd Avenue and US 60 intersection

A brief description of each location is given below, and a detailed description of the alternatives is included in Section 5 of this report.

2050 Long-term Alternative 1

This long-term alternative includes the following improvements to the US 60 corridor and the SR 303L corridor:

- Construct a single-point urban interchange (SPUI) at the intersection of US 60 and 163rd Avenue. This will allow the grade separation of US 60 through movements at this intersection.
- Retain westbound through traffic on the existing US 60 alignment.
- Remove traffic signals at both the TI ramp terminal intersections. Make northbound SR 303L left-turn movements as “free” by utilizing eastbound lanes pavement.
- Grade separate the eastbound US 60 through lanes to a third level over SR 303L between 163rd Avenue and W R H Johnson Blvd.
- Construct Ramps A, B and C to provide access from/to SR 303L to US 60 by creating a diamond interchange on the 3rd level of the system interchange.

2050 Long-term Alternative 2

This alternative includes the following improvements at various locations on the corridor:

- Will include all the improvements described in Long-term Alternative 1 but will have one additional improvement listed below.
- There will be braided ramp system constructed on US 60 between 163rd Avenue and SR 303L where the US 60 eastbound lanes will have an overpass over the south-to-east ramp movements from 163rd Avenue to US 60 eastbound to thereby minimizing the weaving movements between these two intersections.

4.9.2. Traffic Volumes

As described in detail in *Section 2: Traffic Forecast*, the traffic volumes for the 2030, 2045, 2050 build alternatives were developed from the MAG TDM in conjunction with related studies. Both daily and peak hour design volumes were obtained from this model for the Build scenario. Based on the future development conditions, the peak-hour traffic data was post processed to address movements that the MAG TDM could not account for. The peak-hour traffic volumes were then balanced prior to input into the VISSIM microsimulation model.

4.10. Build Operational Analysis

The traffic operational analysis evaluated the peak hour traffic volumes, at a 'microscopic level', to refine and ensure that the improvement alternatives were operationally feasible. This was an iterative process and considered existing and future roadway characteristics, traffic volumes, traffic control measures, and access spacing.

The methodology involved in the operational analysis included the following:

- The short-term improvements were modeled using Synchro/Simtraffic version 11 software.
- The Build signals timings configuration of the interchange intersections and adjacent arterial intersections were optimized using the Synchro/SimTraffic version 11 software. These timings were then transferred to the VISSIM models. To improve the operations at the signalized intersections, changes to the splits and additional right-turn overlaps with left-turns were included. The LOS of the intersections and intersection approaches where calculated based on the delays reported by the VISSIM models and HCM criteria.
- The AM and PM peak-hour operations of the roadway network system within the study area were modeled using the *VISSIM* microsimulation software and included:
  - SR 303L: mainline, merge/weave areas, ramps, ramp junctions with cross streets, and traffic interchange intersections.
  - US 60: mainline, traffic interchange intersections and an adjacent intersection directly impacted by the interchange operations.

4.10.1. Traffic Operational Analysis

The post-processed and balanced peak-hour traffic data was used as input into the VISSIM microsimulation model. Traffic operational analysis was conducted for the long-term alternatives. The 2050 Base roadway network and the new 2050 socioeconomic projections were used.

The 2050 Build alternatives were evaluated using the 2050 peak hour traffic volumes forecast generated by the MAG TDM.

The peak hour traffic volumes for the scenarios were evaluated using the VISSIM mode for this alternative.

The peak hour traffic volumes, lane configurations, and LOS of the freeway system and intersection analysis are shown in Figure 4-7 through Figure 4-11 and Table 4-11 through Table 4-16.

Figure 4-8: Year 2050 Long-term Alternative 1 AM Peak Hour Traffic Volumes

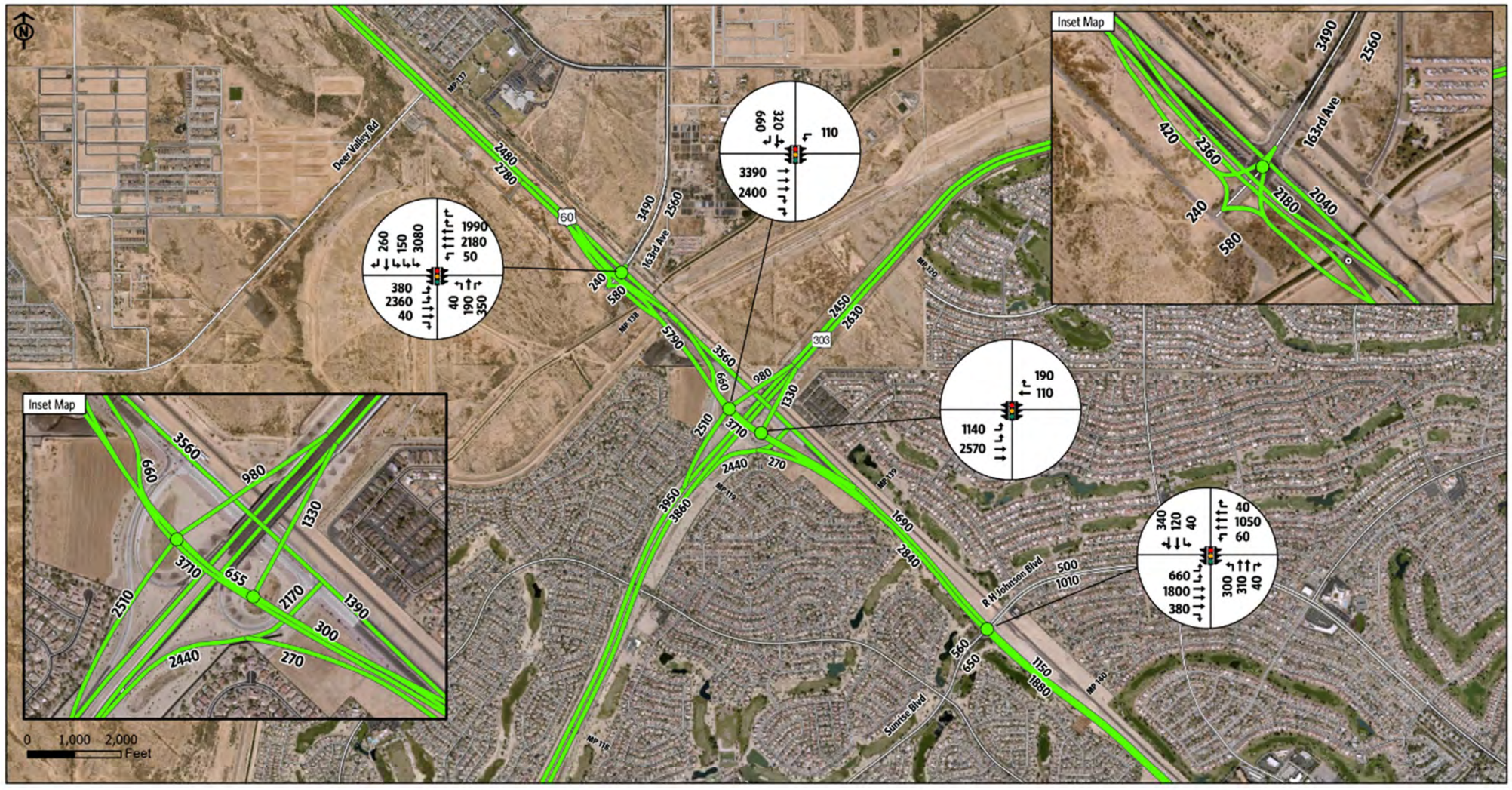


Figure 4-9: Year 2050 Long-term Alternative 1 PM Peak Hour Traffic Volumes

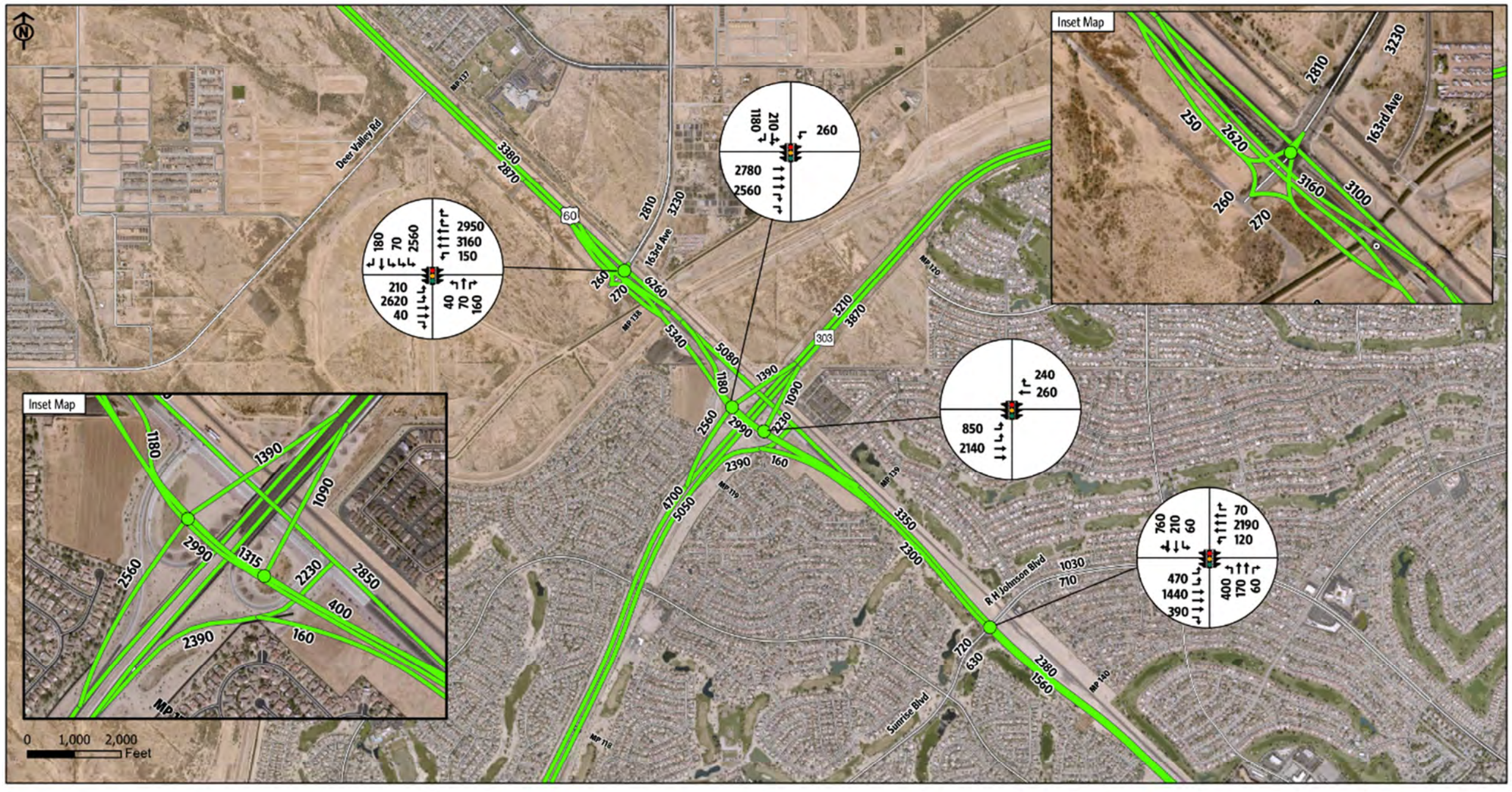


Figure 4-10: Year 2050 Long-term Alternative 2 AM Peak Hour Traffic Volumes

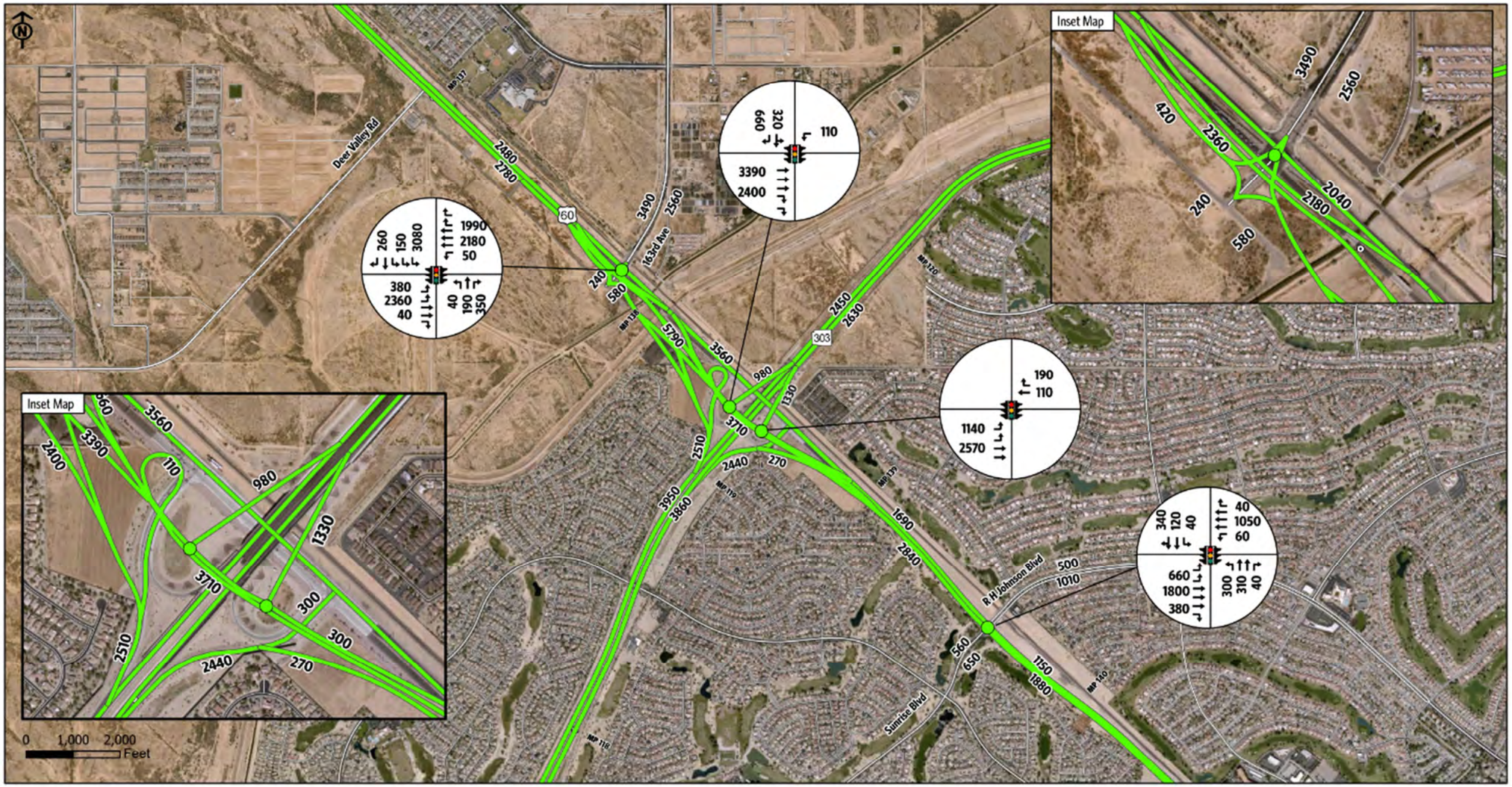


Figure 4-11: Year 2050 Long-term Alternative 2 PM Peak Hour Traffic Volumes

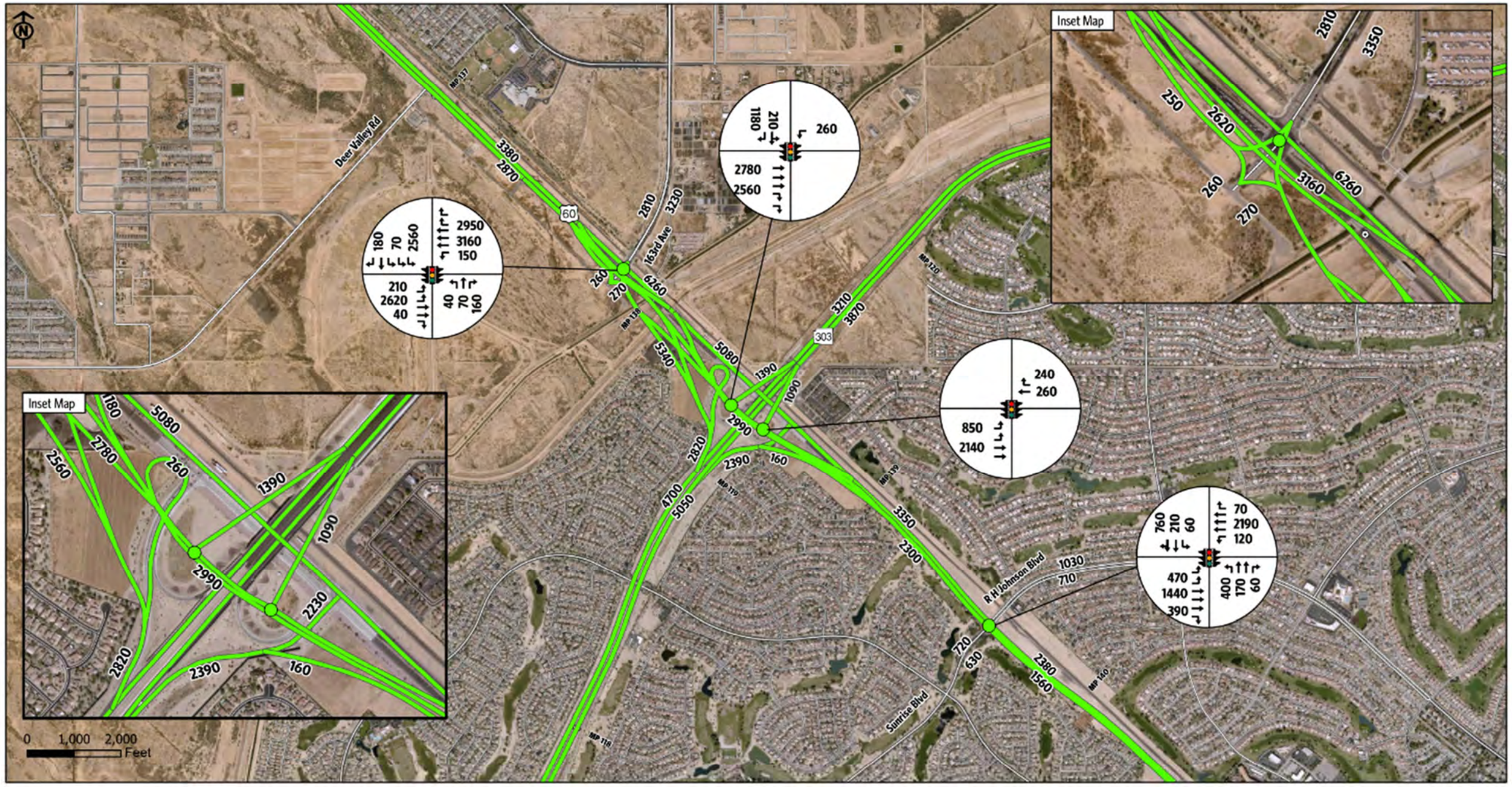


Table 4-11: 2030 Shot-term Alternative 1 Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue and US 60	SE	133.7	F	167.7	F	105.7	F	184.0	F
	NW	162.4	F			218.2	F		
	NE	187.1	F			80.3	F		
	SW	205.1	F			206.5	F		
303 SB Ramps	SE	52.6	D	42.4	D	114.8	F	89.5	F
	NW	8.7	A			49.1	D		
	NE	104.5	F			150.1	F		
303 NB Ramps	SE	47.3	D	54.6	D	42.5	D	66.4	E
	NW	15.5	B			17.1	B		
	NE	95.3	F			185.7	F		
W R H Johnson/Sunrise Blvd and US60	SE	31.5	C	41.5	D	32.1	C	45.4	D
	NW	36.3	D			41.1	D		
	NE	63.5	E			70.0	E		
	SW	65.5	E			67.3	E		

Table 4-12: 2045 Short-term Alternative 1 Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue and US 60	SE	549.4	F	685.4	F	505.2	F	747.9	F
	NW	866.3	F			959.4	F		
	NE	370.5	F			82.8	F		
	SW	633.1	F			560.7	F		
303 SB Ramps	SE	314.2	F	221.4	F	430.0	F	385.5	F
	NW	69.8	E			335.3	F		
	NE	241.3	F			409.2	F		
303 NB Ramps	SE	31.2	C	156.5	F	32.2	C	179.1	F
	NW	14.8	B			26.1	C		
	NE	436.7	F			593.7	F		
W R H Johnson/Sunrise Blvd and US60	SE	38.7	D	51.3	D	57.1	E	114.2	F
	NW	56.5	E			117.8	F		
	NE	70.8	E			161.9	F		

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
	SW	65.5	E			67.3	E		

Table 4-13: 2030 Short-term Alternative 2 Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue and US60	SB	133.7	F	159.2	F	314.7	F	159.1	F
	WB	140.5	F			176.7	F		
	NB	187.1	E			79.3	E		
	EB	205.1	F			154.5	F		
303 SN Ramps	SB	54.9	D	46.4	D	112.5	F	91.5	F
	WB	11	B			50.5	D		
	EB	124.3	F			170.1	F		
303 NB Ramps	WB	61.0	E	67.5	E	54.5	D	75.9	E
	EB	14.9	B			17.6	B		
W R H Johnson/Sunrise Blvd and US60	SB	117.1	F	39.6	D	207.2	F	45.3	D
	WB	27.6	C			31.8	C		
	NB	36.3	D			41.1	D		
	EB	63.5	E			70.0	E		

Table 4-14: 2045 Short-term Alternative 2 Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue and US60	SB	523.0	F	579.4	F	499.8	F	603.6	F
	WB	586.7	F			683.2	F		
	NB	370.5	F			81.5	E		
	EB	657.2	F			580.9	F		
Western 1/2 Signal (303 SB Interchange)	SB	314.2	F	222.4	F	403.3	F	374.2	F
	WB	72.6	E			336.3	F		
	EB	241.3	F			409.5	F		
Eastern 1/2 Signal (303 NB Interchange)	WB	82.8	F	198.1	F	65.9	E	229.8	F
	EB	15.1	B			76.4	E		
	SB	491.4	F			666.7	F		

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
W R H Johnson/Sunrise Blvd and US60	WB	36.7	D	50.2	D	57.2	E	114.2	F
	NB	56.5	E			117.8	F		
	EB	70.8	E			161.9	F		

Table 4-15: 2050 Long-term Alternative 1 Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue and US60	SB	31.0	C	18.6	B	33.6	C	15.4	B
	WB	5.4	A			10.3	B		
	NB	70.5	E			24.1	C		
	EB	12.6	B			7.7	A		
Western 1/2 Signal (303 SB Interchange)	SB	24.8	C	32.4	C	44.8	D	25.9	C
	WB	62.7	E			51.4	D		
	EB	33.2	C			19.8	B		
Eastern 1/2 Signal (303 NB Interchange)	WB	12.5	B	3.3	A	16.4	B	4.9	A
	EB	2.5	A			2.9	A		
W R H Johnson/Sunrise Blvd and US60	SB	24.1	C	37.9	D	25.2	C	40.5	D
	WB	37.9	D			48.2	D		
	NB	56.5	E			59.3	E		
	EB	35.9	D			32.8	C		

Table 4-16: 2050 Long-term Alternative 2 Peak Hours LOS for Signalized and Unsignalized Intersections

Intersection	Movement	AM Peak Hour				PM Peak Hour			
		Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS	Approach Delay (seconds)	Approach LOS	Intersection Delay (seconds)	Intersection LOS
163rd Avenue and US60	SB	110.9	F	44.4	D	43.8	D	19.8	B
	WB	5.7	A			12.8	B		
	NB	96.5	F			54.2	D		
	EB	13.0	B			8.1	A		
Western 1/2 Signal (303 SB Interchange)	SB	23.7	C	19.2	B	40.6	D	27.7	C
	WB	72.7	E			44.6	D		
	EB	16.1	B			19.5	B		

Eastern 1/2 Signal (303 NB Interchange)	WB	11.5	B	3.4	A	15.7	B	5.1	A
	EB	2.7	A			3.2	A		
W R H Johnson/Sunrise Blvd and US60	SB	25.3	C	39.6	D	30.6	C	42.2	D
	WB	39.0	D			48.7	D		
	NB	57.2	E			60.0	E		
	EB	38.2	D			35.5	D		

4.10.2. Discussion of Results

The traffic operations analysis was completed for the short-term and the long-term alternatives for the study corridors. A summary of the results for each alternative is presented below:

Short-term Alternative 1 for years 2030 and 2045

- 2030 LOS for the 163rd Avenue and US 60 intersection is F during both the peak hours; however, it is operating at an improved LOS compared to the no-build scenario.
- 2030 LOS for both the ramp terminal intersections during the PM peak hour is E or worse. This can be attributed to the heavy turning movement volumes at this interchange.
- The projected LOS for all the study intersections deteriorates to F for both the peak hours in year 2045 indicating the short-term improvements do not meet the projected traffic demand in the study area, but still improved compared to the no-build conditions.
- It is anticipated that the short-term improvements will be able to provide operational and capacity improvements in the interim condition as compared to the no-build conditions and will require long-term solutions by year 2045.

Short-term Alternative 2 for years 2030 and 2045

- 2030 LOS for the study intersections for this alternative is generally similar to short-term alternative 1 in terms of operations.
- This alternative will, however, require additional maintenance activities for the infrastructure installed on US 60 to separate the westbound through lanes through the SR 303L ramp terminal intersections.
- This alternative is not recommended due to the additional cost required to maintain the new westbound lanes separation infrastructure (median or delineators) at the interchange.

Long-term Alternative 1 for year 2050

- The traffic operations for the 2050 long-term alternative 1 shows that all the study intersections operate at an LOS of D or better during both the AM and PM peak hours.
- The mainline and the ramps operate and an acceptable level of service and meet the thresholds for speeds and density during both the AM and PM peak hours.

Long-term Alternative 2 for year 2050

- The traffic operations for the 2050 long-term alternative 2 shows that all the study intersections operate at an LOS of D or better during both the AM and PM peak hours. However, it should be noted that a few approaches at the US 60 and 163rd Avenue intersection operate at an LOS of F during the PM peak hour.
- Similar to Alternative 1, the mainline and the ramps operate and an acceptable level of service and meet the thresholds for speeds and density during both the AM and PM peak hours.
- It is, however, anticipated that the alternative 2 will be higher in construction costs when compared to alternative 1 due to the addition of the braided ramp system shown for the project. This alternative is not recommended due to the additional costs for the project's implementation.

5. ALTERNATIVES DEVELOPMENT AND MAJOR DESIGN FEATURES

5.1. Review of previous designs

5.1.1. Stanley Concept, October 2013

As discussed in *Section 1*, Stanley Consultants recommended a three-level DDI configuration for the intersection of SR 303 and US 60. The study team has evaluated the 30% plans for this configuration and will address potential issues with this layout. A typical DDI is on level ground with traffic crossing to opposing sides through the use of traffic signals. By having the lanes on the opposite side of the road, ramp traffic is stream-lined in all directions as conflict points have been removed.

5.1.2. Three-Level DDI Concept

Due to the presence of the BNSF railroad, US 60 would have been shifted to the south to provide clearance for the Ramps C & D geometry. This configuration is considered a three-level as the westbound US 60 traffic is above the eastbound traffic thereby eliminating the need for the traffic signals found in a typical DDI configuration. Ramps C & D would have been depressed underneath the BNSF. All ramp geometry would be tied to SR 303L through a typical single-lane parallel type ramp per ADOT RDG.

The study team evaluated the three-level DDI and identified potential issues that could negatively impact the implementation of this concept.

1. The depressed Ramps C & D under the BNSF RR Tracks assumes that the BNSF would allow the walls necessary for this configuration within their R/W thereby severing maintenance access along the railroad. Additional costs for maintenance of traffic activities would make this concept prohibitive. Additionally with this configuration, utilizing the existing US 60 alignment under SR 303 is not possible.
2. Proposed US 60 alignments would necessitate raising the SR 303L vertical profile thereby making the existing SR 303L overpass bridges obsolete and needing replacement. Maintenance of traffic would need to be considered, however the replacement bridges for SR 303L could be reduced from what is shown in Stanley's concept.
3. While the three-level DDI would effectively remove the traffic signals for through traffic, additional traffic signals would be required at the DDI ramps, which would greatly impact traffic operations and ultimately contribute to an adverse LOS at the ramps.
4. Although the traffic signals for through traffic have been removed, there would be significant added cost due to the requirement of two additional bridges along with the associated walls and earthwork needed to implement the three-level concept.
5. While not addressed in the 30% plans, maintenance of traffic and construction sequencing needs to be strongly considered if this configuration is pursued. Due to new structures needed in all directions for both US 60 and SR 303L, it can be anticipated that there would be significant impact to the traveling public.

Due to the potential issues as discussed above, the study team cannot recommend that ADOT proceed with the three-level DDI configuration.

5.2. Alternatives

5.2.1. Short-term Recommended Improvements

The study team has developed several short-term improvements to the SR 303L and US 60 corridors to improve the capacity and the operations in the study area. The short-term improvements would include re-striping and signing along with minor widening on the SR 303L northbound off-ramp. A list of the short-term improvements are included below:

<u>Short-term Alternative 1 Improvements</u>

US 60 Lane Improvements: The study team recommends to restripe US 60 to provide for up to four lanes in the westbound direction and three lanes in the eastbound direction throughout the study limits. The lane width would vary from 11- to 12-feet depending on the existing roadway width. A review of the existing structures at the drainage canals between 163rd Avenue and the SR 303 Interchange determined that there was sufficient room on the existing structures for three lanes in each direction with 2-foot minimum inside and outside shoulders. A design exception should be pursued to maintain the existing structures with minimum shoulder widths at this location. The study team also recommends that the three lanes be continued past the 163rd Avenue intersection and dropped afterwards in order to prevent a "bottleneck" ahead of the predominant traffic movements at 163rd Avenue. A review of the traffic volumes determined that traffic operations improved, however the system operated at a LOS F during AM / PM peak hours in 2030.

The southbound traffic lanes at 163rd Avenue would be restriped to provide a triple left for eastbound traffic. The study team recommends the removal of the eastern crosswalk to maximize the green time for the predominant southbound left-turn movement at this intersection.

Through coordination with ADOT, the study team recommends the restriping of westbound US 60 to accommodate four 11-foot lanes at the SR 303 traffic interchange. A lane merge would be located between the TI and the canal bridges along with a lane drop west of the 163rd intersection to bring the roadway back to two lanes.

Northbound SR 303L dual lane exit to US 60: The study team recommends widening the SR 303L to US 60 northbound off-ramp to provide a dual-lane exit. Minor ramp widening will be required; however traffic modeling suggests that this will greatly improve the number of vehicles that can utilize this ramp. A review of the traffic numbers determined that this improvement would change LOS form a B to an A in 2030. It should be noted that cost savings could be realized with a design exemption for shoulder width. Minimal shoulder widening would be required in this case.

Triple left-turn lanes for northbound SR 303L to westbound US 60: The study team recommends minor outside widening at the terminus of the northbound SR 303L to US 60 off-ramp. This will provide space to provide a triple left to westbound US 60 while providing a single right-turn to eastbound US 60. A review of the traffic numbers determined that this improvement would change LOS from an F to a D in 2030.

Figure 5-1 shows the recommend improvements at the intersection of 163rd Avenue and US 60, Figure 5-2 shows the improvements at the intersection of SR 303L northbound ramps and US 60 as described in short-term alternative 1. Figure 5-3 shows the recommended improvements on the SR 303L northbound off-ramp at the gore area to provide the dual exit lanes.

Short-term Alternative 2 Improvements

The study team recommends all the improvements identified in short-term alternative 1 except the widening of the northbound off-ramp for the triple left-turn movements. The study team also recommends separating the westbound through movements through the SR 303L ramp terminal intersections. The outside two lanes in the westbound direction can separated either by a raised curb or delineators and the inside through lane will provide access to the SR 303L ramps.

Figure 5-1: Short-term Alternative 1 – 163rd Avenue and US 60

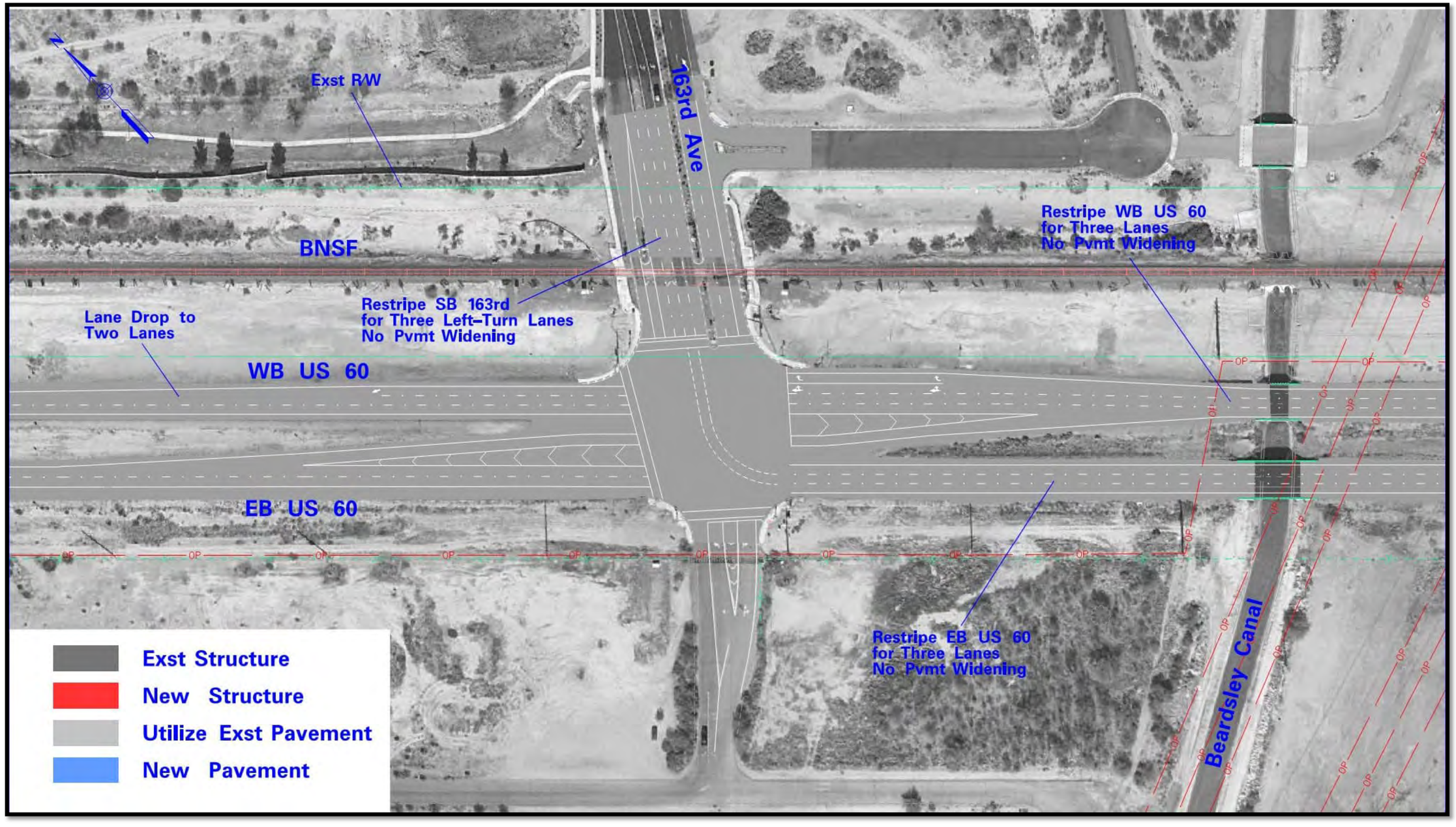


Figure 5-2: Short-term Alternative 1 – SR 303L Northbound Off-ramp and US 60

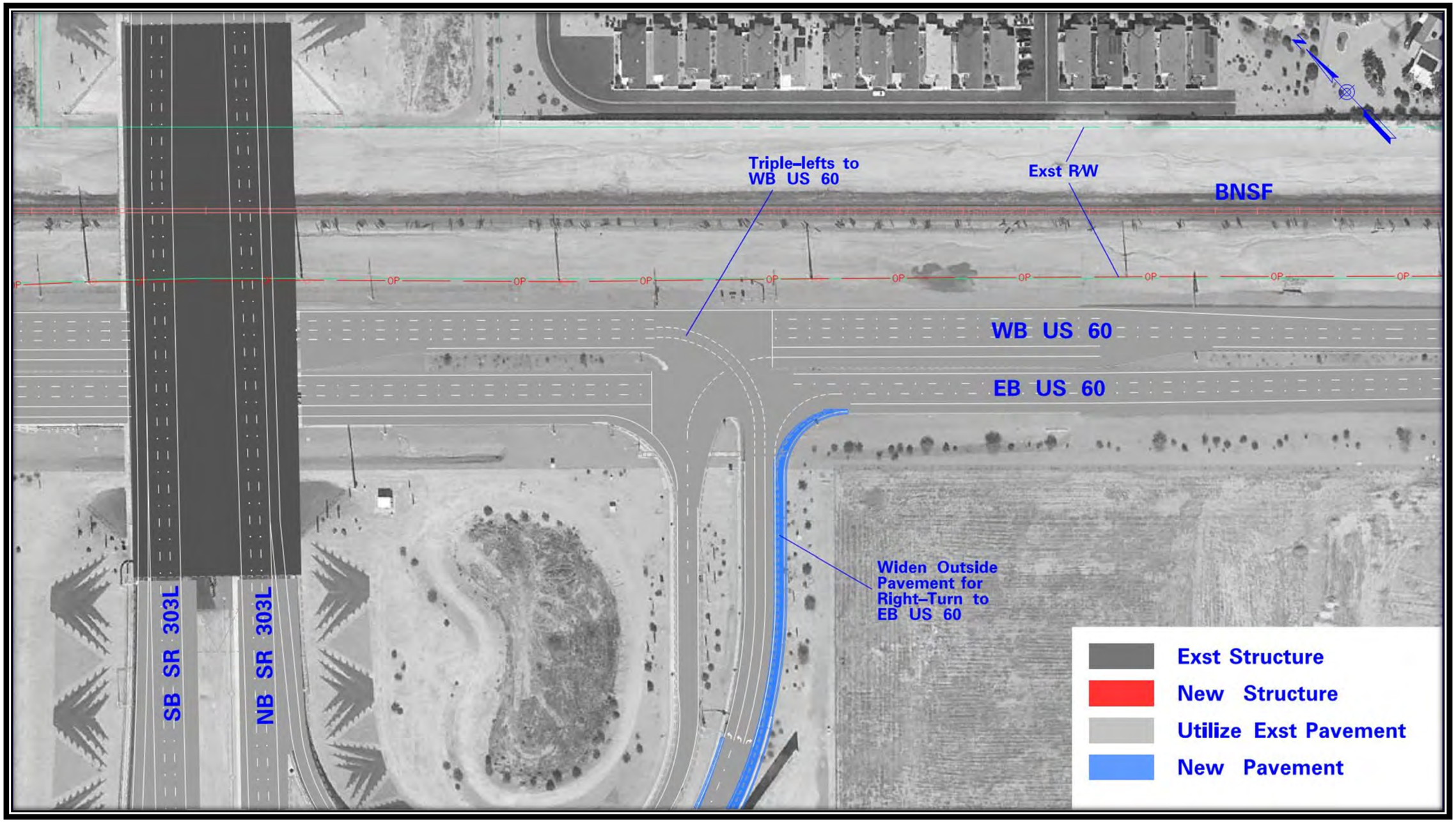
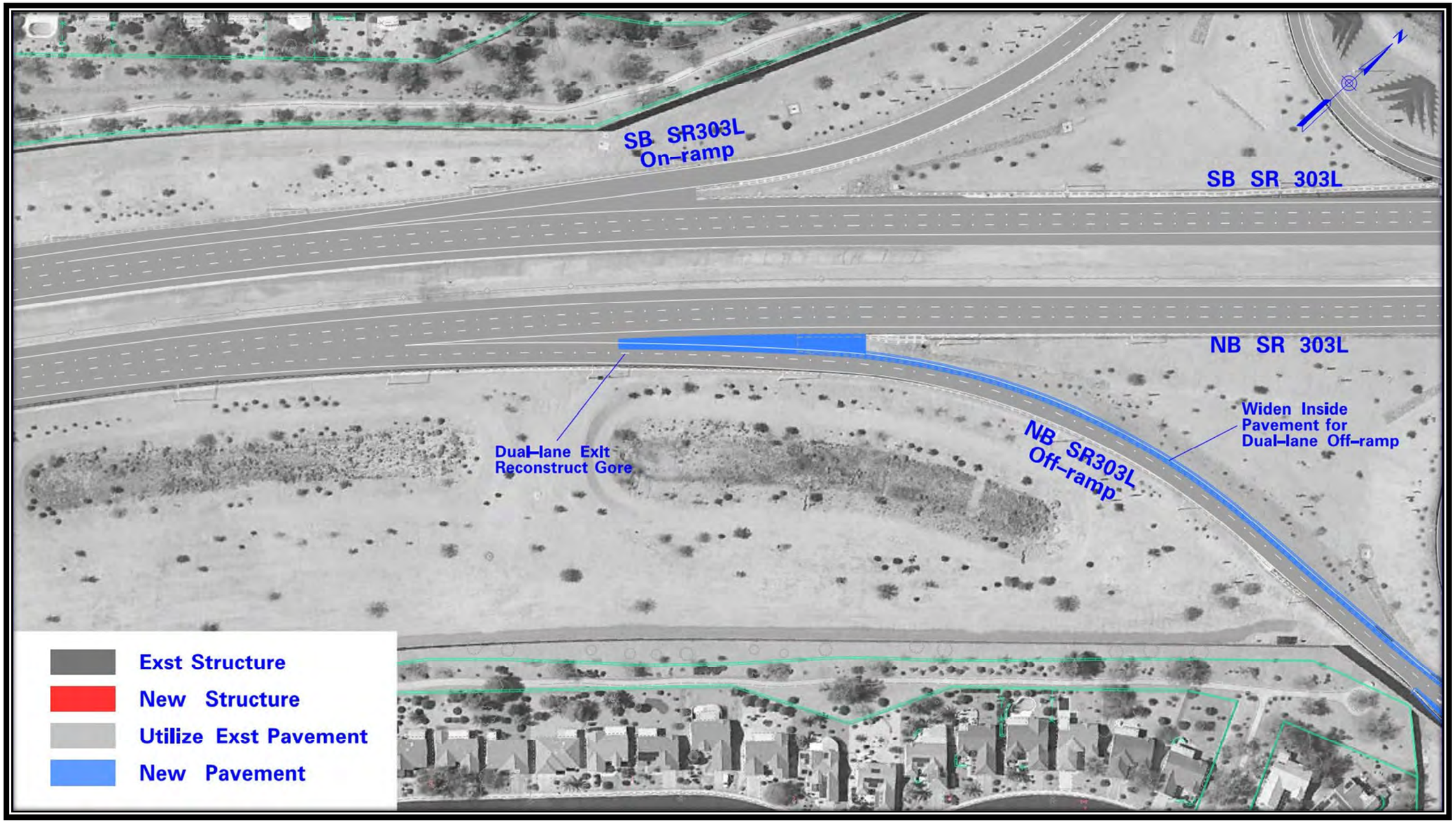


Figure 5-3: Short-term Alternative 1 – SR 303L Northbound Off-ramp



5.2.2. Long-term Recommended Improvements

The study team has developed several long-term improvements to the SR 303L and US 60 corridors to improve the capacity and the operations in the study area. The long-term alternatives are described below along with the concept plans.

Long-term Alternative 1

The study team looked at multiple long-term improvements and conducted traffic analyses to determine which solution could be economically implemented with minimal impact to the traveling public. We recommend maintaining the existing westbound US 60 alignment under SR 303L along with the northbound SR 303L to westbound US 60 ramp now operating in a free-flow condition. Ramp traffic would now be serviced by a diamond interchange above the existing SR 303L alignment while maintaining the existing SR 303 overpass bridges. Operating under the presumption that the BNSF will not allow any improvements within their right-of-way, the study team proposes to construct southbound off-ramp and northbound on-ramp bridges over the BNSF and ultimately tie into SR 303L to the north. Eastbound US 60 will be bifurcated from westbound US 60 and go up and over SR 303L. At 163rd Avenue, the study team recommends that an overpass be constructed for US 60 so that through traffic will no longer have to stop at 163rd Avenue along the eastbound and westbound directions. 163rd Avenue traffic would then be serviced by a SPUI interchange at ground level. New structures would be required at the canal crossings and the existing overhead power lines would have to be relocated for this concept. The overhead transmission lines would be protected in place with this configuration. A review of the traffic numbers determined that this concept would operate at a LOS D in 2050. Figure 5-4 depicts the long-term improvements at 163rd Avenue and US 60 intersection and Figure 5-5 shows the long-term improvements at SR 303L and US 60 interchange.

Figure 5-4: Long-term Alternative 1 – 163rd Avenue and US 60

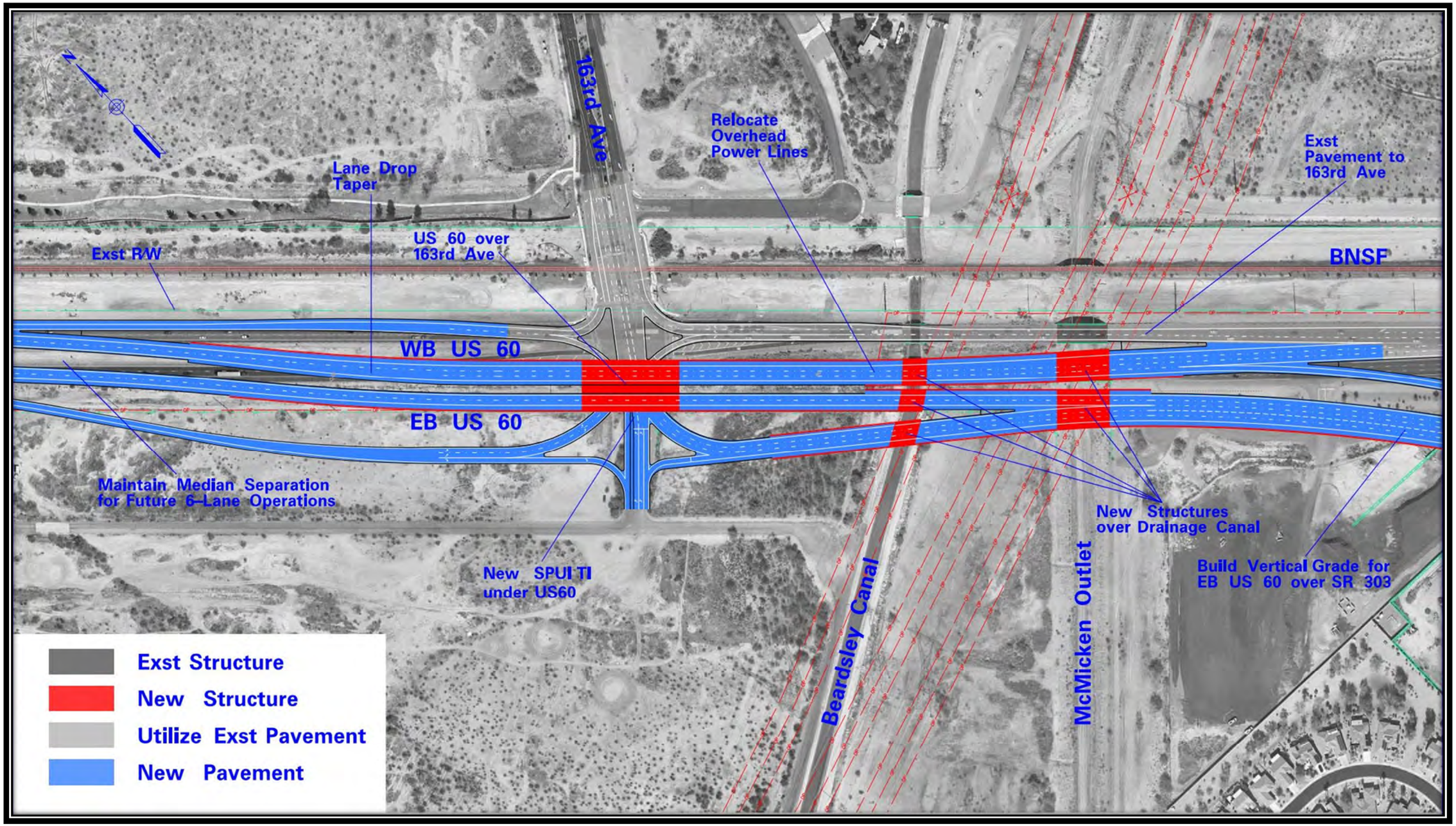
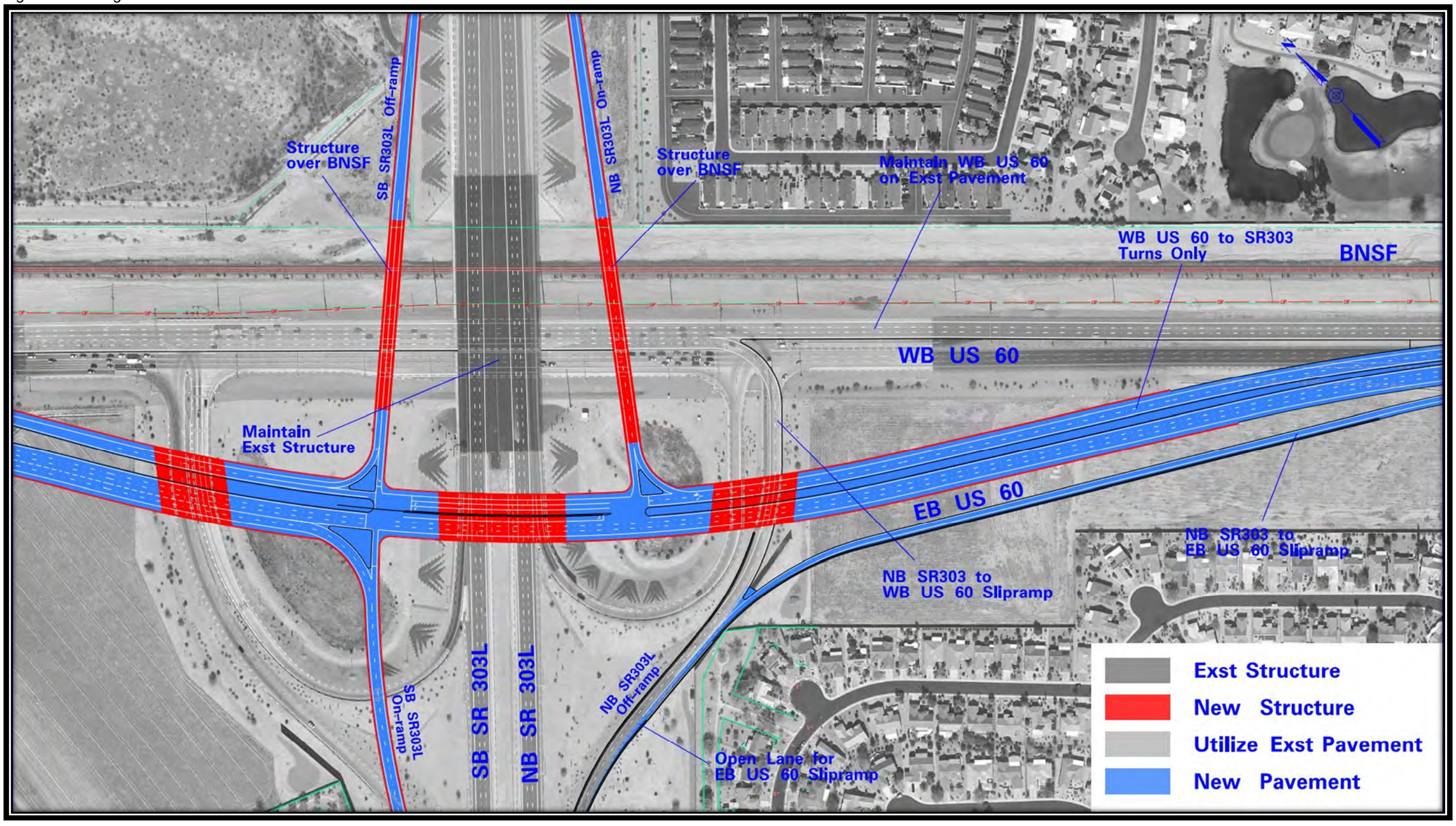


Figure 5-5: Long-term Alternative 1 – SR 303L and US 60



5.3. Major Design Features

This section describes the major design features used to develop and evaluate the alternatives to meet the current and future needs while enhancing the traffic and safety operations of the study corridors. The SR 303L and US 60 improvements meet the design requirements identified in the current edition of the *ADOT Roadway Design Guidelines (RDG)* and *2017 AASHTO Policy on Geometric Design of Highways and Streets ("Green Book")*.

5.3.1. Design Speed

The design speed for the SR 303L mainline roadway is 65 miles per hour (mph) in accordance with ADOT RDG Table 101.3 for an urban controlled access highway. The design speed for interchange ramps is 50 mph in accordance with ADOT RDG 503.3 with the initial curve on exit ramps 5 mph less than the mainline design speed. The minimum design speed for the ramps near the US 60 crossroad terminus is 35 mph. The minimum design speed for loop ramps should be 30 mph.

The design speed for US 60 is 55 mph. The exit ramp to 163rd Avenue should be treated as a taper-type ramp and should be 10 mph less than the US 60 design speed. Progressively lower design speed may be used beyond the ramp gore with US 60.

5.3.2. Lane width and shoulder width

The preferred roadway section for US 60 is three 12-foot paved travel lanes with 10-foot inside and outside paved shoulders. For the area west of the study limits, the travel lanes shall be reduced to two lanes to match the existing condition for eastbound and westbound US 60.

For the short-term improvements, the typical existing pavement width at the Beardsley Canal Bridges and McMicken Dam Channel Bridges is 40-feet. This would allow for three 12-foot lanes with 2-foot inside and outside shoulders. Final designer shall pursue a design exception for this location for less-than-desired-standard shoulder width. This design exception should also consider that there would be inadequate room for shy distance on these structures.

For the long-term improvements, interchange ramps will have 12-foot paved travel lanes. Ramps may be one or two lanes based on traffic analysis. Shoulder widths should be in accordance with ADOT RDG Table 302.4 and ADOT RDG Figures 504.7 and 504.8A.

5.3.3. Superelevation Rate

The maximum superelevation rate is 6 percent in accordance with ADOT RDG Table 202.3B for urban controlled access highways including ramps. The maximum superelevation rate is 6 percent for US 60.

5.3.4. Horizontal Curve Radius

The minimum horizontal curve radius for the various design speeds shall be in accordance with ADOT RDG Table 202.3B for the SR 303L mainline, interchange ramps, and US 60.

5.3.5. Stopping Sight Distance

The design stopping sight distance for the SR 303L mainline roadway, interchange ramps, and crossroads inside the ADOT access control shall be based on the controlling design speed with adjustment made for the effective grade in accordance with ADOT RDG Figure 201.2.

5.3.6. Maximum Vertical Grade

The maximum profile grade for the SR 303L mainline roadway is 3 percent in accordance with ADOT RDG Table 204.3.

For interchange and directional ramps, the desirable maximum upgrade is 4 percent and maximum downgrade is 5 percent in accordance with ADOT RDG Section 504.1. An absolute maximum ramp grade of 6 percent may be used only if warranted by site restrictions.

5.3.7. Cross Slopes

The standard cross slope for the paved roadway is 0.02 ft/ft in accordance with ADOT RDG Section 302.1.

5.3.8. Vertical Clearance

Vertical clearance for bridges shall be in accordance with ADOT Bridge Practice Guidelines, Section 2. Railroad vertical clearance shall be in accordance with FHWA Guidelines.

5.3.9. Design Loading Structural Capacity

Design loads for structures shall be in accordance with ADOT Bridge Practice Guidelines, Section 3.

5.3.10. Horizontal and Vertical Alignment

The horizontal and vertical alignment should work together to provide a roadway that exceeds the minimum standard, reduces impacts to the environment, minimizes right-of-way requirements, and long-term maintenance costs.

5.3.11. Access Control

The existing access control along SR 303L freeway will be maintained throughout the corridor. The access control along US 60 will need to be defined by the final designer as the concept is refined and developed.

5.3.12. Right-of-way

The existing ROW along SR 303L will remain the same, no additional ROW is required for the planned improvements for both short-term and long-term alternatives

The right-of-way along the US 60 will remain the same for short-term improvements, however, there will be ROW takes needed to implement the long-term alternative. The proposed ROW needs will be defined by the final designer once the concept is refined and developed.

5.3.13. Drainage, and Floodplain considerations

The study team did not determine the impacts of drainage and floodplain considerations as part of this report. These impacts will need to be developed by the final designer once the concept is refined and developed.

5.3.14. Utilities

It is anticipated the short-term improvements will have minimal impact for utilities as they are contained within the pavement footprint and would require minimal widening. The long-term improvements will have to consider impacts for several utilities that have been identified in the study area (as shown in Section 1 of this report) including the overhead power lines crossing US 60. However, it is anticipated that the project long-term

improvements will not impact the overhead transmission lines crossing US 60.

5.3.15. Design Exceptions

As described in previous sections, a few design exceptions related to lane widths and shoulder widths will be needed to implement the short-term improvements. The long-term alternatives, however, are not anticipated to require any design exceptions at this time. The anticipated design exceptions are as follows:

- 2-foot minimum shoulder width
- 11-foot minimum lane width
- Sub-standard shy distance

6.COST ESTIMATES

The cost estimates have been prepared for both the selected short-term alternative and the selected long-term alternative. The cost estimates have utilized ADOT's Standard Parametric Cost Estimate template with the best design information available at this time. Costs are shown in current year dollars (2022). The cost estimate also includes the following a few assumptions:

- Traffic control 8%
- Quality control 1%
- Construction surveying 1.5%
- Erosion control 1%
- Mobilization 8%
- Unidentified items 20%
- Post design services 1%
- Construction contingencies 5%
- Construction engineering 8%
- Indirect cost allocation 10.5%
- Predesign / NEPA Services 3%
- Indirect cost (predesign design) 10.5%
- Final design cost 8%
- Indirect cost (final design) 10.5%

6.1. Short-term cost estimates

The total estimated costs for the short-term alternative 1 is summarized below and a detailed version is included in Appendix F of this report.

Table 6-1: Short-term Alternative 1 (163rd Ave) cost estimate

Description	Total Cost
Project improvements	$351,500
Project-wide costs	$138,800
Other costs	$127,300
Design costs	$59,500
Total project costs	$677,000

Table 6-2: Short-term Alternative 1 (NB SR 303L off-ramp) cost estimate

Description	Total Cost
Project improvements	$210,800
Project-wide costs	$83,400
Other costs	$76,300
Design costs	$35,700
Total project costs	$406,000

Table 6-3: Short-term Alternative 1 (NB SR 303L off-ramp triple lefts) cost estimate

Description	Total Cost
Project improvements	$459,100
Project-wide costs	$181,300
Other costs	$166,300
Design costs	$77,800
Total project costs	$885,000

6.2. Long-term cost estimates

The total estimated costs for the long-term alternative 1 is summarized below on the following page and a detailed version is included in Appendix F of this report. Costs are shown in current year dollars (2022). Long-term Alternative costs are not shown in future Year of Expenditure (YOE), the project is not programmed for construction within the current ADOT 2023-2027 Five-Year Transportation Facilities Construction Program.

Table 6-4: Long-term Alternative 1 cost estimate

Item	Major Item Description	Unit	Quantity	Unit Cost	Total Cost
200	Earthwork				
	Borrow	CU. YD.	750,000	$18.00	$13,500,00
	TOTAL ITEM 200				$14,160,000
300 & 400	Base and Surface Treatment				
	Aggregate Base	SQ. YD.	129,557	$10.00	$1,295,570
	Concrete Pavement	SQ. YD.	30,931	$66.00	$2,041,430
	Asphalt Pavement	SQ.YD.	98,626	$30.00	$2,958,780
	Milling & Overlay	SQ. YD.	64,857	$18.00	$1,167,430
	TOTAL ITEM 300 & 400				$7,463,210
500	Drainage				
	Pipe Culverts	L. FT.	12,000	$125.00	$1,500,000
	TOTAL ITEM 500				$1,500,000
600	Structures				
	Overpass TI Bridge (163rd Avenue)	SQ. YD.	28,002	$200.00	$5,600,400
	River Crossing Bridge	SQ. YD.	30,364	$145.00	$4,402,780
	Overpass TI Bridge (SR 303L)	SQ.YD.	121,625	$200.00	$24,325,000
	Sign Structures	EACH	12	$55,000.00	$660,000
	TOTAL ITEM 600				$34,988,180
700	Traffic Engineering				
	Signing (Freeway)	MIL/DIR	4.0	$35,000.00	$140,000
	Pavement Marking	LANE-MILE	20.0	$4,000.00	$80,000
	Lighting	MILE	2.0	$375,000.00	$750,000
	Traffic Signal	EACH	3	$300,000.00	$900,300
	Intelligent Transportation Systems (ITS)	MILE	2.0	$525,000	$1,050,000
	TOTAL ITEM 700				$2,920,000
800	Roadside Development				
	Landscaping and Topsoil	SQ. YD.	117,333	$15.00	$1,760,000
	TOTAL ITEM 800				$1,760,000
900	Incidentals				
	Retaining Walls	SQ. FT.	10,000	$75.00	$750,000
	Sound Walls	SQ. FT.	16,400	$40.00	$656,000
	Roadway Appurtenances	L. SUM	1	$1,250,000.00	$1,250,000
	ADA Improvements	EACH	14	$3,000.00	$42,000
	TOTAL ITEM 900				$2,698,000
	Subtotal A (Item Subtotal)				$65,489,400

APPENDIX A: Existing Turning Movement Counts

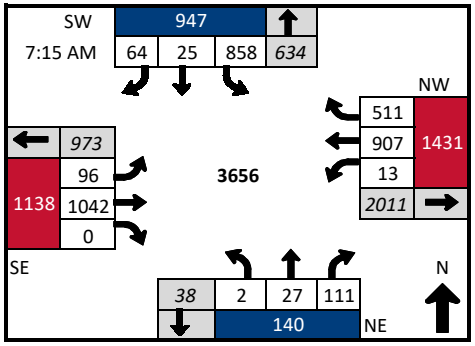
United Civil Group

Turning Movement Count

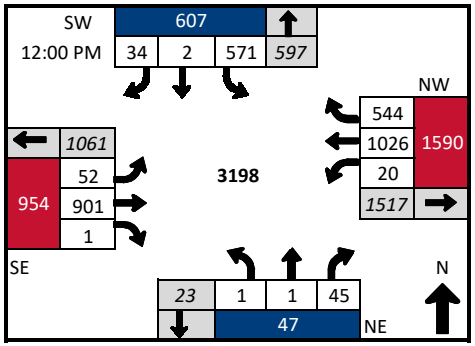
Project No: TC21139
System #:
Location: Grand Avenue and 163rd Avenue
Intersection Configuration: Signalized

December 7, 2021 (Tuesday)

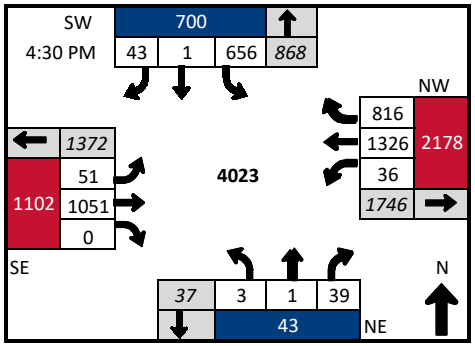
	Speed Limit	Lt	Lt\T	T	T/Rt	Rt	Lt/T/Rt	Lt/Rt
Northeastbound	25	1			1			
Southeastbound	40	1		1	1			
Northwestbound	25	1		2		1		
Southwestbound	25	2		1		1		



	163rd Avenue Northeastbound				Grand Avenue Southeastbound				Grand Avenue Northwestbound				163rd Avenue Southwestbound				Total	Peak Hour
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
7:00 AM	0	1	18	0	17	223	0	0	2	198	152	0	174	2	16	0	803	
7:15 AM	1	5	26	0	16	279	0	0	0	253	170	0	204	1	12	0	967	
7:30 AM	0	8	36	0	22	289	0	0	4	266	108	0	203	7	12	0	955	
7:45 AM	0	10	21	0	22	242	0	0	6	184	121	0	235	9	18	0	868	3593
8:00 AM	1	4	28	0	36	232	0	0	3	204	112	0	216	8	22	0	866	3656
8:15 AM	1	1	13	0	11	236	0	0	5	226	106	0	197	6	20	0	822	3511
8:30 AM	0	1	15	0	12	227	0	0	1	198	99	0	179	1	9	0	742	3298
8:45 AM	0	1	13	0	10	223	0	0	5	239	87	0	139	0	14	0	731	3161
Peak Hour Total	**2**	**27**	**111**	**0**	**96**	**1042**	**0**	**0**	**13**	**907**	**511**	**0**	**858**	**25**	**64**	**0**	**3656**	



	163rd Avenue Northeastbound				Grand Avenue Southeastbound				Grand Avenue Northwestbound				163rd Avenue Southwestbound				Total	Peak Hour
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
11:00 AM	1	1	14	0	9	232	1	0	2	227	114	0	143	3	16	0	763	
11:15 AM	0	0	15	0	9	242	0	0	5	245	118	0	146	2	14	0	796	
11:30 AM	0	0	22	0	19	206	0	0	1	232	109	1	152	1	9	0	751	
11:45 AM	0	3	12	0	7	240	0	0	2	279	104	0	118	0	10	0	775	3085
12:00 PM	0	0	10	0	9	230	0	0	6	270	129	0	140	0	14	0	808	3130
12:15 PM	1	0	10	0	8	224	0	0	1	250	145	0	142	1	12	0	794	3128
12:30 PM	0	0	17	0	17	234	1	0	6	247	131	0	142	0	7	0	802	3179
12:45 PM	0	1	8	0	18	213	0	0	7	259	139	0	147	1	1	0	794	3198
Peak Hour Total	**1**	**1**	**45**	**0**	**52**	**901**	**1**	**0**	**20**	**1026**	**544**	**0**	**571**	**2**	**34**	**0**	**3198**	



	163rd Avenue Northeastbound				Grand Avenue Southeastbound				Grand Avenue Northwestbound				163rd Avenue Southwestbound				Total	Peak Hour
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
4:00 PM	0	0	14	0	14	284	0	0	1	307	195	0	172	0	13	0	1000	
4:15 PM	0	2	17	0	15	282	0	0	10	335	175	0	130	0	10	0	976	
4:30 PM	3	0	12	0	14	274	0	0	7	299	189	0	185	0	17	0	1000	
4:45 PM	0	1	8	0	11	275	0	0	9	347	204	0	148	0	14	0	1017	3993
5:00 PM	0	0	10	0	9	282	0	0	13	346	210	0	149	1	7	0	1027	4020
5:15 PM	0	0	9	0	17	220	0	0	7	334	213	0	174	0	5	0	979	4023
5:30 PM	0	0	5	0	13	230	0	0	9	323	140	0	156	1	11	0	888	3911
5:45 PM	0	2	5	0	6	251	0	0	5	304	151	0	124	1	8	0	857	3751
Peak Hour Total	**3**	**1**	**39**	**0**	**51**	**1051**	**0**	**0**	**36**	**1326**	**816**	**0**	**656**	**1**	**43**	**0**	**4023**	

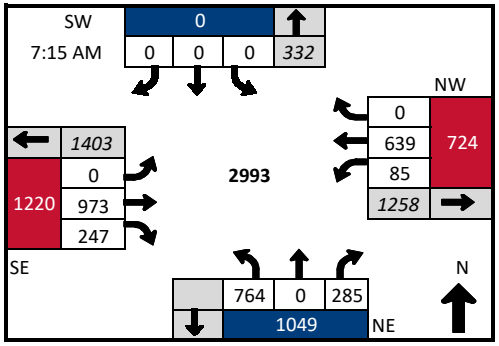
United Civil Group

Turning Movement Count

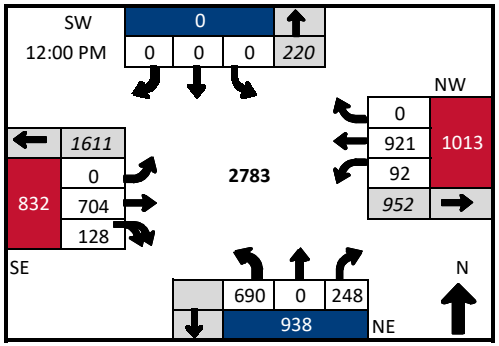
	Speed Limit	Lt	Lt\T	T	T/Rt	Rt	Lt/T/Rt	Lt/Rt
Southwestbound	55							
Northeastbound	55	2				1		
Southeastbound	55			3		1		
Northwestbound	55	2		3				

Project No: TC21139
System #:
Location: Grand Avenue and SR303 NB Ramps
Intersection Configuration: Signalized

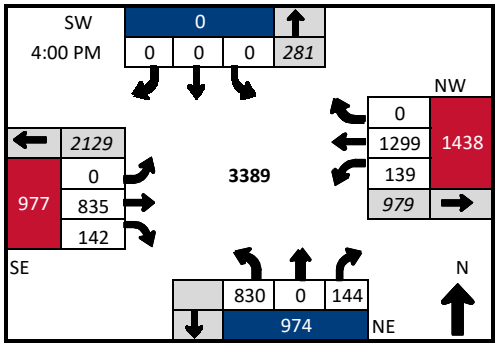
December 7, 2021 (Tuesday)



	Northbound On Ramp				Northbound Off Ramp				Grand Avenue				Grand Avenue				Total	Peak Hour
	Southwestbound				Northeastbound				Southeastbound				Northwestbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
7:00 AM	0	0	0	0	220	0	52	0	0	171	56	0	18	125	0	0	642	
7:15 AM	0	0	0	0	235	0	49	0	0	218	59	0	20	178	0	0	759	
7:30 AM	0	0	0	0	180	0	83	0	0	282	73	0	16	185	0	0	819	
7:45 AM	0	0	0	0	155	0	92	0	0	271	61	0	29	147	0	0	755	2975
8:00 AM	0	0	0	0	194	0	61	0	0	202	54	0	20	129	0	0	660	2993
8:15 AM	0	0	0	0	164	0	55	0	0	270	33	0	24	149	0	0	695	2929
8:30 AM	0	0	0	0	139	0	49	0	0	223	43	0	18	139	0	0	611	2721
8:45 AM	0	0	0	0	161	0	56	0	0	221	43	0	27	138	0	0	646	2612
Peak Hour Total	**0**	**0**	**0**	**0**	**764**	**0**	**285**	**0**	**0**	**973**	**247**	**0**	**85**	**639**	**0**	**0**	**2993**	



	Northbound On Ramp				Northbound Off Ramp				Grand Avenue				Grand Avenue				Total	Peak Hour
	Southwestbound				Northeastbound				Southeastbound				Northwestbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
11:00 AM	0	0	0	0	148	0	55	0	0	212	38	0	41	228	0	0	722	
11:15 AM	0	0	0	0	155	0	45	0	0	207	35	0	15	195	0	0	652	
11:30 AM	0	0	0	0	159	0	49	0	0	217	40	0	23	219	0	0	707	
11:45 AM	0	0	0	0	174	0	46	0	0	178	45	0	26	196	0	0	665	2746
12:00 PM	0	0	0	0	180	0	50	0	0	191	31	0	24	238	0	0	714	2738
12:15 PM	0	0	0	0	179	0	62	0	0	185	30	0	26	213	0	0	695	2781
12:30 PM	0	0	0	0	152	0	71	0	0	149	39	0	20	248	0	0	679	2753
12:45 PM	0	0	0	0	179	0	65	0	0	179	28	0	22	222	0	0	695	2783
Peak Hour Total	**0**	**0**	**0**	**0**	**690**	**0**	**248**	**0**	**0**	**704**	**128**	**0**	**92**	**921**	**0**	**0**	**2783**	



	Northbound On Ramp				Northbound Off Ramp				Grand Avenue				Grand Avenue				Total	Peak Hour
	Southwestbound				Northeastbound				Southeastbound				Northwestbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
4:00 PM	0	0	0	0	186	0	37	0	0	211	40	0	36	347	0	0	857	
4:15 PM	0	0	0	0	211	0	38	0	0	217	34	0	41	336	0	0	877	
4:30 PM	0	0	0	0	221	0	34	0	0	219	33	0	29	311	0	0	847	
4:45 PM	0	0	0	0	212	0	35	0	0	188	35	0	33	305	0	0	808	3389
5:00 PM	0	0	0	0	182	0	32	0	0	190	34	0	35	334	0	0	807	3339
5:15 PM	0	0	0	0	219	0	27	0	0	194	30	0	27	293	0	0	790	3252
5:30 PM	0	0	0	0	196	0	36	0	0	207	18	0	31	294	0	0	782	3187
5:45 PM	0	0	0	0	204	0	27	0	0	187	24	0	16	273	0	0	731	3110
Peak Hour Total	**0**	**0**	**0**	**0**	**830**	**0**	**144**	**0**	**0**	**835**	**142**	**0**	**139**	**1299**	**0**	**0**	**3389**	

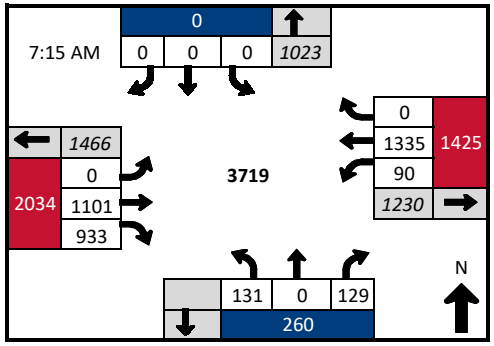
UCG
United Civil Group

Turning Movement Count

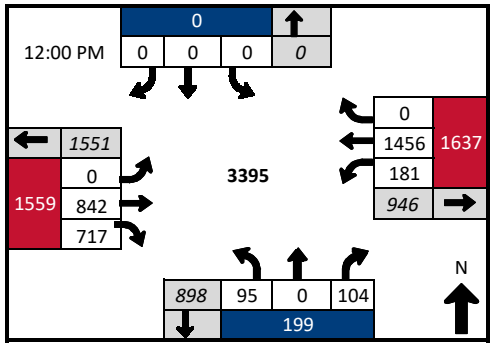
	Speed Limit	Lt	Lt\T	T	T/Rt	Rt	Lt/T/Rt	Lt/Rt
Southwestbound	55							
Northeastbound	55	2				1		
Southeastbound	55			3		1		
Northwestbound	55	2		3				

Project No: TC21139
System #:
Location: Grand Avenue and SR303 SB Ramps
Intersection Configuration: Signalized

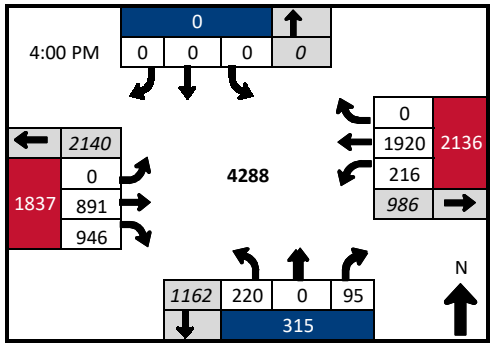
December 7, 2021 (Tuesday)



	Southbound On Ramp				Southbound Off Ramp				Grand Avenue				Grand Avenue				Total	Peak Hour
	Southwestbound				Northeastbound				Southeastbound				Northwestbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
7:00 AM	0	0	0	0	22	0	25	0	0	207	234	0	9	239	0	0	736	
7:15 AM	0	0	0	0	35	0	28	0	0	283	239	0	26	396	0	0	1007	
7:30 AM	0	0	0	0	31	0	41	0	0	278	243	0	23	332	0	0	948	
7:45 AM	0	0	0	0	27	0	31	0	0	293	236	0	26	305	0	0	918	3609
8:00 AM	0	0	0	0	38	0	29	0	0	247	215	0	15	302	0	0	846	3719
8:15 AM	0	0	0	0	32	0	26	0	0	279	189	0	23	294	0	0	843	3555
8:30 AM	0	0	0	0	16	0	17	0	0	132	106	0	18	163	0	0	452	3059
8:45 AM	0	0	0	0	25	0	16	0	0	142	111	0	21	145	0	0	460	2601
Peak Hour Total	**0**	**0**	**0**	**0**	**131**	**0**	**129**	**0**	**0**	**1101**	**933**	**0**	**90**	**1335**	**0**	**0**	**3719**	



	Southbound On Ramp				Southbound Off Ramp				Grand Avenue				Grand Avenue				Total	Peak Hour
	Southwestbound				Northeastbound				Southeastbound				Northwestbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
11:00 AM	0	0	0	0	13	0	21	0	0	231	156	0	46	369	0	0	836	
11:15 AM	0	0	0	0	18	0	17	0	0	236	190	0	40	313	0	0	814	
11:30 AM	0	0	0	0	24	0	19	0	0	205	164	0	44	326	0	0	782	
11:45 AM	0	0	0	0	21	0	31	0	0	218	170	0	34	362	0	0	836	3268
12:00 PM	0	0	0	0	10	0	21	0	0	201	185	0	45	367	0	0	829	3261
12:15 PM	0	0	0	0	32	0	23	0	0	193	176	0	42	371	0	0	837	3284
12:30 PM	0	0	0	0	33	0	36	0	0	238	164	0	40	362	0	0	873	3375
12:45 PM	0	0	0	0	20	0	24	0	0	210	192	0	54	356	0	0	856	3395
Peak Hour Total	**0**	**0**	**0**	**0**	**95**	**0**	**104**	**0**	**0**	**842**	**717**	**0**	**181**	**1456**	**0**	**0**	**3395**	



	Southbound On Ramp				Southbound Off Ramp				Grand Avenue				Grand Avenue				Total	Peak Hour
	Southwestbound				Northeastbound				Southeastbound				Northwestbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
4:00 PM	0	0	0	0	71	0	15	0	0	242	248	0	64	443	0	0	1083	
4:15 PM	0	0	0	0	47	0	21	0	0	206	231	0	53	530	0	0	1088	
4:30 PM	0	0	0	0	53	0	34	0	0	231	247	0	49	461	0	0	1075	
4:45 PM	0	0	0	0	49	0	25	0	0	212	220	0	50	486	0	0	1042	4288
5:00 PM	0	0	0	0	50	0	22	0	0	200	248	0	60	477	0	0	1057	4262
5:15 PM	0	0	0	0	54	0	31	0	0	202	214	0	46	470	0	0	1017	4191
5:30 PM	0	0	0	0	60	0	15	0	0	189	216	0	25	474	0	0	979	4095
5:45 PM	0	0	0	0	31	0	21	0	0	201	193	0	27	425	0	0	898	3951
Peak Hour Total	**0**	**0**	**0**	**0**	**220**	**0**	**95**	**0**	**0**	**891**	**946**	**0**	**216**	**1920**	**0**	**0**	**4288**	

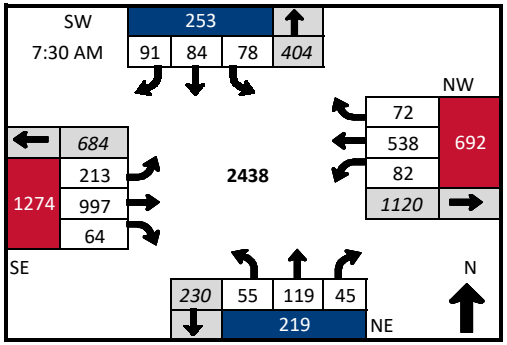
UCG
United Civil Group

Turning Movement Count

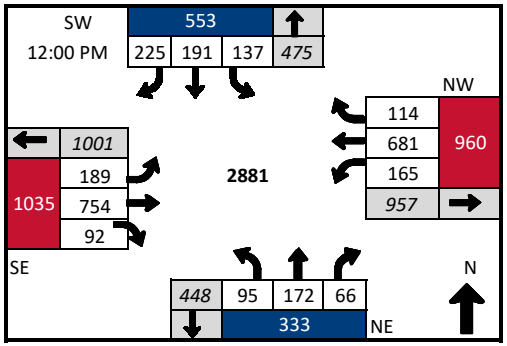
	Speed Limit	Lt	Lt\T	T	T/Rt	Rt	Lt/T/Rt	Lt/Rt
Northeastbound	35	1		2		1		
Southeastbound	55	2		3		1		
Northwestbound	55	2		3		1		
Southwestbound	35	1		1	1			

Project No: TC21139
System #:
Location: Grand Avenue
and Sunrise Blvd-RH Johnson
Intersection Configuration: Signalized

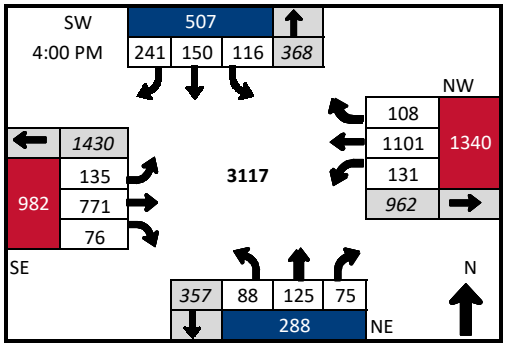
December 7, 2021 (Tuesday)



	Sunrise Boulevard Northeastbound				Grand Avenue Southeastbound				Grand Avenue Northwestbound				RH Johson Boulevard Southwestbound				Total	Peak Hour
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
7:00 AM	12	12	9	0	29	174	9	0	6	122	16	0	7	14	25	0	435	
7:15 AM	12	19	8	0	49	214	10	0	27	154	13	0	10	13	30	0	559	
7:30 AM	13	21	10	0	49	263	14	0	14	161	18	0	21	16	23	0	623	
7:45 AM	7	39	15	0	63	264	23	0	24	127	24	0	18	12	24	0	640	2257
8:00 AM	17	32	11	0	49	228	8	0	18	133	15	0	14	34	23	0	582	2404
8:15 AM	18	27	9	0	52	242	19	0	26	117	15	0	25	22	21	0	593	2438
8:30 AM	12	30	12	0	30	254	11	0	13	113	26	0	34	35	33	0	603	2418
8:45 AM	29	42	13	0	47	175	26	0	26	93	20	0	29	17	34	0	551	2329
Peak Hour Total	**55**	**119**	**45**	**0**	**213**	**997**	**64**	**0**	**82**	**538**	**72**	**0**	**78**	**84**	**91**	**0**	**2438**	

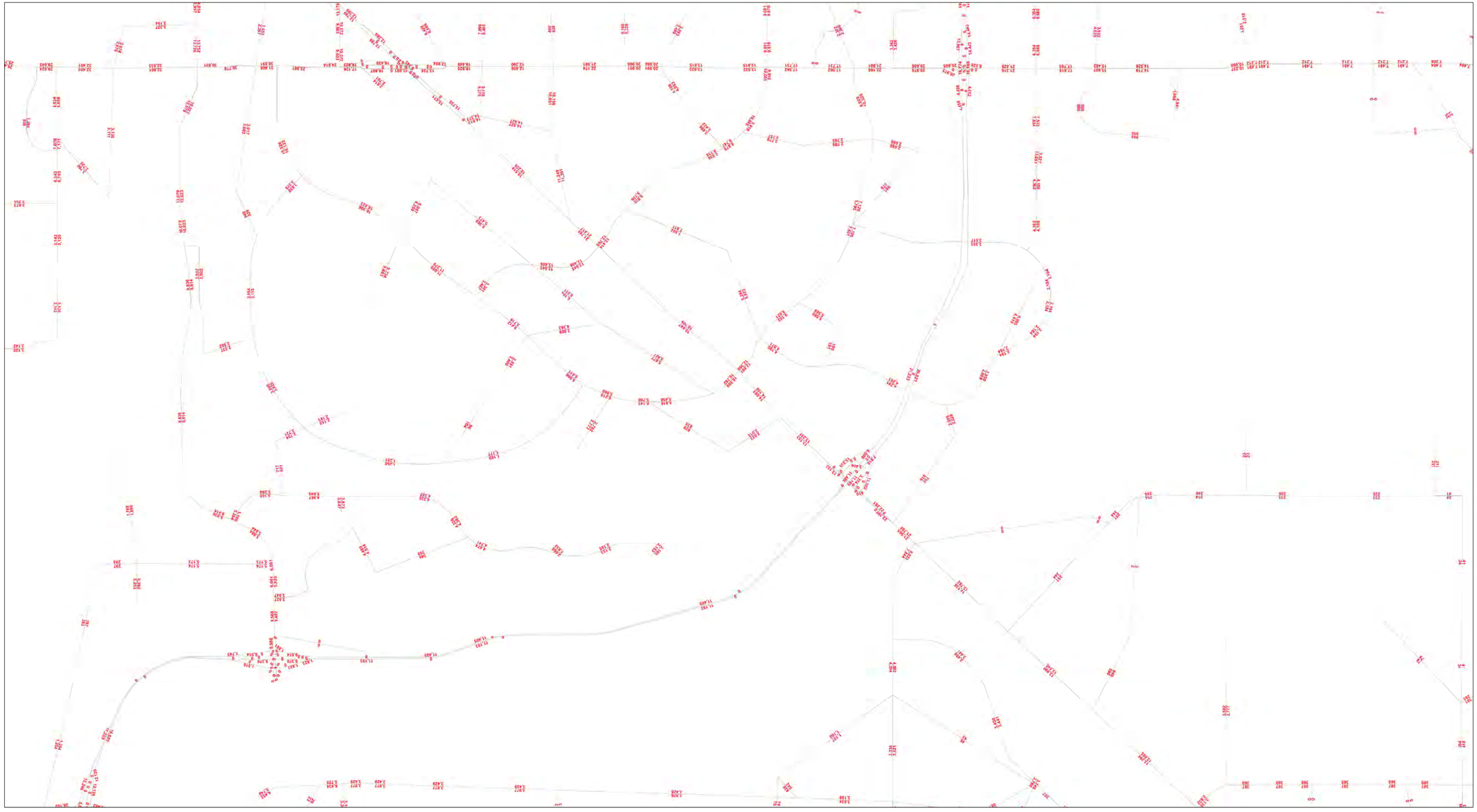


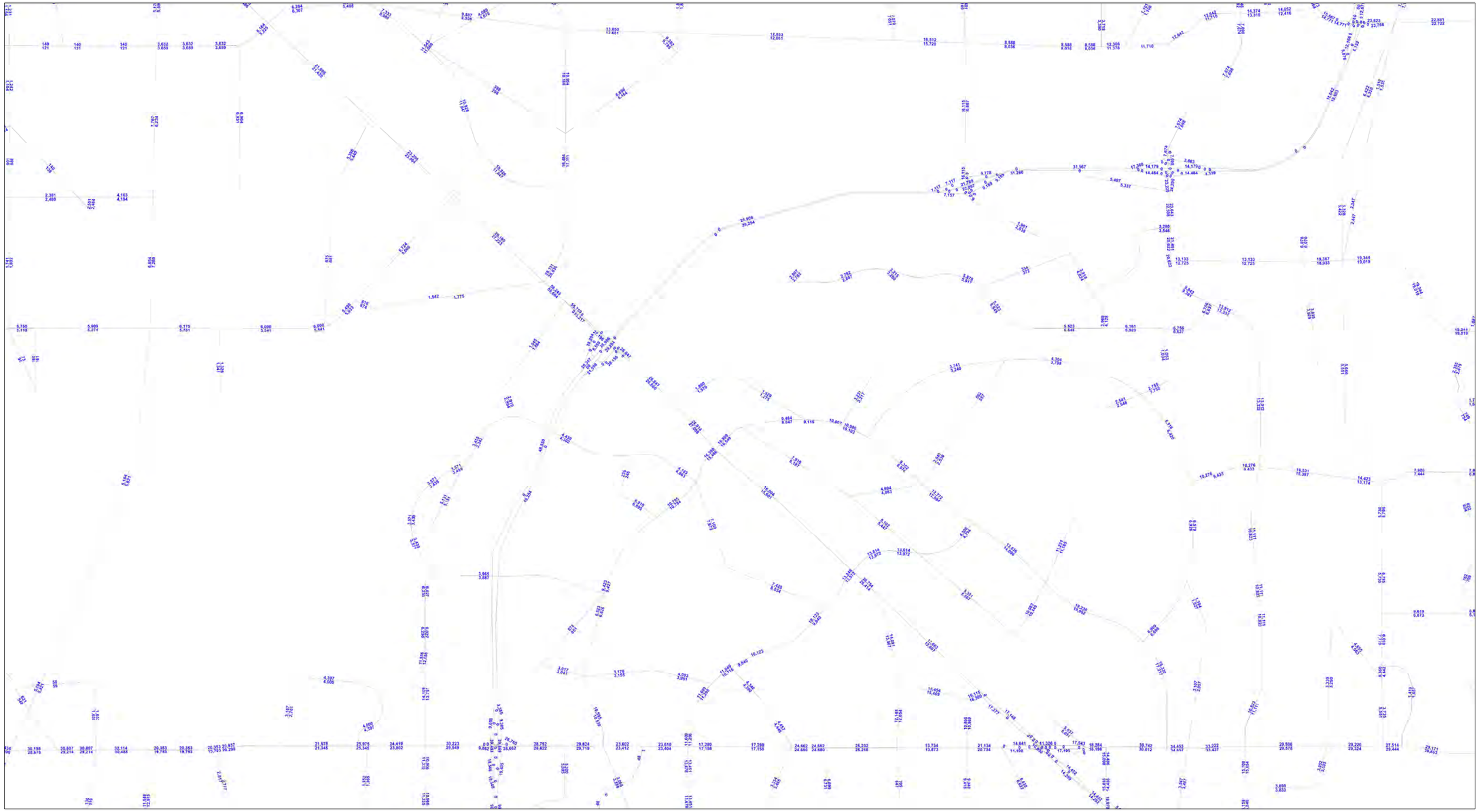
	Sunrise Boulevard Northeastbound				Grand Avenue Southeastbound				Grand Avenue Northwestbound				RH Johson Boulevard Southwestbound				Total	Peak Hour
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
11:00 AM	30	34	15	0	49	190	15	0	27	182	31	0	38	38	51	0	700	
11:15 AM	22	55	18	0	46	188	17	0	34	135	32	0	48	75	41	0	711	
11:30 AM	18	46	17	0	45	199	21	0	30	193	28	0	28	46	53	0	724	
11:45 AM	21	45	14	0	35	175	29	0	37	142	35	0	40	57	44	0	674	2809
12:00 PM	23	45	16	0	46	179	23	0	47	187	26	0	28	50	50	0	720	2829
12:15 PM	23	38	18	0	32	181	15	0	35	171	38	0	43	56	51	0	701	2819
12:30 PM	23	45	17	0	66	187	26	0	44	163	25	0	30	38	54	0	718	2813
12:45 PM	26	44	15	0	45	207	28	0	39	160	25	0	36	47	70	0	742	2881
Peak Hour Total	**95**	**172**	**66**	**0**	**189**	**754**	**92**	**0**	**165**	**681**	**114**	**0**	**137**	**191**	**225**	**0**	**2881**	



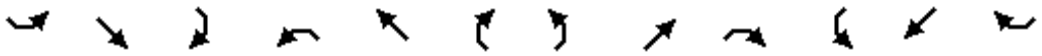
	Sunrise Boulevard Northeastbound				Grand Avenue Southeastbound				Grand Avenue Northwestbound				RH Johson Boulevard Southwestbound				Total	Peak Hour
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
4:00 PM	23	28	19	0	28	171	22	0	36	283	32	0	38	39	68	0	787	
4:15 PM	23	42	21	0	40	211	14	0	35	263	25	0	22	39	73	0	808	
4:30 PM	26	32	18	0	27	191	20	0	28	249	25	0	29	36	50	0	731	
4:45 PM	16	23	17	0	40	198	20	0	32	306	26	0	27	36	50	0	791	3117
5:00 PM	25	16	20	0	22	179	6	0	37	245	24	0	7	33	63	0	677	3007
5:15 PM	19	25	22	0	29	183	16	0	36	282	19	0	30	35	39	0	735	2934
5:30 PM	15	18	15	0	30	197	12	0	15	251	24	0	14	24	37	0	652	2855
5:45 PM	18	42	14	0	24	167	7	0	21	212	15	0	10	21	41	0	592	2656
Peak Hour Total	**88**	**125**	**75**	**0**	**135**	**771**	**76**	**0**	**131**	**1101**	**108**	**0**	**116**	**150**	**241**	**0**	**3117**	

APPENDIX B: MAG TDM Output Files





APPENDIX C: Synchro/Simtraffic Operational Results



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	213	997	64	82	538	72	55	119	45	78	84	91
Future Volume (vph)	213	997	64	82	538	72	55	119	45	78	84	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3263	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3263	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	232	1084	70	89	585	78	60	129	49	85	91	99
RTOR Reduction (vph)	0	0	32	0	0	40	0	0	45	0	90	0
Lane Group Flow (vph)	232	1084	38	89	585	38	60	129	4	85	100	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	19.3	76.9	76.9	8.5	68.9	68.9	10.6	10.8	10.8	12.9	13.4	
Effective Green, g (s)	19.3	76.9	76.9	8.5	68.9	68.9	10.6	10.8	10.8	12.9	13.4	
Actuated g/C Ratio	0.14	0.55	0.55	0.06	0.49	0.49	0.08	0.08	0.08	0.09	0.10	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	473	2793	869	208	2502	779	134	273	122	163	312	
v/s Ratio Prot	c0.07	c0.21		0.03	0.12		0.03	c0.04		c0.05	0.03	
v/s Ratio Perm			0.02			0.02			0.00			
v/c Ratio	0.49	0.39	0.04	0.43	0.23	0.05	0.45	0.47	0.03	0.52	0.32	
Uniform Delay, d1	55.8	18.1	14.6	63.4	20.4	18.5	61.9	61.9	59.8	60.6	59.1	
Progression Factor	1.09	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.4	0.1	1.0	0.2	0.1	1.7	0.9	0.1	2.3	0.4	
Delay (s)	61.3	10.6	14.7	64.4	20.6	18.6	63.6	62.8	59.8	62.9	59.5	
Level of Service	E	B	B	E	C	B	E	E	E	E	E	
Approach Delay (s)		19.3			25.6			62.4			60.5	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	973	247	85	639	764	285
Future Volume (vph)	973	247	85	639	764	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1058	268	92	695	830	310
RTOR Reduction (vph)	0	149	0	0	0	33
Lane Group Flow (vph)	1058	119	92	695	830	277
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	62.0	62.0	10.5	82.1	38.1	58.5
Effective Green, g (s)	62.0	62.0	10.5	72.5	38.1	48.6
Actuated g/C Ratio	0.44	0.44	0.08	0.52	0.27	0.35
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2251	701	257	2633	934	549
v/s Ratio Prot	c0.21		0.03	0.14	c0.24	c0.18
v/s Ratio Perm		0.07				
v/c Ratio	0.47	0.17	0.36	0.26	0.89	0.51
Uniform Delay, d1	27.4	23.5	61.5	18.8	48.9	36.2
Progression Factor	0.92	3.44	1.36	0.25	1.00	1.00
Incremental Delay, d2	0.3	0.2	3.8	0.1	10.3	0.7
Delay (s)	25.6	81.0	87.7	4.7	59.2	36.9
Level of Service	C	F	F	A	E	D
Approach Delay (s)	36.8			14.5	53.2	
Approach LOS	D			B	D	

Intersection Summary			
HCM 2000 Control Delay	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1101	933	90	1335	131	129
Future Volume (vph)	1101	933	90	1335	131	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1197	1014	98	1451	142	140
RTOR Reduction (vph)	0	285	0	0	0	63
Lane Group Flow (vph)	1197	729	98	1451	142	77
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	80.8	80.8	10.5	110.8	12.0	22.5
Effective Green, g (s)	80.8	80.8	10.5	91.3	12.0	22.5
Actuated g/C Ratio	0.58	0.58	0.08	0.65	0.09	0.16
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2934	913	257	3316	294	254
v/s Ratio Prot	0.24		0.03	c0.29	c0.04	0.05
v/s Ratio Perm		c0.46				
v/c Ratio	0.41	0.80	0.38	0.44	0.48	0.30
Uniform Delay, d1	16.4	23.2	61.7	11.9	61.0	51.8
Progression Factor	1.00	1.00	0.86	0.33	1.00	1.00
Incremental Delay, d2	0.2	5.5	3.5	0.1	0.9	0.5
Delay (s)	16.5	28.7	56.5	4.0	62.0	52.3
Level of Service	B	C	E	A	E	D
Approach Delay (s)	22.1			7.3	57.2	
Approach LOS	C			A	E	

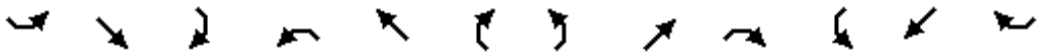
Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	96	1042	10	13	907	511	10	27	111	858	25	64
Future Volume (vph)	96	1042	10	13	907	511	10	27	111	858	25	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3534		1770	3539	1583	1770	1637		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3534		1770	3539	1583	1770	1637		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	1133	11	14	986	555	11	29	121	933	27	70
RTOR Reduction (vph)	0	1	0	0	0	295	0	105	0	0	0	48
Lane Group Flow (vph)	104	1143	0	14	986	260	11	45	0	933	27	22
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	13.0	59.7		4.7	51.2	51.2	1.2	16.2		30.0	44.8	44.8
Effective Green, g (s)	13.0	59.7		4.7	51.2	51.2	1.2	16.2		30.0	44.8	44.8
Actuated g/C Ratio	0.09	0.42		0.03	0.36	0.36	0.01	0.11		0.21	0.31	0.31
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	161	1476		58	1267	567	14	185		720	584	496
v/s Ratio Prot	c0.06	c0.32		0.01	0.28		0.01	c0.03		c0.27	0.01	
v/s Ratio Perm						0.16						0.01
v/c Ratio	0.65	0.77		0.24	0.78	0.46	0.79	0.25		1.30	0.05	0.04
Uniform Delay, d1	62.7	35.8		67.4	40.8	35.2	70.7	57.8		56.5	34.2	34.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.6	4.0		1.6	4.8	2.7	127.5	0.5		143.3	0.0	0.0
Delay (s)	70.4	39.8		68.9	45.6	37.9	198.2	58.3		199.7	34.2	34.2
Level of Service	E	D		E	D	D	F	E		F	C	C
Approach Delay (s)		42.4			43.0			67.8			184.2	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	80.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	142.9	Sum of lost time (s)	32.7
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	135	771	76	131	1101	108	88	125	75	116	150	241
Future Volume (vph)	135	771	76	131	1101	108	88	125	75	116	150	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3212	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3212	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	838	83	142	1197	117	96	136	82	126	163	262
RTOR Reduction (vph)	0	0	40	0	0	55	0	0	76	0	233	0
Lane Group Flow (vph)	147	838	43	142	1197	62	96	136	6	126	192	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	11.4	72.0	72.0	10.6	74.0	74.0	13.3	11.0	11.0	15.5	13.5	
Effective Green, g (s)	11.4	72.0	72.0	10.6	74.0	74.0	13.3	11.0	11.0	15.5	13.5	
Actuated g/C Ratio	0.08	0.51	0.51	0.08	0.53	0.53	0.10	0.08	0.08	0.11	0.10	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	279	2615	814	259	2687	836	168	278	124	195	309	
v/s Ratio Prot	c0.04	0.16		0.04	c0.24		0.05	0.04		c0.07	c0.06	
v/s Ratio Perm			0.03			0.04			0.00			
v/c Ratio	0.53	0.32	0.05	0.55	0.45	0.07	0.57	0.49	0.05	0.65	0.62	
Uniform Delay, d1	61.7	19.8	17.0	62.4	20.3	16.2	60.6	61.8	59.7	59.6	60.8	
Progression Factor	1.09	0.32	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.3	0.3	0.1	1.9	0.5	0.2	3.8	1.0	0.1	6.4	3.3	
Delay (s)	68.7	6.6	17.1	64.3	20.9	16.4	64.4	62.8	59.8	66.0	64.1	
Level of Service	E	A	B	E	C	B	E	E	E	E	E	
Approach Delay (s)		16.0			24.8			62.5			64.5	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	835	142	139	1299	830	144
Future Volume (vph)	835	142	139	1299	830	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	908	154	151	1412	902	157
RTOR Reduction (vph)	0	90	0	0	0	42
Lane Group Flow (vph)	908	64	151	1412	902	115
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	58.1	58.1	14.4	82.1	38.1	62.4
Effective Green, g (s)	58.1	58.1	14.4	72.5	38.1	52.5
Actuated g/C Ratio	0.42	0.42	0.10	0.52	0.27	0.38
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2110	656	353	2633	934	593
v/s Ratio Prot	0.18		0.04	c0.28	c0.26	0.07
v/s Ratio Perm		0.04				
v/c Ratio	0.43	0.10	0.43	0.54	0.97	0.19
Uniform Delay, d1	29.2	25.0	58.9	22.5	50.3	29.5
Progression Factor	0.90	2.76	1.32	0.27	1.00	1.00
Incremental Delay, d2	0.2	0.1	3.4	0.3	21.3	0.2
Delay (s)	26.4	69.0	80.9	6.4	71.6	29.7
Level of Service	C	E	F	A	E	C
Approach Delay (s)	32.6			13.6	65.4	
Approach LOS	C			B	E	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	891	946	216	1920	220	95
Future Volume (vph)	891	946	216	1920	220	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	968	1028	235	2087	239	103
RTOR Reduction (vph)	0	237	0	0	0	84
Lane Group Flow (vph)	968	791	235	2087	239	19
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	76.8	76.8	14.4	110.7	12.1	26.5
Effective Green, g (s)	76.8	76.8	14.4	91.2	12.1	26.5
Actuated g/C Ratio	0.55	0.55	0.10	0.65	0.09	0.19
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2789	868	353	3312	296	299
v/s Ratio Prot	0.19		c0.07	0.41	c0.07	0.01
v/s Ratio Perm		c0.50				
v/c Ratio	0.35	0.91	0.67	0.63	0.81	0.07
Uniform Delay, d1	17.6	28.5	60.5	14.4	62.8	46.6
Progression Factor	1.00	1.00	1.08	0.54	1.00	1.00
Incremental Delay, d2	0.1	14.0	7.3	0.4	14.4	0.1
Delay (s)	17.8	42.5	72.4	8.2	77.2	46.7
Level of Service	B	D	E	A	E	D
Approach Delay (s)	30.5			14.7	68.0	
Approach LOS	C			B	E	

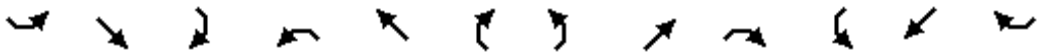
Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	1051	10	36	1326	816	10	10	39	656	10	43
Future Volume (vph)	51	1051	10	36	1326	816	10	10	39	656	10	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3534		1770	3539	1583	1770	1641		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3534		1770	3539	1583	1770	1641		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	1142	11	39	1441	887	11	11	42	713	11	47
RTOR Reduction (vph)	0	1	0	0	0	303	0	38	0	0	0	35
Lane Group Flow (vph)	55	1152	0	39	1441	584	11	15	0	713	11	12
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	7.7	57.2		9.4	58.7	58.7	1.2	11.3		25.1	35.0	35.0
Effective Green, g (s)	7.7	57.2		9.4	58.7	58.7	1.2	11.3		25.1	35.0	35.0
Actuated g/C Ratio	0.06	0.42		0.07	0.43	0.43	0.01	0.08		0.19	0.26	0.26
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	100	1494		122	1535	686	15	137		636	481	409
v/s Ratio Prot	c0.03	0.33		0.02	c0.41		0.01	c0.01		c0.21	0.01	
v/s Ratio Perm						0.37						0.01
v/c Ratio	0.55	0.77		0.32	0.94	0.85	0.73	0.11		1.12	0.02	0.03
Uniform Delay, d1	62.1	33.4		59.9	36.6	34.4	66.9	57.3		55.1	37.4	37.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.1	3.9		1.1	12.4	12.6	99.1	0.2		73.8	0.0	0.0
Delay (s)	67.3	37.4		61.0	49.0	47.0	166.0	57.6		128.9	37.4	37.5
Level of Service	E	D		E	D	D	F	E		F	D	D
Approach Delay (s)		38.7			48.5			76.2			122.0	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	59.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	135.3	Sum of lost time (s)	32.7
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	370	1400	200	130	830	60	180	430	70	70	160	180
Future Volume (vph)	370	1400	200	130	830	60	180	430	70	70	160	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3258	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3258	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	402	1522	217	141	902	65	196	467	76	76	174	196
RTOR Reduction (vph)	0	0	116	0	0	40	0	0	63	0	154	0
Lane Group Flow (vph)	402	1522	101	141	902	25	196	467	13	76	216	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	23.2	65.3	65.3	9.8	54.7	54.7	20.3	23.3	23.3	10.7	14.0	
Effective Green, g (s)	23.2	65.3	65.3	9.8	54.7	54.7	20.3	23.3	23.3	10.7	14.0	
Actuated g/C Ratio	0.17	0.47	0.47	0.07	0.39	0.39	0.15	0.17	0.17	0.08	0.10	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	568	2371	738	240	1986	618	256	588	263	135	325	
v/s Ratio Prot	c0.12	c0.30		0.04	0.18		c0.11	c0.13		0.04	0.07	
v/s Ratio Perm			0.06			0.02			0.01			
v/c Ratio	0.71	0.64	0.14	0.59	0.45	0.04	0.77	0.79	0.05	0.56	0.66	
Uniform Delay, d1	55.2	28.4	21.3	63.1	31.6	26.4	57.6	56.0	49.0	62.4	60.7	
Progression Factor	1.07	0.63	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.9	1.0	0.3	3.0	0.8	0.1	12.3	7.1	0.1	4.3	4.6	
Delay (s)	62.0	19.1	23.8	66.2	32.3	26.5	69.8	63.1	49.1	66.7	65.3	
Level of Service	E	B	C	E	C	C	E	E	D	E	E	
Approach Delay (s)		27.6			36.3			63.5			65.5	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1540	610	120	900	1110	250
Future Volume (vph)	1540	610	120	900	1110	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1674	663	130	978	1207	272
RTOR Reduction (vph)	0	383	0	0	0	4
Lane Group Flow (vph)	1674	280	130	978	1207	268
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	59.1	59.1	9.4	78.1	42.1	61.4
Effective Green, g (s)	59.1	59.1	9.4	68.5	42.1	51.5
Actuated g/C Ratio	0.42	0.42	0.07	0.49	0.30	0.37
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2146	668	230	2488	1032	582
v/s Ratio Prot	c0.33		c0.04	0.19	c0.35	0.17
v/s Ratio Perm		0.18				
v/c Ratio	0.78	0.42	0.57	0.39	1.17	0.46
Uniform Delay, d1	34.9	28.4	63.3	22.6	49.0	33.7
Progression Factor	0.97	4.41	1.31	0.20	1.00	1.00
Incremental Delay, d2	1.5	0.5	8.5	0.2	86.9	0.6
Delay (s)	35.4	125.7	91.5	4.7	135.8	34.3
Level of Service	D	F	F	A	F	C
Approach Delay (s)	61.0			14.9	117.1	
Approach LOS	E			B	F	

Intersection Summary			
HCM 2000 Control Delay	67.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1940	1240	70	1940	360	210
Future Volume (vph)	1940	1240	70	1940	360	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	1348	76	2109	391	228
RTOR Reduction (vph)	0	324	0	0	0	7
Lane Group Flow (vph)	2109	1024	76	2109	391	221
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	79.8	79.8	9.4	108.7	14.1	23.5
Effective Green, g (s)	79.8	79.8	9.4	89.2	14.1	23.5
Actuated g/C Ratio	0.57	0.57	0.07	0.64	0.10	0.17
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2898	902	230	3239	345	265
v/s Ratio Prot	0.41		0.02	0.41	c0.11	c0.14
v/s Ratio Perm		c0.65				
v/c Ratio	0.73	1.14	0.33	0.65	1.13	0.84
Uniform Delay, d1	22.1	30.1	62.3	15.8	63.0	56.4
Progression Factor	1.00	1.00	0.80	0.58	1.00	1.00
Incremental Delay, d2	1.1	74.4	2.2	0.3	89.7	19.5
Delay (s)	23.2	104.5	52.3	9.5	152.6	75.8
Level of Service	C	F	D	A	F	E
Approach Delay (s)	54.9			11.0	124.3	
Approach LOS	D			B	F	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	190	1470	20	20	1320	960	20	80	220	1490	60	130
Future Volume (vph)	190	1470	20	20	1320	960	20	80	220	1490	60	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	3539	1583	1770	1658		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	3539	1583	1770	1658		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1598	22	22	1435	1043	22	87	239	1620	65	141
RTOR Reduction (vph)	0	1	0	0	0	399	0	65	0	0	0	91
Lane Group Flow (vph)	207	1619	0	22	1435	644	22	261	0	1620	65	50
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	12.7	58.2		7.0	52.3	52.3	3.7	31.3		28.1	55.5	55.5
Effective Green, g (s)	12.7	58.2		7.0	52.3	52.3	3.7	31.3		28.1	55.5	55.5
Actuated g/C Ratio	0.08	0.37		0.04	0.33	0.33	0.02	0.20		0.18	0.35	0.35
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	143	1310		78	1179	527	41	330		614	658	559
v/s Ratio Prot	c0.12	c0.46		0.01	0.41		0.01	c0.16		c0.47	0.03	
v/s Ratio Perm						0.41						0.03
v/c Ratio	1.45	1.24		0.28	1.22	1.22	0.54	0.79		2.64	0.10	0.09
Uniform Delay, d1	72.1	49.4		72.5	52.3	52.3	75.8	59.7		64.4	34.0	33.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	236.1	113.0		1.4	105.6	115.8	10.1	11.8		742.0	0.0	0.1
Delay (s)	308.2	162.4		74.0	157.9	168.1	85.8	71.5		806.4	34.0	33.9
Level of Service	F	F		E	F	F	F	E		F	C	C
Approach Delay (s)		178.9			161.4			72.4			719.2	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	318.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.52		
Actuated Cycle Length (s)	156.9	Sum of lost time (s)	32.7
Intersection Capacity Utilization	138.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	220	970	180	150	1420	80	200	160	80	80	200	380
Future Volume (vph)	220	970	180	150	1420	80	200	160	80	80	200	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3191	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3191	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	1054	196	163	1543	87	217	174	87	87	217	413
RTOR Reduction (vph)	0	0	120	0	0	52	0	0	79	0	168	0
Lane Group Flow (vph)	239	1054	76	163	1543	35	217	174	8	87	462	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	12.8	54.6	54.6	11.0	55.6	55.6	20.4	12.1	12.1	31.4	23.4	
Effective Green, g (s)	12.8	54.6	54.6	11.0	55.6	55.6	20.4	12.1	12.1	31.4	23.4	
Actuated g/C Ratio	0.09	0.39	0.39	0.08	0.40	0.40	0.15	0.09	0.09	0.22	0.17	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	313	1983	617	269	2019	628	257	305	136	396	533	
v/s Ratio Prot	c0.07	0.21		0.05	c0.30		c0.12	0.05		0.05	c0.14	
v/s Ratio Perm			0.05			0.02			0.00			
v/c Ratio	0.76	0.53	0.12	0.61	0.76	0.06	0.84	0.57	0.06	0.22	0.96dr	
Uniform Delay, d1	62.1	32.9	27.4	62.4	36.5	26.0	58.3	61.5	58.7	44.3	56.8	
Progression Factor	1.05	0.53	1.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.5	0.8	0.3	3.2	2.8	0.2	21.3	2.1	0.1	0.2	13.7	
Delay (s)	74.0	18.2	53.7	65.6	39.3	26.2	79.6	63.6	58.8	44.5	70.5	
Level of Service	E	B	D	E	D	C	E	E	E	D	E	
Approach Delay (s)		31.8			41.1			70.0			67.3	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	45.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1300	440	240	1850	1110	100
Future Volume (vph)	1300	440	240	1850	1110	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1413	478	261	2011	1207	109
RTOR Reduction (vph)	0	266	0	0	0	11
Lane Group Flow (vph)	1413	212	261	2011	1207	98
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	62.1	62.1	12.4	84.1	36.1	58.4
Effective Green, g (s)	62.1	62.1	12.4	74.5	36.1	48.5
Actuated g/C Ratio	0.44	0.44	0.09	0.53	0.26	0.35
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2255	702	304	2705	885	548
v/s Ratio Prot	0.28		c0.08	c0.40	c0.35	0.06
v/s Ratio Perm		0.13				
v/c Ratio	0.63	0.30	0.86	0.74	1.36	0.18
Uniform Delay, d1	30.0	25.0	62.9	25.4	51.9	31.9
Progression Factor	0.93	5.25	1.24	0.26	1.00	1.00
Incremental Delay, d2	0.5	0.3	18.1	0.8	171.0	0.2
Delay (s)	28.4	131.7	96.1	7.4	223.0	32.0
Level of Service	C	F	F	A	F	C
Approach Delay (s)	54.5			17.6	207.2	
Approach LOS	D			B	F	

Intersection Summary			
HCM 2000 Control Delay	75.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1590	1330	170	2790	610	150
Future Volume (vph)	1590	1330	170	2790	610	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1728	1446	185	3033	663	163
RTOR Reduction (vph)	0	357	0	0	0	8
Lane Group Flow (vph)	1728	1089	185	3033	663	155
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	69.8	69.8	12.4	101.7	21.1	33.5
Effective Green, g (s)	69.8	69.8	12.4	82.2	21.1	33.5
Actuated g/C Ratio	0.50	0.50	0.09	0.59	0.15	0.24
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2535	789	304	2985	517	378
v/s Ratio Prot	0.34		0.05	c0.60	c0.19	0.10
v/s Ratio Perm		c0.69				
v/c Ratio	0.68	1.38	0.61	1.02	1.28	0.41
Uniform Delay, d1	26.7	35.1	61.5	28.9	59.5	44.9
Progression Factor	1.00	1.00	0.97	1.22	1.00	1.00
Incremental Delay, d2	0.9	179.0	3.6	14.7	141.3	0.5
Delay (s)	27.6	214.1	62.9	49.8	200.7	45.4
Level of Service	C	F	E	D	F	D
Approach Delay (s)	112.5			50.5	170.1	
Approach LOS	F			D	F	

Intersection Summary			
HCM 2000 Control Delay	91.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	1560	20	80	1920	1400	20	30	100	1260	30	90
Future Volume (vph)	100	1560	20	80	1920	1400	20	30	100	1260	30	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	3539	1583	1770	1648		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	3539	1583	1770	1648		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	1696	22	87	2087	1522	22	33	109	1370	33	98
RTOR Reduction (vph)	0	1	0	0	0	360	0	82	0	0	0	74
Lane Group Flow (vph)	109	1717	0	87	2087	1162	22	60	0	1370	33	24
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	6.3	53.7		12.0	59.2	59.2	3.8	13.7		24.0	33.7	33.7
Effective Green, g (s)	6.3	53.7		12.0	59.2	59.2	3.8	13.7		24.0	33.7	33.7
Actuated g/C Ratio	0.05	0.40		0.09	0.44	0.44	0.03	0.10		0.18	0.25	0.25
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	82	1397		156	1543	690	49	166		607	462	393
v/s Ratio Prot	c0.06	0.49		c0.05	0.59		0.01	c0.04		c0.40	0.02	
v/s Ratio Perm						c0.73						0.02
v/c Ratio	1.33	1.23		0.56	1.35	1.68	0.45	0.36		2.26	0.07	0.06
Uniform Delay, d1	64.7	41.0		59.3	38.2	38.2	64.9	56.9		55.8	39.0	38.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	210.5	109.7		3.4	163.0	314.3	4.7	1.0		570.9	0.0	0.0
Delay (s)	275.2	150.7		62.7	201.3	352.6	69.6	57.9		626.8	39.1	39.0
Level of Service	F	F		E	F	F	E	E		F	D	D
Approach Delay (s)		158.1			260.3			59.5			575.5	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	295.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.63		
Actuated Cycle Length (s)	135.7	Sum of lost time (s)	32.7
Intersection Capacity Utilization	129.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	640	1800	320	100	1120	60	300	460	60	70	180	310
Future Volume (vph)	640	1800	320	100	1120	60	300	460	60	70	180	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3204	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3204	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	696	1957	348	109	1217	65	326	500	65	76	196	337
RTOR Reduction (vph)	0	0	200	0	0	47	0	0	54	0	225	0
Lane Group Flow (vph)	696	1957	148	109	1217	18	326	500	11	76	308	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	29.5	59.6	59.6	6.0	38.9	38.9	27.6	24.5	24.5	19.0	16.2	
Effective Green, g (s)	29.5	59.6	59.6	6.0	38.9	38.9	27.6	24.5	24.5	19.0	16.2	
Actuated g/C Ratio	0.21	0.43	0.43	0.04	0.28	0.28	0.20	0.18	0.18	0.14	0.12	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	723	2164	673	147	1412	439	348	619	277	240	370	
v/s Ratio Prot	c0.20	c0.38		0.03	0.24		c0.18	c0.14		0.04	0.10	
v/s Ratio Perm			0.09			0.01			0.01			
v/c Ratio	0.96	0.90	0.22	0.74	0.86	0.04	0.94	0.81	0.04	0.32	0.83	
Uniform Delay, d1	54.7	37.5	25.5	66.2	48.0	36.9	55.3	55.5	48.0	54.6	60.6	
Progression Factor	0.95	0.67	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.7	2.2	0.2	17.3	7.1	0.2	32.0	7.4	0.0	0.6	14.4	
Delay (s)	62.5	27.3	38.0	83.5	55.1	37.1	87.4	62.9	48.0	55.2	74.9	
Level of Service	E	C	D	F	E	D	F	E	D	E	E	
Approach Delay (s)		36.7			56.5			70.8			72.5	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2310	1000	170	1350	1900	350
Future Volume (vph)	2310	1000	170	1350	1900	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2511	1087	185	1467	2065	380
RTOR Reduction (vph)	0	492	0	0	0	0
Lane Group Flow (vph)	2511	595	185	1467	2065	380
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	62.1	62.1	9.4	81.1	39.1	58.4
Effective Green, g (s)	62.1	62.1	9.4	71.5	39.1	48.5
Actuated g/C Ratio	0.44	0.44	0.07	0.51	0.28	0.35
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2255	702	230	2596	958	548
v/s Ratio Prot	c0.49		c0.05	0.29	c0.60	0.24
v/s Ratio Perm		0.38				
v/c Ratio	1.11	0.85	0.80	0.57	2.16	0.69
Uniform Delay, d1	39.0	34.7	64.4	23.6	50.5	39.4
Progression Factor	0.89	2.11	1.25	0.21	1.00	1.00
Incremental Delay, d2	51.8	1.0	13.2	0.2	523.5	3.8
Delay (s)	86.5	74.2	93.7	5.2	573.9	43.1
Level of Service	F	E	F	A	F	D
Approach Delay (s)	82.8			15.1	491.4	
Approach LOS	F			B	F	

Intersection Summary			
HCM 2000 Control Delay	198.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.56		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	126.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3020	2110	100	3150	580	290
Future Volume (vph)	3020	2110	100	3150	580	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3283	2293	109	3424	630	315
RTOR Reduction (vph)	0	338	0	0	0	0
Lane Group Flow (vph)	3283	1955	109	3424	630	315
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	76.8	76.8	9.4	105.7	17.1	26.5
Effective Green, g (s)	76.8	76.8	9.4	86.2	17.1	26.5
Actuated g/C Ratio	0.55	0.55	0.07	0.62	0.12	0.19
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2789	868	230	3130	419	299
v/s Ratio Prot	0.65		0.03	c0.67	c0.18	0.20
v/s Ratio Perm		c1.23				
v/c Ratio	1.18	2.25	0.47	1.09	1.50	1.05
Uniform Delay, d1	31.6	31.6	62.9	26.9	61.4	56.8
Progression Factor	1.00	1.00	0.72	1.14	1.00	1.00
Incremental Delay, d2	83.8	567.2	0.6	42.9	238.8	66.8
Delay (s)	115.4	598.8	46.0	73.5	300.2	123.6
Level of Service	F	F	D	E	F	F
Approach Delay (s)	314.2			72.6	241.3	
Approach LOS	F			E	F	

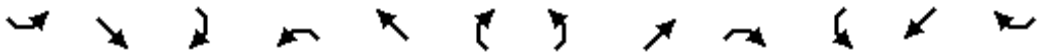
Intersection Summary			
HCM 2000 Control Delay	222.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	149.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	330	2130	30	40	1960	1730	40	160	370	2630	130	230
Future Volume (vph)	330	2130	30	40	1960	1730	40	160	370	2630	130	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	3539	1583	1770	1668		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	3539	1583	1770	1668		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	359	2315	33	43	2130	1880	43	174	402	2859	141	250
RTOR Reduction (vph)	0	1	0	0	0	394	0	47	0	0	0	116
Lane Group Flow (vph)	359	2347	0	43	2130	1486	43	529	0	2859	141	134
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	10.8	57.6		9.6	56.2	56.2	7.3	54.7		24.0	71.2	71.2
Effective Green, g (s)	10.8	57.6		9.6	56.2	56.2	7.3	54.7		24.0	71.2	71.2
Actuated g/C Ratio	0.06	0.32		0.05	0.32	0.32	0.04	0.31		0.13	0.40	0.40
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	107	1141		95	1116	499	72	512		462	744	632
v/s Ratio Prot	c0.20	0.66		0.02	0.60		0.02	c0.32		c0.83	0.08	
v/s Ratio Perm						c0.94						0.08
v/c Ratio	3.36	2.06		0.45	1.91	2.98	0.60	1.03		6.19	0.19	0.21
Uniform Delay, d1	83.7	60.3		81.8	61.0	61.0	84.0	61.7		77.1	34.8	35.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1083.3	478.8		2.5	412.2	895.8	10.6	48.5		2339.4	0.1	0.1
Delay (s)	1167.0	539.1		84.2	473.2	956.8	94.6	110.3		2416.5	34.8	35.2
Level of Service	F	F		F	F	F	F	F		F	C	D
Approach Delay (s)		622.4			693.4			109.2			2130.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	1080.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.81		
Actuated Cycle Length (s)	178.2	Sum of lost time (s)	32.7
Intersection Capacity Utilization	205.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	380	1280	310	120	1950	70	320	170	60	70	210	640
Future Volume (vph)	380	1280	310	120	1950	70	320	170	60	70	210	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3139	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3139	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	1391	337	130	2120	76	348	185	65	76	228	696
RTOR Reduction (vph)	0	0	209	0	0	49	0	0	59	0	103	0
Lane Group Flow (vph)	413	1391	128	130	2120	27	348	185	6	76	821	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	13.5	53.0	53.0	8.0	50.3	50.3	20.7	12.5	12.5	35.6	27.7	
Effective Green, g (s)	13.5	53.0	53.0	8.0	50.3	50.3	20.7	12.5	12.5	35.6	27.7	
Actuated g/C Ratio	0.10	0.38	0.38	0.06	0.36	0.36	0.15	0.09	0.09	0.25	0.20	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	331	1925	599	196	1826	568	261	315	141	450	621	
v/s Ratio Prot	c0.12	0.27		0.04	c0.42		c0.20	0.05		0.04	c0.26	
v/s Ratio Perm			0.08			0.02			0.00			
v/c Ratio	1.25	0.72	0.21	0.66	1.16	0.05	1.33	0.59	0.04	0.17	1.68dr	
Uniform Delay, d1	63.2	37.2	29.4	64.7	44.9	29.2	59.6	61.3	58.3	40.7	56.1	
Progression Factor	0.95	0.51	1.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	124.7	1.3	0.4	7.4	79.0	0.2	173.8	2.3	0.1	0.1	156.2	
Delay (s)	185.0	20.4	52.5	72.1	123.8	29.4	233.5	63.6	58.4	40.8	212.4	
Level of Service	F	C	D	E	F	C	F	E	E	D	F	
Approach Delay (s)		57.2			117.8			161.9			199.3	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	114.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1930	750	330	2790	1950	150
Future Volume (vph)	1930	750	330	2790	1950	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2098	815	359	3033	2120	163
RTOR Reduction (vph)	0	442	0	0	0	1
Lane Group Flow (vph)	2098	373	359	3033	2120	162
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	64.1	64.1	11.4	85.1	35.1	56.4
Effective Green, g (s)	64.1	64.1	11.4	75.5	35.1	46.5
Actuated g/C Ratio	0.46	0.46	0.08	0.54	0.25	0.33
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2328	724	279	2742	860	525
v/s Ratio Prot	0.41		c0.10	c0.60	c0.62	0.10
v/s Ratio Perm		0.24				
v/c Ratio	0.90	0.52	1.29	1.11	2.47	0.31
Uniform Delay, d1	35.0	26.9	64.3	32.2	52.4	34.8
Progression Factor	0.89	5.71	1.16	0.39	1.00	1.00
Incremental Delay, d2	0.6	0.1	131.6	48.4	662.8	0.3
Delay (s)	31.6	153.9	206.0	61.1	715.3	35.1
Level of Service	C	F	F	E	F	D
Approach Delay (s)	65.9			76.4	666.7	
Approach LOS	E			E	F	

Intersection Summary			
HCM 2000 Control Delay	229.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	124.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2490	2190	230	4510	1040	190
Future Volume (vph)	2490	2190	230	4510	1040	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2707	2380	250	4902	1130	207
RTOR Reduction (vph)	0	385	0	0	0	1
Lane Group Flow (vph)	2707	1995	250	4902	1130	206
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	67.8	67.8	11.4	98.7	24.1	35.5
Effective Green, g (s)	67.8	67.8	11.4	79.2	24.1	35.5
Actuated g/C Ratio	0.48	0.48	0.08	0.57	0.17	0.25
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2462	766	279	2876	590	401
v/s Ratio Prot	0.53		0.07	c0.96	c0.33	0.13
v/s Ratio Perm		c1.26				
v/c Ratio	1.10	2.60	0.90	1.70	1.92	0.51
Uniform Delay, d1	36.1	36.1	63.7	30.4	58.0	44.9
Progression Factor	1.00	1.00	0.88	1.09	1.00	1.00
Incremental Delay, d2	51.8	726.0	4.6	317.1	418.2	0.8
Delay (s)	87.9	762.1	60.7	350.4	476.1	45.7
Level of Service	F	F	E	F	F	D
Approach Delay (s)	403.3			336.3	409.5	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	374.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.34		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	156.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	180	2300	40	130	2840	2580	40	60	140	2240	60	160
Future Volume (vph)	180	2300	40	130	2840	2580	40	60	140	2240	60	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3530		1770	3539	1583	1770	1667		3433	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3530		1770	3539	1583	1770	1667		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2500	43	141	3087	2804	43	65	152	2435	65	174
RTOR Reduction (vph)	0	1	0	0	0	449	0	60	0	0	0	124
Lane Group Flow (vph)	196	2542	0	141	3087	2355	43	157	0	2435	65	50
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	7.3	56.8		12.0	61.3	61.3	6.8	19.4		21.0	33.4	33.4
Effective Green, g (s)	7.3	56.8		12.0	61.3	61.3	6.8	19.4		21.0	33.4	33.4
Actuated g/C Ratio	0.05	0.40		0.08	0.43	0.43	0.05	0.14		0.15	0.24	0.24
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	91	1416		150	1533	685	85	228		509	439	373
v/s Ratio Prot	c0.11	0.72		c0.08	0.87		0.02	c0.09		c0.71	0.03	
v/s Ratio Perm						c1.49						0.03
v/c Ratio	2.15	1.80		0.94	2.01	3.44	0.51	0.69		4.78	0.15	0.13
Uniform Delay, d1	67.1	42.4		64.4	40.1	40.1	65.7	58.2		60.2	42.8	42.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	553.8	360.8		55.0	458.5	1100.5	3.4	8.0		1707.2	0.1	0.1
Delay (s)	620.9	403.2		119.4	498.6	1140.6	69.1	66.2		1767.5	42.9	42.8
Level of Service	F	F		F	F	F	E	E		F	D	D
Approach Delay (s)		418.7			788.2			66.7			1613.3	
Approach LOS		F			F			E			F	

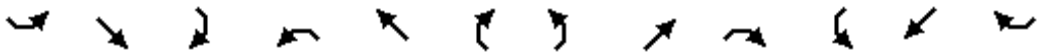
Intersection Summary			
HCM 2000 Control Delay	874.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.14		
Actuated Cycle Length (s)	141.5	Sum of lost time (s)	32.7
Intersection Capacity Utilization	201.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	190	1470	20	20	1320	960	20	80	220	1490	60	130
Future Volume (vph)	190	1470	20	20	1320	960	20	80	220	1490	60	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	3539	1583	1770	1658		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	3539	1583	1770	1658		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1598	22	22	1435	1043	22	87	239	1620	65	141
RTOR Reduction (vph)	0	1	0	0	0	428	0	56	0	0	0	90
Lane Group Flow (vph)	207	1619	0	22	1435	615	22	270	0	1620	65	51
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	19.4	72.6		7.2	60.2	60.2	3.8	25.2		44.0	65.2	65.2
Effective Green, g (s)	19.4	72.6		7.2	60.2	60.2	3.8	25.2		44.0	65.2	65.2
Actuated g/C Ratio	0.11	0.40		0.04	0.33	0.33	0.02	0.14		0.24	0.36	0.36
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	189	1414		70	1175	525	37	230		1211	669	569
v/s Ratio Prot	c0.12	c0.46		0.01	0.41		0.01	c0.16		c0.32	0.03	
v/s Ratio Perm						0.39						0.03
v/c Ratio	1.10	1.15		0.31	1.22	1.17	0.59	1.17		1.34	0.10	0.09
Uniform Delay, d1	81.0	54.4		84.6	60.6	60.6	88.0	78.1		68.7	38.5	38.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	93.2	74.2		1.9	107.4	95.9	19.6	114.5		157.7	0.0	0.0
Delay (s)	174.2	128.6		86.5	168.0	156.4	107.6	192.5		226.3	38.6	38.5
Level of Service	F	F		F	F	F	F	F		F	D	D
Approach Delay (s)		133.7			162.4			187.1			205.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	167.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	181.3	Sum of lost time (s)	32.7
Intersection Capacity Utilization	124.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	220	970	180	150	1420	80	200	160	80	80	200	380
Future Volume (vph)	220	970	180	150	1420	80	200	160	80	80	200	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3191	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3191	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	1054	196	163	1543	87	217	174	87	87	217	413
RTOR Reduction (vph)	0	0	120	0	0	52	0	0	79	0	168	0
Lane Group Flow (vph)	239	1054	76	163	1543	35	217	174	8	87	462	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	12.8	54.6	54.6	11.0	55.6	55.6	20.4	12.1	12.1	31.4	23.4	
Effective Green, g (s)	12.8	54.6	54.6	11.0	55.6	55.6	20.4	12.1	12.1	31.4	23.4	
Actuated g/C Ratio	0.09	0.39	0.39	0.08	0.40	0.40	0.15	0.09	0.09	0.22	0.17	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	313	1983	617	269	2019	628	257	305	136	396	533	
v/s Ratio Prot	c0.07	0.21		0.05	c0.30		c0.12	0.05		0.05	c0.14	
v/s Ratio Perm			0.05			0.02			0.00			
v/c Ratio	0.76	0.53	0.12	0.61	0.76	0.06	0.84	0.57	0.06	0.22	0.96dr	
Uniform Delay, d1	62.1	32.9	27.4	62.4	36.5	26.0	58.3	61.5	58.7	44.3	56.8	
Progression Factor	1.02	0.56	1.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.0	0.9	0.4	3.2	2.8	0.2	21.3	2.1	0.1	0.2	13.7	
Delay (s)	72.6	19.2	52.0	65.6	39.3	26.2	79.6	63.6	58.8	44.5	70.5	
Level of Service	E	B	D	E	D	C	E	E	E	D	E	
Approach Delay (s)		32.1			41.1			70.0			67.3	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1300	440	240	1850	1110	100
Future Volume (vph)	1300	440	240	1850	1110	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.94	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	4990	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1413	478	261	2011	1207	109
RTOR Reduction (vph)	0	232	0	0	0	22
Lane Group Flow (vph)	1413	246	261	2011	1207	87
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	72.1	72.1	12.4	94.1	26.1	48.4
Effective Green, g (s)	72.1	72.1	12.4	84.5	26.1	38.5
Actuated g/C Ratio	0.51	0.51	0.09	0.60	0.19	0.28
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2618	815	304	3069	930	435
v/s Ratio Prot	0.28		c0.08	c0.40	c0.24	0.06
v/s Ratio Perm		0.16				
v/c Ratio	0.54	0.30	0.86	0.66	1.30	0.20
Uniform Delay, d1	22.8	19.5	62.9	18.2	57.0	38.9
Progression Factor	0.89	5.50	1.24	0.35	1.00	1.00
Incremental Delay, d2	0.3	0.3	18.1	0.4	142.0	0.2
Delay (s)	20.5	107.6	96.1	6.9	198.9	39.2
Level of Service	C	F	F	A	F	D
Approach Delay (s)	42.5			17.1	185.7	
Approach LOS	D			B	F	

Intersection Summary			
HCM 2000 Control Delay	66.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1590	1330	170	2790	610	150
Future Volume (vph)	1590	1330	170	2790	610	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1728	1446	185	3033	663	163
RTOR Reduction (vph)	0	368	0	0	0	8
Lane Group Flow (vph)	1728	1078	185	3033	663	155
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	68.8	68.8	12.4	100.7	22.1	34.5
Effective Green, g (s)	68.8	68.8	12.4	81.2	22.1	34.5
Actuated g/C Ratio	0.49	0.49	0.09	0.58	0.16	0.25
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2498	777	304	2949	541	390
v/s Ratio Prot	0.34		0.05	c0.60	c0.19	0.10
v/s Ratio Perm		c0.68				
v/c Ratio	0.69	1.39	0.61	1.03	1.23	0.40
Uniform Delay, d1	27.4	35.6	61.5	29.4	58.9	44.1
Progression Factor	1.00	1.00	0.93	0.96	1.00	1.00
Incremental Delay, d2	1.0	182.4	4.5	20.0	117.1	0.5
Delay (s)	28.4	218.0	61.7	48.3	176.1	44.6
Level of Service	C	F	E	D	F	D
Approach Delay (s)	114.8			49.1	150.1	
Approach LOS	F			D	F	

Intersection Summary			
HCM 2000 Control Delay	89.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	1560	20	80	1920	1400	20	30	100	1260	30	90
Future Volume (vph)	100	1560	20	80	1920	1400	20	30	100	1260	30	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	3539	1583	1770	1648		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	3539	1583	1770	1648		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	1696	22	87	2087	1522	22	33	109	1370	33	98
RTOR Reduction (vph)	0	1	0	0	0	419	0	68	0	0	0	71
Lane Group Flow (vph)	109	1717	0	87	2087	1103	22	74	0	1370	33	27
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	9.3	77.7		12.0	80.2	80.2	3.8	15.6		36.0	47.6	47.6
Effective Green, g (s)	9.3	77.7		12.0	80.2	80.2	3.8	15.6		36.0	47.6	47.6
Actuated g/C Ratio	0.05	0.45		0.07	0.46	0.46	0.02	0.09		0.21	0.27	0.27
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	94	1580		122	1634	731	38	148		1034	510	434
v/s Ratio Prot	c0.06	0.49		c0.05	0.59		0.01	c0.04		c0.27	0.02	
v/s Ratio Perm						c0.70						0.02
v/c Ratio	1.16	1.09		0.71	1.28	1.51	0.58	0.50		1.32	0.06	0.06
Uniform Delay, d1	82.1	47.9		79.1	46.7	46.7	84.1	75.3		68.8	46.6	46.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	142.1	50.2		16.8	129.6	236.0	16.3	1.9		153.0	0.0	0.0
Delay (s)	224.3	98.2		95.9	176.3	282.7	100.4	77.2		221.8	46.6	46.6
Level of Service	F	F		F	F	F	F	E		F	D	D
Approach Delay (s)		105.7			218.2			80.3			206.5	
Approach LOS		F			F			F			F	

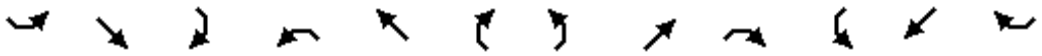
Intersection Summary			
HCM 2000 Control Delay	184.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	173.6	Sum of lost time (s)	32.7
Intersection Capacity Utilization	119.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	330	2130	30	40	1960	1730	40	160	370	2630	130	230
Future Volume (vph)	330	2130	30	40	1960	1730	40	160	370	2630	130	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	3539	1583	1770	1668		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	3539	1583	1770	1668		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	359	2315	33	43	2130	1880	43	174	402	2859	141	250
RTOR Reduction (vph)	0	1	0	0	0	413	0	47	0	0	0	155
Lane Group Flow (vph)	359	2347	0	43	2130	1467	43	529	0	2859	141	95
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	21.8	55.6		14.6	48.2	48.2	7.9	33.7		42.0	67.6	67.6
Effective Green, g (s)	21.8	55.6		14.6	48.2	48.2	7.9	33.7		42.0	67.6	67.6
Actuated g/C Ratio	0.12	0.31		0.08	0.27	0.27	0.04	0.19		0.24	0.38	0.38
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	216	1102		145	957	428	78	315		1176	706	600
v/s Ratio Prot	c0.20	0.66		0.02	0.60		0.02	c0.32		c0.57	0.08	
v/s Ratio Perm						c0.93						0.06
v/c Ratio	1.66	2.13		0.30	2.23	3.43	0.55	1.68		2.43	0.20	0.16
Uniform Delay, d1	78.2	61.3		77.0	65.0	65.0	83.4	72.2		68.1	37.1	36.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	317.5	511.6		0.8	555.0	1098.4	6.6	319.2		646.6	0.1	0.1
Delay (s)	395.7	572.9		77.8	620.0	1163.4	90.0	391.4		714.7	37.2	36.6
Level of Service	F	F		E	F	F	F	F		F	D	D
Approach Delay (s)		549.4			866.3			370.5			633.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	685.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.47		
Actuated Cycle Length (s)	178.2	Sum of lost time (s)	32.7
Intersection Capacity Utilization	180.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	380	1280	310	120	1950	70	320	170	60	70	210	640
Future Volume (vph)	380	1280	310	120	1950	70	320	170	60	70	210	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3139	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3139	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	1391	337	130	2120	76	348	185	65	76	228	696
RTOR Reduction (vph)	0	0	209	0	0	49	0	0	59	0	103	0
Lane Group Flow (vph)	413	1391	128	130	2120	27	348	185	6	76	821	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	13.5	53.0	53.0	8.0	50.3	50.3	20.7	12.5	12.5	35.6	27.7	
Effective Green, g (s)	13.5	53.0	53.0	8.0	50.3	50.3	20.7	12.5	12.5	35.6	27.7	
Actuated g/C Ratio	0.10	0.38	0.38	0.06	0.36	0.36	0.15	0.09	0.09	0.25	0.20	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	331	1925	599	196	1826	568	261	315	141	450	621	
v/s Ratio Prot	c0.12	0.27		0.04	c0.42		c0.20	0.05		0.04	c0.26	
v/s Ratio Perm			0.08			0.02			0.00			
v/c Ratio	1.25	0.72	0.21	0.66	1.16	0.05	1.33	0.59	0.04	0.17	1.68dr	
Uniform Delay, d1	63.2	37.2	29.4	64.7	44.9	29.2	59.6	61.3	58.3	40.7	56.1	
Progression Factor	0.91	0.55	1.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	126.9	1.5	0.5	7.4	79.0	0.2	173.8	2.3	0.1	0.1	156.2	
Delay (s)	184.7	22.1	45.3	72.1	123.8	29.4	233.5	63.6	58.4	40.8	212.4	
Level of Service	F	C	D	E	F	C	F	E	E	D	F	
Approach Delay (s)		57.1			117.8			161.9			199.3	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	114.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1930	750	330	2790	1950	150
Future Volume (vph)	1930	750	330	2790	1950	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.94	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	4990	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	4990	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2098	815	359	3033	2120	163
RTOR Reduction (vph)	0	356	0	0	0	3
Lane Group Flow (vph)	2098	459	359	3033	2120	160
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	71.1	71.1	13.4	94.1	26.1	49.4
Effective Green, g (s)	71.1	71.1	13.4	84.5	26.1	39.5
Actuated g/C Ratio	0.51	0.51	0.10	0.60	0.19	0.28
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2582	803	328	3069	930	446
v/s Ratio Prot	0.41		c0.10	c0.60	c0.42	0.10
v/s Ratio Perm		0.29				
v/c Ratio	0.81	0.57	1.09	0.99	2.28	0.36
Uniform Delay, d1	28.9	23.9	63.3	27.3	57.0	40.1
Progression Factor	0.72	2.53	1.17	0.44	1.00	1.00
Incremental Delay, d2	0.2	0.1	47.6	2.8	579.2	0.5
Delay (s)	21.1	60.6	121.4	14.8	636.2	40.6
Level of Service	C	E	F	B	F	D
Approach Delay (s)	32.2			26.1	593.7	
Approach LOS	C			C	F	

Intersection Summary			
HCM 2000 Control Delay	179.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	106.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2490	2190	230	4510	1040	190
Future Volume (vph)	2490	2190	230	4510	1040	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2707	2380	250	4902	1130	207
RTOR Reduction (vph)	0	377	0	0	0	0
Lane Group Flow (vph)	2707	2003	250	4902	1130	207
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	65.8	65.8	13.4	98.7	24.1	37.5
Effective Green, g (s)	65.8	65.8	13.4	79.2	24.1	37.5
Actuated g/C Ratio	0.47	0.47	0.10	0.57	0.17	0.27
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2389	744	328	2876	590	424
v/s Ratio Prot	0.53		0.07	c0.96	c0.33	0.13
v/s Ratio Perm		c1.26				
v/c Ratio	1.13	2.69	0.76	1.70	1.92	0.49
Uniform Delay, d1	37.1	37.1	61.7	30.4	58.0	43.2
Progression Factor	1.00	1.00	0.86	1.07	1.00	1.00
Incremental Delay, d2	65.7	765.1	1.6	317.1	418.2	0.6
Delay (s)	102.8	802.2	54.4	349.6	476.1	43.8
Level of Service	F	F	D	F	F	D
Approach Delay (s)	430.0			335.3	409.2	
Approach LOS	F			F	F	

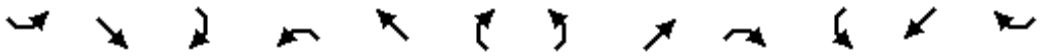
Intersection Summary			
HCM 2000 Control Delay	385.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.38		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	156.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	180	2300	40	130	2840	2580	40	60	140	2240	60	160
Future Volume (vph)	180	2300	40	130	2840	2580	40	60	140	2240	60	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3530		1770	3539	1583	1770	1667		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3530		1770	3539	1583	1770	1667		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2500	43	141	3087	2804	43	65	152	2435	65	174
RTOR Reduction (vph)	0	1	0	0	0	440	0	50	0	0	0	121
Lane Group Flow (vph)	196	2542	0	141	3087	2364	43	167	0	2435	65	53
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	13.3	61.3		16.3	64.1	64.1	6.8	22.6		35.1	50.7	50.7
Effective Green, g (s)	13.3	61.3		16.3	64.1	64.1	6.8	22.6		35.1	50.7	50.7
Actuated g/C Ratio	0.08	0.37		0.10	0.38	0.38	0.04	0.13		0.21	0.30	0.30
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	140	1291		172	1353	605	71	224		1045	563	478
v/s Ratio Prot	c0.11	0.72		c0.08	0.87		0.02	c0.10		c0.49	0.03	
v/s Ratio Perm						c1.49						0.03
v/c Ratio	1.40	1.97		0.82	2.28	3.91	0.61	0.74		2.33	0.12	0.11
Uniform Delay, d1	77.1	53.1		74.2	51.8	51.8	79.1	69.7		66.2	42.2	42.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	217.3	439.0		24.7	579.1	1312.6	11.7	12.0		601.6	0.1	0.1
Delay (s)	294.4	492.1		98.9	630.8	1364.3	90.8	81.7		667.8	42.3	42.2
Level of Service	F	F		F	F	F	F	F		F	D	D
Approach Delay (s)		478.0			959.4			83.2			611.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	747.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.73		
Actuated Cycle Length (s)	167.6	Sum of lost time (s)	32.7
Intersection Capacity Utilization	201.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	370	1400	200	130	830	60	180	430	70	70	160	180
Future Volume (vph)	370	1400	200	130	830	60	180	430	70	70	160	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3258	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3258	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	402	1522	217	141	902	65	196	467	76	76	174	196
RTOR Reduction (vph)	0	0	116	0	0	40	0	0	63	0	154	0
Lane Group Flow (vph)	402	1522	101	141	902	25	196	467	13	76	216	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	23.2	65.3	65.3	9.8	54.7	54.7	20.3	23.3	23.3	10.7	14.0	
Effective Green, g (s)	23.2	65.3	65.3	9.8	54.7	54.7	20.3	23.3	23.3	10.7	14.0	
Actuated g/C Ratio	0.17	0.47	0.47	0.07	0.39	0.39	0.15	0.17	0.17	0.08	0.10	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	568	2371	738	240	1986	618	256	588	263	135	325	
v/s Ratio Prot	c0.12	c0.30		0.04	0.18		c0.11	c0.13		0.04	0.07	
v/s Ratio Perm			0.06			0.02			0.01			
v/c Ratio	0.71	0.64	0.14	0.59	0.45	0.04	0.77	0.79	0.05	0.56	0.66	
Uniform Delay, d1	55.2	28.4	21.3	63.1	31.6	26.4	57.6	56.0	49.0	62.4	60.7	
Progression Factor	1.07	0.63	1.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.9	1.0	0.3	3.0	0.8	0.1	12.3	7.1	0.1	4.3	4.6	
Delay (s)	62.0	19.1	23.8	66.2	32.3	26.5	69.8	63.1	49.1	66.7	65.3	
Level of Service	E	B	C	E	C	C	E	E	D	E	E	
Approach Delay (s)		27.6			36.3			63.5			65.5	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1540	610	120	900	1110	250
Future Volume (vph)	1540	610	120	900	1110	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1674	663	130	978	1207	272
RTOR Reduction (vph)	0	383	0	0	0	4
Lane Group Flow (vph)	1674	280	130	978	1207	268
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	59.1	59.1	9.4	78.1	42.1	61.4
Effective Green, g (s)	59.1	59.1	9.4	68.5	42.1	51.5
Actuated g/C Ratio	0.42	0.42	0.07	0.49	0.30	0.37
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2146	668	230	2488	1032	582
v/s Ratio Prot	c0.33		c0.04	0.19	c0.35	0.17
v/s Ratio Perm		0.18				
v/c Ratio	0.78	0.42	0.57	0.39	1.17	0.46
Uniform Delay, d1	34.9	28.4	63.3	22.6	49.0	33.7
Progression Factor	0.97	4.41	1.31	0.20	1.00	1.00
Incremental Delay, d2	1.5	0.5	8.5	0.2	86.9	0.6
Delay (s)	35.4	125.7	91.5	4.7	135.8	34.3
Level of Service	D	F	F	A	F	C
Approach Delay (s)	61.0			14.9	117.1	
Approach LOS	E			B	F	

Intersection Summary			
HCM 2000 Control Delay	67.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1940	1240	70	1940	360	210
Future Volume (vph)	1940	1240	70	1940	360	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2109	1348	76	2109	391	228
RTOR Reduction (vph)	0	324	0	0	0	7
Lane Group Flow (vph)	2109	1024	76	2109	391	221
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	79.8	79.8	9.4	108.7	14.1	23.5
Effective Green, g (s)	79.8	79.8	9.4	89.2	14.1	23.5
Actuated g/C Ratio	0.57	0.57	0.07	0.64	0.10	0.17
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2898	902	230	3239	345	265
v/s Ratio Prot	0.41		0.02	0.41	c0.11	c0.14
v/s Ratio Perm		c0.65				
v/c Ratio	0.73	1.14	0.33	0.65	1.13	0.84
Uniform Delay, d1	22.1	30.1	62.3	15.8	63.0	56.4
Progression Factor	1.00	1.00	0.80	0.58	1.00	1.00
Incremental Delay, d2	1.1	74.4	2.2	0.3	89.7	19.5
Delay (s)	23.2	104.5	52.3	9.5	152.6	75.8
Level of Service	C	F	D	A	F	E
Approach Delay (s)	54.9			11.0	124.3	
Approach LOS	D			B	F	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	190	1470	20	20	1320	960	20	80	220	1490	60	130
Future Volume (vph)	190	1470	20	20	1320	960	20	80	220	1490	60	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.86	0.86	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	0.96	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	4625	1362	1770	1658		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	4625	1362	1770	1658		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1598	22	22	1435	1043	22	87	239	1620	65	141
RTOR Reduction (vph)	0	1	0	0	35	376	0	56	0	0	0	90
Lane Group Flow (vph)	207	1619	0	22	1880	187	22	270	0	1620	65	51
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	19.4	72.6		7.2	60.2	60.2	3.8	25.2		44.0	65.2	65.2
Effective Green, g (s)	19.4	72.6		7.2	60.2	60.2	3.8	25.2		44.0	65.2	65.2
Actuated g/C Ratio	0.11	0.40		0.04	0.33	0.33	0.02	0.14		0.24	0.36	0.36
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	189	1414		70	1535	452	37	230		1211	669	569
v/s Ratio Prot	c0.12	c0.46		0.01	0.41		0.01	c0.16		c0.32	0.03	
v/s Ratio Perm						0.14						0.03
v/c Ratio	1.10	1.15		0.31	1.22	0.41	0.59	1.17		1.34	0.10	0.09
Uniform Delay, d1	81.0	54.4		84.6	60.6	46.9	88.0	78.1		68.7	38.5	38.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	93.2	74.2		1.9	107.2	2.8	19.6	114.5		157.7	0.0	0.0
Delay (s)	174.2	128.6		86.5	167.8	49.7	107.6	192.5		226.3	38.6	38.5
Level of Service	F	F		F	F	D	F	F		F	D	D
Approach Delay (s)		133.7			140.5			187.1			205.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	159.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	181.3	Sum of lost time (s)	32.7
Intersection Capacity Utilization	124.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
36: Sunrise Blvd/RH Johnson Blvd & Grand Ave

04/21/2022

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	220	970	180	150	1420	80	200	160	80	80	200	380
Future Volume (vph)	220	970	180	150	1420	80	200	160	80	80	200	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3191	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3191	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	1054	196	163	1543	87	217	174	87	87	217	413
RTOR Reduction (vph)	0	0	120	0	0	52	0	0	79	0	168	0
Lane Group Flow (vph)	239	1054	76	163	1543	35	217	174	8	87	462	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	12.8	54.6	54.6	11.0	55.6	55.6	20.4	12.1	12.1	31.4	23.4	
Effective Green, g (s)	12.8	54.6	54.6	11.0	55.6	55.6	20.4	12.1	12.1	31.4	23.4	
Actuated g/C Ratio	0.09	0.39	0.39	0.08	0.40	0.40	0.15	0.09	0.09	0.22	0.17	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	313	1983	617	269	2019	628	257	305	136	396	533	
v/s Ratio Prot	c0.07	0.21		0.05	c0.30		c0.12	0.05		0.05	c0.14	
v/s Ratio Perm			0.05			0.02			0.00			
v/c Ratio	0.76	0.53	0.12	0.61	0.76	0.06	0.84	0.57	0.06	0.22	0.96dr	
Uniform Delay, d1	62.1	32.9	27.4	62.4	36.5	26.0	58.3	61.5	58.7	44.3	56.8	
Progression Factor	1.05	0.53	1.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.5	0.8	0.3	3.2	2.8	0.2	21.3	2.1	0.1	0.2	13.7	
Delay (s)	74.0	18.2	53.7	65.6	39.3	26.2	79.6	63.6	58.8	44.5	70.5	
Level of Service	E	B	D	E	D	C	E	E	E	D	E	
Approach Delay (s)		31.8			41.1			70.0			67.3	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	45.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1300	440	240	1850	1110	100
Future Volume (vph)	1300	440	240	1850	1110	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1413	478	261	2011	1207	109
RTOR Reduction (vph)	0	266	0	0	0	11
Lane Group Flow (vph)	1413	212	261	2011	1207	98
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	62.1	62.1	12.4	84.1	36.1	58.4
Effective Green, g (s)	62.1	62.1	12.4	74.5	36.1	48.5
Actuated g/C Ratio	0.44	0.44	0.09	0.53	0.26	0.35
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2255	702	304	2705	885	548
v/s Ratio Prot	0.28		c0.08	c0.40	c0.35	0.06
v/s Ratio Perm		0.13				
v/c Ratio	0.63	0.30	0.86	0.74	1.36	0.18
Uniform Delay, d1	30.0	25.0	62.9	25.4	51.9	31.9
Progression Factor	0.93	5.25	1.24	0.26	1.00	1.00
Incremental Delay, d2	0.5	0.3	18.1	0.8	171.0	0.2
Delay (s)	28.4	131.7	96.1	7.4	223.0	32.0
Level of Service	C	F	F	A	F	C
Approach Delay (s)	54.5			17.6	207.2	
Approach LOS	D			B	F	

Intersection Summary			
HCM 2000 Control Delay	75.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1590	1330	170	2790	610	150
Future Volume (vph)	1590	1330	170	2790	610	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1728	1446	185	3033	663	163
RTOR Reduction (vph)	0	357	0	0	0	8
Lane Group Flow (vph)	1728	1089	185	3033	663	155
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	69.8	69.8	12.4	101.7	21.1	33.5
Effective Green, g (s)	69.8	69.8	12.4	82.2	21.1	33.5
Actuated g/C Ratio	0.50	0.50	0.09	0.59	0.15	0.24
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2535	789	304	2985	517	378
v/s Ratio Prot	0.34		0.05	c0.60	c0.19	0.10
v/s Ratio Perm		c0.69				
v/c Ratio	0.68	1.38	0.61	1.02	1.28	0.41
Uniform Delay, d1	26.7	35.1	61.5	28.9	59.5	44.9
Progression Factor	1.00	1.00	0.97	1.22	1.00	1.00
Incremental Delay, d2	0.9	179.0	3.6	14.7	141.3	0.5
Delay (s)	27.6	214.1	62.9	49.8	200.7	45.4
Level of Service	C	F	E	D	F	D
Approach Delay (s)	112.5			50.5	170.1	
Approach LOS	F			D	F	

Intersection Summary			
HCM 2000 Control Delay	91.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	100	1560	20	80	1920	1400	20	30	100	1260	30	90
Future Volume (vph)	100	1560	20	80	1920	1400	20	30	100	1260	30	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.86	0.86	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	0.96	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	4625	1362	1770	1648		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	4625	1362	1770	1648		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	1696	22	87	2087	1522	22	33	109	1370	33	98
RTOR Reduction (vph)	0	1	0	0	34	465	0	70	0	0	0	69
Lane Group Flow (vph)	109	1717	0	87	2753	357	22	72	0	1370	33	29
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	9.3	71.5		12.0	74.0	74.0	3.5	15.8		39.0	51.1	51.1
Effective Green, g (s)	9.3	71.5		12.0	74.0	74.0	3.5	15.8		39.0	51.1	51.1
Actuated g/C Ratio	0.05	0.42		0.07	0.43	0.43	0.02	0.09		0.23	0.30	0.30
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	96	1480		124	2006	590	36	152		1140	558	474
v/s Ratio Prot	c0.06	0.49		c0.05	c0.60		0.01	c0.04		c0.27	0.02	
v/s Ratio Perm						0.26						0.02
v/c Ratio	1.14	1.16		0.70	1.37	0.60	0.61	0.47		1.20	0.06	0.06
Uniform Delay, d1	80.6	49.5		77.5	48.3	37.1	82.9	73.5		65.8	42.6	42.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	133.0	80.1		15.3	170.8	4.5	23.4	1.7		99.4	0.0	0.0
Delay (s)	213.6	129.7		92.9	219.1	41.6	106.3	75.2		165.2	42.6	42.7
Level of Service	F	F		F	F	D	F	E		F	D	D
Approach Delay (s)		134.7			176.7			79.3			154.5	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	159.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	170.6	Sum of lost time (s)	32.7
Intersection Capacity Utilization	112.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	640	1800	320	100	1120	60	300	460	60	70	180	310
Future Volume (vph)	640	1800	320	100	1120	60	300	460	60	70	180	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3204	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3204	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	696	1957	348	109	1217	65	326	500	65	76	196	337
RTOR Reduction (vph)	0	0	200	0	0	47	0	0	54	0	225	0
Lane Group Flow (vph)	696	1957	148	109	1217	18	326	500	11	76	308	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	29.5	59.6	59.6	6.0	38.9	38.9	27.6	24.5	24.5	19.0	16.2	
Effective Green, g (s)	29.5	59.6	59.6	6.0	38.9	38.9	27.6	24.5	24.5	19.0	16.2	
Actuated g/C Ratio	0.21	0.43	0.43	0.04	0.28	0.28	0.20	0.18	0.18	0.14	0.12	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	723	2164	673	147	1412	439	348	619	277	240	370	
v/s Ratio Prot	c0.20	c0.38		0.03	0.24		c0.18	c0.14		0.04	0.10	
v/s Ratio Perm			0.09			0.01			0.01			
v/c Ratio	0.96	0.90	0.22	0.74	0.86	0.04	0.94	0.81	0.04	0.32	0.83	
Uniform Delay, d1	54.7	37.5	25.5	66.2	48.0	36.9	55.3	55.5	48.0	54.6	60.6	
Progression Factor	0.95	0.67	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.7	2.2	0.2	17.3	7.1	0.2	32.0	7.4	0.0	0.6	14.4	
Delay (s)	62.5	27.3	38.0	83.5	55.1	37.1	87.4	62.9	48.0	55.2	74.9	
Level of Service	E	C	D	F	E	D	F	E	D	E	E	
Approach Delay (s)		36.7			56.5			70.8			72.5	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2310	1000	170	1350	1900	350
Future Volume (vph)	2310	1000	170	1350	1900	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2511	1087	185	1467	2065	380
RTOR Reduction (vph)	0	492	0	0	0	0
Lane Group Flow (vph)	2511	595	185	1467	2065	380
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	62.1	62.1	9.4	81.1	39.1	58.4
Effective Green, g (s)	62.1	62.1	9.4	71.5	39.1	48.5
Actuated g/C Ratio	0.44	0.44	0.07	0.51	0.28	0.35
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2255	702	230	2596	958	548
v/s Ratio Prot	c0.49		c0.05	0.29	c0.60	0.24
v/s Ratio Perm		0.38				
v/c Ratio	1.11	0.85	0.80	0.57	2.16	0.69
Uniform Delay, d1	39.0	34.7	64.4	23.6	50.5	39.4
Progression Factor	0.89	2.11	1.25	0.21	1.00	1.00
Incremental Delay, d2	51.8	1.0	13.2	0.2	523.5	3.8
Delay (s)	86.5	74.2	93.7	5.2	573.9	43.1
Level of Service	F	E	F	A	F	D
Approach Delay (s)	82.8			15.1	491.4	
Approach LOS	F			B	F	

Intersection Summary			
HCM 2000 Control Delay	198.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.56		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	126.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3020	2110	100	3150	580	290
Future Volume (vph)	3020	2110	100	3150	580	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3283	2293	109	3424	630	315
RTOR Reduction (vph)	0	338	0	0	0	0
Lane Group Flow (vph)	3283	1955	109	3424	630	315
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	76.8	76.8	9.4	105.7	17.1	26.5
Effective Green, g (s)	76.8	76.8	9.4	86.2	17.1	26.5
Actuated g/C Ratio	0.55	0.55	0.07	0.62	0.12	0.19
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2789	868	230	3130	419	299
v/s Ratio Prot	0.65		0.03	c0.67	c0.18	0.20
v/s Ratio Perm		c1.23				
v/c Ratio	1.18	2.25	0.47	1.09	1.50	1.05
Uniform Delay, d1	31.6	31.6	62.9	26.9	61.4	56.8
Progression Factor	1.00	1.00	0.72	1.14	1.00	1.00
Incremental Delay, d2	83.8	567.2	0.6	42.9	238.8	66.8
Delay (s)	115.4	598.8	46.0	73.5	300.2	123.6
Level of Service	F	F	D	E	F	F
Approach Delay (s)	314.2			72.6	241.3	
Approach LOS	F			E	F	

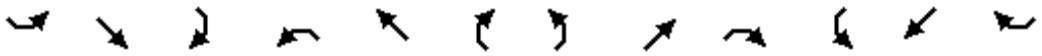
Intersection Summary			
HCM 2000 Control Delay	222.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	149.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	330	2130	30	40	1960	1730	40	160	370	2630	130	230
Future Volume (vph)	330	2130	30	40	1960	1730	40	160	370	2630	130	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.86	0.86	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	0.95	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1770	4585	1362	1770	1668		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3532		1770	4585	1362	1770	1668		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	359	2315	33	43	2130	1880	43	174	402	2859	141	250
RTOR Reduction (vph)	0	1	0	0	46	410	0	47	0	0	0	157
Lane Group Flow (vph)	359	2347	0	43	3024	530	43	529	0	2859	141	93
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	21.8	57.4		13.8	49.2	49.2	7.9	33.7		41.0	66.6	66.6
Effective Green, g (s)	21.8	57.4		13.8	49.2	49.2	7.9	33.7		41.0	66.6	66.6
Actuated g/C Ratio	0.12	0.32		0.08	0.28	0.28	0.04	0.19		0.23	0.37	0.37
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	216	1137		137	1265	376	78	315		1148	696	591
v/s Ratio Prot	c0.20	0.66		0.02	c0.66		0.02	c0.32		c0.57	0.08	
v/s Ratio Perm						0.39						0.06
v/c Ratio	1.66	2.06		0.31	2.39	1.41	0.55	1.68		2.49	0.20	0.16
Uniform Delay, d1	78.2	60.4		77.7	64.5	64.5	83.4	72.2		68.6	37.8	37.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	317.5	482.1		1.0	628.3	199.0	6.6	319.2		673.3	0.1	0.1
Delay (s)	395.7	542.5		78.7	692.8	263.5	90.0	391.4		741.9	37.9	37.2
Level of Service	F	F		E	F	F	F	F		F	D	D
Approach Delay (s)		523.0			586.7			370.5			657.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	579.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.15		
Actuated Cycle Length (s)	178.2	Sum of lost time (s)	32.7
Intersection Capacity Utilization	177.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	380	1280	310	120	1950	70	320	170	60	70	210	640
Future Volume (vph)	380	1280	310	120	1950	70	320	170	60	70	210	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3139	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	3139	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	1391	337	130	2120	76	348	185	65	76	228	696
RTOR Reduction (vph)	0	0	209	0	0	49	0	0	59	0	103	0
Lane Group Flow (vph)	413	1391	128	130	2120	27	348	185	6	76	821	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			
Actuated Green, G (s)	13.5	53.0	53.0	8.0	50.3	50.3	20.7	12.5	12.5	35.6	27.7	
Effective Green, g (s)	13.5	53.0	53.0	8.0	50.3	50.3	20.7	12.5	12.5	35.6	27.7	
Actuated g/C Ratio	0.10	0.38	0.38	0.06	0.36	0.36	0.15	0.09	0.09	0.25	0.20	
Clearance Time (s)	7.5	9.7	9.7	7.3	6.7	6.7	6.3	7.2	7.2	6.7	7.3	
Vehicle Extension (s)	2.5	6.0	6.0	2.5	6.0	6.0	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	331	1925	599	196	1826	568	261	315	141	450	621	
v/s Ratio Prot	c0.12	0.27		0.04	c0.42		c0.20	0.05		0.04	c0.26	
v/s Ratio Perm			0.08			0.02			0.00			
v/c Ratio	1.25	0.72	0.21	0.66	1.16	0.05	1.33	0.59	0.04	0.17	1.68dr	
Uniform Delay, d1	63.2	37.2	29.4	64.7	44.9	29.2	59.6	61.3	58.3	40.7	56.1	
Progression Factor	0.95	0.51	1.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	124.7	1.3	0.4	7.4	79.0	0.2	173.8	2.3	0.1	0.1	156.2	
Delay (s)	185.0	20.4	52.5	72.1	123.8	29.4	233.5	63.6	58.4	40.8	212.4	
Level of Service	F	C	D	E	F	C	F	E	E	D	F	
Approach Delay (s)		57.2			117.8			161.9			199.3	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	114.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.9
Intersection Capacity Utilization	115.9%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1930	750	330	2790	1950	150
Future Volume (vph)	1930	750	330	2790	1950	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.6
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2098	815	359	3033	2120	163
RTOR Reduction (vph)	0	442	0	0	0	1
Lane Group Flow (vph)	2098	373	359	3033	2120	162
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 4		2	1 2 4	3	2 3
Permitted Phases		1 4				
Actuated Green, G (s)	64.1	64.1	11.4	85.1	35.1	56.4
Effective Green, g (s)	64.1	64.1	11.4	75.5	35.1	46.5
Actuated g/C Ratio	0.46	0.46	0.08	0.54	0.25	0.33
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		3.0	
Lane Grp Cap (vph)	2328	724	279	2742	860	525
v/s Ratio Prot	0.41		c0.10	c0.60	c0.62	0.10
v/s Ratio Perm		0.24				
v/c Ratio	0.90	0.52	1.29	1.11	2.47	0.31
Uniform Delay, d1	35.0	26.9	64.3	32.2	52.4	34.8
Progression Factor	0.89	5.71	1.16	0.39	1.00	1.00
Incremental Delay, d2	0.6	0.1	131.6	48.4	662.8	0.3
Delay (s)	31.6	153.9	206.0	61.1	715.3	35.1
Level of Service	C	F	F	E	F	D
Approach Delay (s)	65.9			76.4	666.7	
Approach LOS	E			E	F	

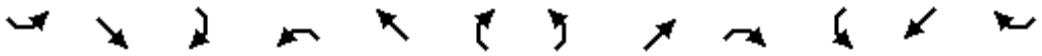
Intersection Summary			
HCM 2000 Control Delay	229.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	124.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2490	2190	230	4510	1040	190
Future Volume (vph)	2490	2190	230	4510	1040	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.3	7.3	9.6	7.3	9.9	9.9
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2707	2380	250	4902	1130	207
RTOR Reduction (vph)	0	385	0	0	0	1
Lane Group Flow (vph)	2707	1995	250	4902	1130	206
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1 3		2	1 2 3	4	4 2
Permitted Phases		1 3				
Actuated Green, G (s)	67.8	67.8	11.4	98.7	24.1	35.5
Effective Green, g (s)	67.8	67.8	11.4	79.2	24.1	35.5
Actuated g/C Ratio	0.48	0.48	0.08	0.57	0.17	0.25
Clearance Time (s)			9.6		9.9	
Vehicle Extension (s)			2.5		2.5	
Lane Grp Cap (vph)	2462	766	279	2876	590	401
v/s Ratio Prot	0.53		0.07	c0.96	c0.33	0.13
v/s Ratio Perm		c1.26				
v/c Ratio	1.10	2.60	0.90	1.70	1.92	0.51
Uniform Delay, d1	36.1	36.1	63.7	30.4	58.0	44.9
Progression Factor	1.00	1.00	0.88	1.09	1.00	1.00
Incremental Delay, d2	51.8	726.0	4.6	317.1	418.2	0.8
Delay (s)	87.9	762.1	60.7	350.4	476.1	45.7
Level of Service	F	F	E	F	F	D
Approach Delay (s)	403.3			336.3	409.5	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	374.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.34		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	36.7
Intersection Capacity Utilization	156.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	180	2300	40	130	2840	2580	40	60	140	2240	60	160
Future Volume (vph)	180	2300	40	130	2840	2580	40	60	140	2240	60	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Lane Util. Factor	1.00	0.95		1.00	0.86	0.86	1.00	1.00		0.94	1.00	1.00
Frt	1.00	1.00		1.00	0.95	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3530		1770	4581	1362	1770	1667		4990	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3530		1770	4581	1362	1770	1667		4990	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2500	43	141	3087	2804	43	65	152	2435	65	174
RTOR Reduction (vph)	0	1	0	0	46	452	0	50	0	0	0	120
Lane Group Flow (vph)	196	2542	0	141	4443	950	43	167	0	2435	65	54
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						8
Actuated Green, G (s)	13.3	59.5		16.3	62.3	62.3	7.1	22.7		36.1	51.5	51.5
Effective Green, g (s)	13.3	59.5		16.3	62.3	62.3	7.1	22.7		36.1	51.5	51.5
Actuated g/C Ratio	0.08	0.36		0.10	0.37	0.37	0.04	0.14		0.22	0.31	0.31
Clearance Time (s)	7.7	7.6		7.7	7.8	7.8	8.1	8.0		9.0	9.1	9.1
Vehicle Extension (s)	2.5	6.5		2.5	6.5	6.5	2.5	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	141	1258		172	1709	508	75	226		1079	574	488
v/s Ratio Prot	c0.11	0.72		c0.08	c0.97		0.02	c0.10		c0.49	0.03	
v/s Ratio Perm						0.70						0.03
v/c Ratio	1.39	2.02		0.82	2.60	1.87	0.57	0.74		2.26	0.11	0.11
Uniform Delay, d1	76.8	53.7		73.9	52.3	52.3	78.4	69.2		65.4	41.3	41.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	213.0	462.2		24.7	721.7	399.1	8.4	11.2		568.5	0.1	0.1
Delay (s)	289.8	515.9		98.6	774.0	451.4	86.8	80.5		633.9	41.4	41.4
Level of Service	F	F		F	F	F	F	F		F	D	D
Approach Delay (s)		499.8			683.2			81.5			580.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	603.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.08		
Actuated Cycle Length (s)	166.9	Sum of lost time (s)	32.7
Intersection Capacity Utilization	165.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX D: VISSIM Operational Analysis Results

SR 303/ US 60 Interchange - Node Evaluation

AM Build Scenario 1 (2050)

Delay/ LOS

Intersection	Approach Direction	Movement	From Link	To Link	Delay (All Veh) by movement (sec)	Volume (Output) (All Veh) by (vph)	Approach Volume (Output) (vph)	Approach Volume (Input) (vph)	Output / Input	Intersection (vph)	Mvmt. % Approach Volume	Approach % Total Volume	Mvmt. Delay Weighted by Volume	Delay (All Veh) by movement (sec)	Weighted Delay by Approach	Approach LOS	Intersection Delay	Intersection LOS	Avg Queue (feet)	Max Queue (feet)
163rd Avenue and US60	SB	R	32	33: US 60 WB	5.3	255					7%		0.39	5.3					0.0	6.6
		T	51: 163rd Avenue	51: 163rd Avenue	9.6	156	3490	3490	100%		4%	31%	0.43	9.6	31.0	C			3.7	104.4
		L	90009: 163rd Avenue	9	34.3	3079					88%		30.22	34.3					272.2	1263.3
	WB	R	10035	50: 163rd Avenue	7.6	2008					47%		3.56	7.6					10.8	428.5
		T	2	31	1.9	2205	4266	4220	101%		52%	38%	0.96	1.9	5.4	A			0.0	0.0
		L	10075	51: 163rd Avenue	71.6	53					1%		0.89	71.6					18.7	163.8
	NB	R	10046	9	56.6	345				11081	60%		34.21	56.6			18.6	B	71.5	507.7
		T	90003: 163rd Avenue	50: 163rd Avenue	108.3	185	571	580	98%		32%	5%	35.10	108.3	70.5	E			201.4	605.1
		L	90003: 163rd Avenue	33: US 60 WB	15.8	41					7%		1.13	15.8					189.6	592.2
	EB	R	-	-	-	-					-		-	-					-	-
		T	4	4	2.5	2376	2754	2740	101%		86%	25%	2.16	2.5	12.6	B			0.0	0.0
		L	10052	50: 163rd Avenue	75.9	378					14%		10.41	75.9					93.7	297.2
Western 1/2 Signal (303 SB Interchange)	SB	R	42: US 60 WB	19	6.7	658					67%		4.46	6.7					109.5	422.1
		T	-	-	-	-	984	980	100%		-	14%	-	-	24.8	C			-	-
		L	42: US 60 WB	11	61.5	326					33%		20.37	61.5					109.5	422.1
	WB	R	-	-	-	-					-		-	-					-	-
		T	-	-	-	-	106	110	96%	6861	-	2%	-	-	62.7	E	32.4	C	-	-
		L	40: US 60 WB	1	62.7	106					100%		62.74	62.7					35.5	161.7
	EB	R	10002	1	8.6	2428					42%		3.60	8.6					572.0	2160.3
		T	6	11	51.0	3343	5771	5790	100%		58%	84%	29.57	51.0	33.2	C			793.3	2107.9
		L	-	-	-	-					-		-	-					-	-
Eastern 1/2 Signal (303 NB Interchange)	WB	R	10064	24	3.6	187					64%		2.30	3.6					0.0	0.0
		T	10067	40: US 60 WB	28.2	106	293	300	98%		36%	7%	10.20	28.2	12.5	B			13.1	165.2
		L	-	-	-	-					-		-	-					-	-
	EB	R	-	-	-	-				3965	-		-	-			3.3	A	-	-
		T	11	23	0.3	2518	3672	3710	99%		69%	93%	0.21	0.3	2.5	A			30.6	604.6
		L	11	24	7.4	1154					31%		2.33	7.4					30.6	604.6
RH Johnson/Sunrise Blvd and US60	SB	R	52: R. H. Johnson Boulevard	38: US 60 WB	7.7	341					68%		5.22	7.7					19.2	122.9
		T	90012: R. H. Johnson Boulevard	90012: R. H. Johnson Boulevard	55.0	120	501	500	100%		24%	10%	13.17	55.0	24.1	C			19.8	87.2
		L	90017: R. H. Johnson Boulevard	10: US 60 EB	71.5	40					8%		5.71	71.5					12.7	69.3
	WB	R	90016: US 60 WB	90011: R. H. Johnson Boulevard	4.1	40					3%		0.14	4.1					1.0	64.9
		T	90002: US 60 WB	38: US 60 WB	37.1	1060	1163	1150	101%		91%	24%	33.79	37.1	37.9	D			84.1	339.4
		L	90015: US 60 WB	90012: R. H. Johnson Boulevard	72.8	63					5%		3.94	72.8					19.6	84.9
	NB	R	100022	100022	3.9	44				4806	7%		0.26	3.9			37.9	D	0.7	39.1
		T	90011: R. H. Johnson Boulevard	90011: R. H. Johnson Boulevard	49.5	297	649	650	100%		46%	14%	22.65	49.5	56.5	E			37.7	149.7
		L	90013: R. H. Johnson Boulevard	38: US 60 WB	70.7	308					47%		33.57	70.7					71.1	230.8
	EB	R	100028	100028	3.9	339					14%		0.53	3.9					0.1	46.4
		T	10: US 60 EB	10: US 60 EB	31.1	1581	2493	2840	88%		63%	52%	19.69	31.1	35.9	D			102.4	462.5
		L	90018: US 60 EB	90011: R. H. Johnson Boulevard	68.2	573					23%		15.67	68.2					118.8	388.0

US 60 & SR 303 build Alternative 1 - 2050 AM Link Results

Proposed Mainlane and Ramps Results

Direction	Location	Type	Link #		# of Lanes		Link Density		Volume (Output) (All Veh) by (vph)	Density	Traffic Conditions	Speed
EB US 60	EB US 60 (West of Overpass Ramp)	Freeway Segments	90001		3		22		2790	22	Yellow	42
	West of 163rd Street Weave	Freeway Segments	4		2		29		2364	29	Yellow	41
	163rd Street Weave	Weaving	5		5		52		5775	52	Red	22
	West of Ramp to SR 303 NB	Freeway Segments	24		2		19		1338	19	Yellow	35
	East of SR 303 NB On-Ramp	Freeway Segments	23	7	3	3	19	19	2467	19	Yellow	43
	SR 303 NB Off-Ramp	Exit Ramp	13		1		7		287	7	Green	43
	303 NB Off-Ramp Weave	Entrance Ramp	90030		4		16		2808	16	Green	43
WB US 60	WB US 60 (East of Overpass Ramp)	Freeway Segments	39		3		15		1699	15	Green	37
	East of Overpass Ramp	Freeway Segments	70009		4		12		1692	12	Green	37
	East of SR 303 NB On-Ramp (Overpasss)	Freeway Segments	35		2		4		290	4	Green	36
	East of SR 303 NB Off-Ramp	Freeway Segments	36	18	3	1	12	5	1385	9	Green	37
	SR 303 NB Off-Ramp Weave	Weaving	27		5		18		3579	18	Green	39
	East of Overpass Ramp Merge	Freeway Segments	8		3		13		1531	13	Green	40
	Overpass Ramp Merge	Freeway Segments	2	31	3	2	17	5	2187	11	Green	43
	West of 163rd Street Merge	Freeway Segments	34	37	4	5	14	8	2418	11	Green	42
303 NB	Off Ramp Diverge	Freeway Segments	40021		4		15		3750	15	Green	61
	Off-Ramp (WB US 60)	Exit Ramp	17	14	2	2	23	3	2452	10	Green	53
	North of Off Ramp Diverge	Entrance Ramp	22		3		7		1340	7	Green	63
	On ramp Merge	Freeway Segments	60001		4		14		2708	14	Green	49
	On-Ramp	Entrance Ramp	24		2		19		1338	19	Green	35
	North of On Ramp Merge	Freeway Segments	70002		3		18		2717	18	Yellow	49
303 SB	Off Ramp Diverge	Freeway Segments	40015		4		12		2419	12	Green	50
	Off-Ramp	Exit Ramp	42	44	2	5	34	11	976	22	Yellow	15
	South of Off-Ramp Diverge	Freeway Segments	43		3		8		1468	8	Green	62
	On-Ramp	Exit Ramp	1	15	2	4	34	10	2512	22	Yellow	37
	On ramp Merge	Freeway Segments	40023		5		17		3990	17	Green	48

SR 303/ US 60 Interchange - Node Evaluation

PM Build Scenario 1 (2050)

Delay/ LOS

Intersection	Approach Direction	Movement	From Link	To Link	Delay (All Veh) by movement (sec)	Volume (Output) (All Veh) by (vph)	Approach Volume (Output) (vph)	Approach Volume (Input) (vph)	Output / Input	Intersection (vph)	Mvmt. % Approach Volume	Approach % Total Volume	Mvmt. Delay Weighted by Volume	Delay (All Veh) by movement (sec)	Weighted Delay by Approach	Approach LOS	Intersection Delay	Intersection LOS	Avg Queue (feet)	Max Queue (feet)
163rd Avenue and US60	SB	R	32	33: US 60 WB	3.2	179					6%		0.20	3.2					0.0	2.7
		T	51: 163rd Avenue	51: 163rd Avenue	6.6	73	2808	2810	100%		3%	23%	0.17	6.6	33.6	C			1.1	54.5
		L	90009: 163rd Avenue	9	36.5	2556					91%		33.24	36.5					222.1	1029.5
	WB	R	10035	50: 163rd Avenue	14.3	2913					47%		6.70	14.3					20.4	674.1
		T	2	31	3.4	3152	6216	6260	99%		51%	51%	1.70	3.4	10.3	B			0.3	75.3
		L	10075	51: 163rd Avenue	76.5	151					2%		1.86	76.5					56.0	258.7
	NB	R	10046	9	18.9	163				12136	60%		11.40	18.9			15.4	B	16.6	183.4
		T	90003: 163rd Avenue	50: 163rd Avenue	50.2	68	270	270	100%		25%	2%	12.65	50.2	24.1	C			17.7	176.2
		L	90003: 163rd Avenue	33: US 60 WB	0.3	39					14%		0.04	0.3					11.1	163.3
	EB	R	-	-	-	-					-		-	-					-	-
		T	4	4	3.0	2630	2842	2830	100%		93%	23%	2.76	3.0	7.7	A			0.0	0.0
		L	10052	50: 163rd Avenue	66.3	212					7%		4.95	66.3					50.2	164.4
Western 1/2 Signal (303 SB Interchange)	SB	R	42: US 60 WB	19	33.0	1179					85%		28.05	33.0					194.4	759.8
		T	-	-	-	-	1386	1390	100%		-	20%	-	-	44.8	D			-	-
		L	42: US 60 WB	11	112.1	207					15%		16.75	112.1					194.4	759.8
	WB	R	-	-	-	-					-		-	-					-	-
		T	-	-	-	-	263	260	101%	7027	-	4%	-	-	51.4	D	25.9	C	-	-
		L	40: US 60 WB	1	51.4	263					100%		51.37	51.4					77.4	400.8
	EB	R	10002	1	10.8	2658					49%		5.34	10.8					192.9	1289.7
		T	6	11	28.6	2720	5378	5340	101%		51%	77%	14.49	28.6	19.8	B			248.5	1220.1
		L	-	-	-	-					-		-	-					#N/A	#N/A
Eastern 1/2 Signal (303 NB Interchange)	WB	R	10064	24	6.2	243					48%		2.98	6.2					0.0	0.0
		T	10067	40: US 60 WB	25.6	266	509	500	102%		52%	15%	13.39	25.6	16.4	B			28.6	277.9
		L	-	-	-	-				3440	-		-	-			4.9	A	-	-
	EB	R	-	-	-	-					-		-	-					-	-
		T	11	23	0.2	2044	2931	2990	98%		70%	85%	0.14	0.2	2.9	A			32.6	576.3
		L	11	24	9.0	887					30%		2.71	9.0					32.6	576.3
RH Johnson/Sunrise Blvd and US60	SB	R	52: R. H. Johnson Boulevard	38: US 60 WB	13.1	747					73%		9.61	13.1					59.4	166.0
		T	90012: R. H. Johnson Boulevard	90012: R. H. Johnson Boulevard	56.3	210	1018	1030	99%		21%	17%	11.62	56.3	25.2	C			31.8	119.1
		L	90017: R. H. Johnson Boulevard	10: US 60 EB	66.7	61					6%		4.00	66.7					17.5	79.1
	WB	R	90016: US 60 WB	90011: R. H. Johnson Boulevard	18.5	71					3%		0.55	18.5					1.5	66.0
		T	90002: US 60 WB	38: US 60 WB	47.6	2182	2378	2380	100%		92%	40%	43.72	47.6	48.2	D			274.9	874.6
		L	90015: US 60 WB	90012: R. H. Johnson Boulevard	75.1	125					5%		3.95	75.1					34.4	125.4
	NB	R	100022	100022	1.8	65				5992	10%		0.18	1.8			40.5	D	0.4	35.5
		T	90011: R. H. Johnson Boulevard	90011: R. H. Johnson Boulevard	48.9	164	636	630	101%		26%	11%	12.61	48.9	59.3	E			23.6	103.2
		L	90013: R. H. Johnson Boulevard	38: US 60 WB	72.7	407					64%		46.54	72.7					94.5	294.8
	EB	R	100028	100028	3.8	335					17%		0.65	3.8					0.4	104.9
		T	10: US 60 EB	10: US 60 EB	28.5	1227	1960	2300	85%		63%	33%	17.87	28.5	32.8	C			73.6	421.2
		L	90018: US 60 EB	90011: R. H. Johnson Boulevard	70.5	398					20%		14.33	70.5					85.8	293.9

US 60 & SR 303 build Alternative 1 - 2050 PM Link Results

Proposed Mainlane and Ramps Results

Direction	Location	Type	Link #			# of Lanes			Link Density			Volume (Output) (All Veh) by (vph)	Density	Traffic Conditions	Speed
EB US 60	EB US 60 (West of Overpass Ramp)	Freeway Segments	90001			3			0			2879	0	Green	42
	West of 163rd Street Weave	Freeway Segments	4			2			32			2617	32	Yellow	41
	163rd Street Weave	Weaving	5			5			37			5344	37	Orange	29
	West of Ramp to SR 303 NB	Freeway Segments	24			2			16			1120	16	Green	35
	East of SR 303 NB On-Ramp	Freeway Segments	23	7		3	3		15	16		2003	15	Green	43
	SR 303 NB Off-Ramp	Exit Ramp	13			1			4			158	4	Green	43
	303 NB Off-Ramp Weave	Entrance Ramp	90030			4			0			2180	0	Green	43
WB US 60	WB US 60 (East of Overpass Ramp)	Freeway Segments	39			3			31			3307	31	Yellow	36
	East of Overpass Ramp	Freeway Segments	70009			4			0			3310	0	Green	35
	East of SR 303 NB On-Ramp (Overpasss)	Freeway Segments	35			2			7			507	7	Green	35
	East of SR 303 NB Off-Ramp	Freeway Segments	36	18		3	1		26	5		2804	15	Green	37
	SR 303 NB Off-Ramp Weave	Weaving	27			5			28			5028	28	Yellow	36
	East of Overpass Ramp Merge	Freeway Segments	8			3			17			1966	17	Green	39
	Overpass Ramp Merge	Freeway Segments	2	31		3	2		25	5		3133	15	Green	41
	West of 163rd Street Merge	Freeway Segments	34	37		4	5		20	8		3255	14	Green	41
303 NB	Off Ramp Diverge	Freeway Segments	40021			4			0			4899	0	Green	59
	Off-Ramp (WB US 60)	Exit Ramp	17	14	20	2	2	4	22	3	3	2342	10	Green	53
	North of Off Ramp Diverge	Entrance Ramp	22			3			14			2598	14	Green	63
	On ramp Merge	Freeway Segments	60001			4			0			3771	0	Green	49
	On-Ramp	Entrance Ramp	24			2			16			1120	16	Green	35
	North of On Ramp Merge	Freeway Segments	40021			4			0			4899	0	Green	59
303 SB	Off Ramp Diverge	Freeway Segments	40015			4			0			3178	0	Green	22
	Off-Ramp	Exit Ramp	42	44		2	5		65	11		1380	38	Orange	11
	South of Off-Ramp Diverge	Freeway Segments	43			3			11			1833	11	Green	54
	On-Ramp	Exit Ramp	1	15		2	4		40	10		2899	25	Yellow	36
	On ramp Merge	Freeway Segments	40023			5			0			4737	0	Green	48

SR 303/ US 60 Interchange - Node Evaluation

AM Build Scenario 2 (2050)

Delay/ LOS

Intersection	Approach Direction	Movement	From Link	To Link	Delay (All Veh) by movement (sec)	Volume (Output) (All Veh) by (vph)	Approach Volume (Output) (vph)	Approach Volume (Input) (vph)	Output / Input	Intersection (vph)	Mvmt. % Approach Volume	Approach % Total Volume	Mvmt. Delay Weighted by Volume	Delay (All Veh) by movement (sec)	Weighted Delay by Approach	Approach LOS	Intersection Delay	Intersection LOS	Avg Queue (feet)	Max Queue (feet)
163rd Avenue and US60	SB	R	10057	33: US 60 WB	93.4	241					7%		6.73	93.4					0.0	12.5
		T	51: 163rd Avenue	51: 163rd Avenue	98.0	149	3344	3490	96%		4%	31%	4.37	98.0	110.9	F			10.0	146.5
		L	100004	9	112.9	2954					88%		99.77	112.9					1852.6	3122.9
	WB	R	29: US 60 WB	50: 163rd Avenue	7.5	2006					47%		3.52	7.5					11.9	447.2
		T	2	31	2.5	2210	4265	4220	101%		52%	39%	1.29	2.5	5.7	A			0.3	50.0
		L	29: US 60 WB	51: 163rd Avenue	75.1	49					1%		0.86	75.1					18.2	144.3
	NB	R	10046	9	74.5	340				10924	60%		45.05	74.5			44.4	D	164.3	644.6
		T	10077: 163rd Avenue	50: 163rd Avenue	136.8	180	562	580	97%		32%	5%	43.83	136.8	96.5	F			249.7	674.0
		L	10054	33: US 60 WB	102.2	42					7%		7.64	102.2					247.9	674.0
	EB	R	-	-	-	-					-		-	-					#N/A	#N/A
		T	10	10	2.4	2376	2753	2740	100%		86%	25%	2.11	2.4	13.0	B			0.0	0.0
		L	10052	50: 163rd Avenue	79.4	377					14%		10.87	79.4					96.8	307.4
Western 1/2 Signal (303 SB Interchange)	SB	R	42: US 60 WB	19	4.2	658					67%		2.84	4.2					121.2	514.1
		T	-	-	-	-	978	980	100%		-	23%	-	-	23.7	C			#N/A	#N/A
		L	42: US 60 WB	11	63.6	320					33%		20.83	63.6					121.2	514.1
	WB	R	-	-	-	-					-		-	-					#N/A	#N/A
		T	40: US 60 WB	19	72.7	104	104	110	95%	4341	100%	2%	72.68	72.7	72.7	E	19.2	B	42.3	207.5
		L	-	-	-	-					-		-	-					#N/A	#N/A
	EB	R	-	-	-	-					-		-	-					#N/A	#N/A
		T	6	11	16.1	3259	3259	3390	96%		100%	75%	16.12	16.1	16.1	B			133.0	766.7
		L	-	-	-	-					-		-	-					#N/A	#N/A
Eastern 1/2 Signal (303 NB Interchange)	WB	R	35	10064	3.3	188					64%		2.12	3.3					0.3	26.6
		T	35	40: US 60 WB	25.9	106	294	300	98%		36%	8%	9.35	25.9	11.5	B			12.0	134.0
		L	-	-	-	-					-		-	-					#N/A	#N/A
	EB	R	-	-	-	-				3869	-		-	-			3.4	A	#N/A	#N/A
		T	11	23	0.7	2514	3575	3710	96%		70%	92%	0.47	0.7	2.7	A			36.5	527.1
		L	11	10032	7.6	1061					30%		2.25	7.6					36.5	527.1
RH Johnson/Sunrise Blvd and US60	SB	R	52: R. H. Johnson Boulevard	38: US 60 WB	9.5	339					68%		6.44	9.5					23.4	139.6
		T	90012: R. H. Johnson Boulevard	90012: R. H. Johnson Boulevard	54.8	120	499	500	100%		24%	10%	13.18	54.8	25.3	C			20.0	82.6
		L	90017: R. H. Johnson Boulevard	58: US 60 EB	70.9	40					8%		5.68	70.9					12.8	69.3
	WB	R	90016: US 60 WB	90011: R. H. Johnson Boulevard	4.8	40					3%		0.16	4.8					1.0	61.3
		T	90002: US 60 WB	38: US 60 WB	38.3	1061	1163	1150	101%		91%	23%	34.97	38.3	39.0	D			87.1	362.9
		L	90015: US 60 WB	90012: R. H. Johnson Boulevard	72.4	62					5%		3.86	72.4					19.4	82.7
	NB	R	90014: R. H. Johnson Boulevard	90014: R. H. Johnson Boulevard	0.4	44				5104	7%		0.03	0.4			39.6	D	0.0	0.0
		T	90011: R. H. Johnson Boulevard	90011: R. H. Johnson Boulevard	50.9	297	652	650	100%		46%	13%	23.17	50.9	57.2	E			38.7	148.2
		L	90013: R. H. Johnson Boulevard	38: US 60 WB	71.3	311					48%		34.00	71.3					71.6	230.9
	EB	R	90019: US 60 EB	90019: US 60 EB	6.2	379					14%		0.84	6.2					0.0	31.3
		T	58: US 60 EB	58: US 60 EB	33.8	1767	2790	2840	98%		63%	55%	21.40	33.8	38.2	D			126.9	690.1
		L	90018: US 60 EB	90011: R. H. Johnson Boulevard	69.4	644					23%		16.01	69.4					132.9	434.4

US 60 & SR 303 build Alternative 2 - 2050 AM Link Results

Proposed Mainlane and Ramps Results

Direction	Location	Type	Link #			# of Lanes			Link Density			Volume (Output) (All Veh) by (vph)	Density	Traffic Conditions	Speed
EB US 60	EB US 60 (West of Overpass Ramp)	Freeway Segments	90001			3			0			2790	0	Green	42
	West of 163rd Street Weave	Freeway Segments	4	10		2	3		28	13		2361	20	Yellow	42
	163rd Street Weave	Weaving	5	6		4	2		21	6		3253	13	Green	39
	West of Ramp to SR 303 NB	Freeway Segments	11			4			28			3524	28	Yellow	31
	East of SR 303 NB On-Ramp	Freeway Segments	23	7		3	3		19	19		2463	19	Yellow	43
	SR 303 NB Off-Ramp	Exit Ramp	13			1			7			285	7	Green	43
	303 NB Off-Ramp Merge	Freeway Segments	90030			4			0			2770	0	Green	43
WB US 60	WB US 60 (East of Overpass Ramp)	Freeway Segments	39			3			15			1692	15	Green	37
	Overpass Ramp Diverge	Freeway Segments	70009			4			0			1680	0	Green	36
	East of SR 303 NB On-Ramp (Overpasss)	Freeway Segments	35			2			4			291	4	Green	37
	East of SR 303 NB Off-Ramp	Freeway Segments	40			1			21			105	21	Yellow	5
	SR 303 NB Off-Ramp Weave	Weaving	27			5			18			3587	18	Green	39
	East of Overpass Ramp Merge	Freeway Segments	8			3			13			1539	13	Green	40
	Overpass Ramp Merge	Freeway Segments	2	31		3	2		17	5		2182	11	Green	42
	West of 163rd Street Merge	Freeway Segments	34	37		4	5		14	8		2409	11	Green	42
303 NB	Off Ramp Diverge	Freeway Segments	40021			4			0			3750	0	Green	61
	Off-Ramp (WB US 60)	Exit Ramp	17	14	20	2	2	4	23	3	3	2452	10	Green	53
	North of Off Ramp Diverge	Entrance Ramp	22			3			7			1340	7	Green	63
	On ramp Merge	Freeway Segments	55			2			16			1395	16	Green	42
	On-Ramp	Entrance Ramp	24			2			19			1232	19	Green	32
	North of On Ramp Merge	Freeway Segments	40021			4			0			3750	0	Green	61
303 SB	Off Ramp Diverge	Freeway Segments	40015			4			0			2419	0	Green	62
	Off-Ramp	Exit Ramp	42	44		2	5		36	11		972	24	Yellow	14
	South of Off-Ramp Diverge	Freeway Segments	43			3			8			1467	8	Green	63
	On-Ramp	Exit Ramp	1	15		1	4		23	10		959	16	Green	42
	On ramp Merge	Freeway Segments	40023			6			0			3955	0	Green	48

SR 303/ US 60 Interchange - Node Evaluation

PM Build Scenario 2 (2050)

Delay/ LOS

Intersection	Approach Direction	Movement	From Link	To Link	Delay (All Veh) by movement (sec)	Volume (Output) (All Veh) by (vph)	Approach Volume (Output) (vph)	Approach Volume (Input) (vph)	Output / Input	Intersection (vph)	Mvmt. % Approach Volume	Approach % Total Volume	Mvmt. Delay Weighted by Volume	Delay (All Veh) by movement (sec)	Weighted Delay by Approach	Approach LOS	Intersection Delay	Intersection LOS	Avg Queue (feet)	Max Queue (feet)
163rd Avenue and US60	SB	R	10057	33: US 60 WB	28.4	179	2814	2810	100%	12134	6%	23%	1.81	28.4	43.8	D	19.8	B	0.0	0.0
		T	51: 163rd Avenue	51: 163rd Avenue	33.9	72					3%		0.87	33.9					4.4	98.1
		L	100004	9	45.1	2563					91%		41.07	45.1					758.3	1875.7
	WB	R	29: US 60 WB	50: 163rd Avenue	15.5	2906	6204	6260	99%		47%	51%	7.27	15.5	12.8	B			20.4	696.4
		T	2	31	6.7	3144					51%		3.42	6.7					16.6	284.1
		L	29: US 60 WB	51: 163rd Avenue	85.5	154					2%		2.12	85.5					63.0	272.4
	NB	R	10046	9	40.3	159	271	270	100%		59%	2%	23.65	40.3	54.2	D			37.5	268.3
		T	10077: 163rd Avenue	50: 163rd Avenue	71.8	72					27%		19.07	71.8					30.0	187.1
		L	10054	33: US 60 WB	77.6	40					15%		11.45	77.6					27.4	187.1
	EB	R	-	-	-	-	2845	2830	101%		-	23%	-	-	8.1	A			#N/A	#N/A
		T	10	10	2.7	2630					92%		2.52	2.7					0.0	0.0
		L	10052	50: 163rd Avenue	74.2	215					8%		5.61	74.2					52.0	179.8
Western 1/2 Signal (303 SB Interchange)	SB	R	42: US 60 WB	19	28.1	1178	1382	1390	99%	4345	85%	32%	23.94	28.1	40.6	D	27.7	C	246.8	1127.7
		T	-	-	-	-					-		-	-					-	-
		L	42: US 60 WB	11	113.0	204					15%		16.68	113.0					246.8	1127.7
	WB	R	-	-	-	-	263	260	101%		-	6%	-	-	44.6	D			#N/A	#N/A
		T	40: US 60 WB	19	44.6	263					100%		44.56	44.6					65.7	382.8
		L	-	-	-	-					-		-	-					#N/A	#N/A
	EB	R	-	-	-	-	2700	2780	97%		-	62%	-	-	19.5	B			-	-
		T	6	11	19.5	2700					100%		19.49	19.5					137.3	662.8
		L	-	-	-	-					-		-	-					#N/A	#N/A
Eastern 1/2 Signal (303 NB Interchange)	WB	R	35	10064	5.2	243	511	500	102%	3413	48%	15%	2.47	5.2	15.7	B	5.1	A	5.0	170.8
		T	35	40: US 60 WB	25.2	268					52%		13.21	25.2					29.1	286.1
		L	-	-	-	-					-		-	-					#N/A	#N/A
	EB	R	-	-	-	-	2902	2990	97%		-	85%	-	-	3.2	A			-	-
		T	11	23	0.6	2048					71%		0.44	0.6					36.9	527.2
		L	11	10032	9.5	854					29%		2.80	9.5					36.9	527.2
RH Johnson/Sunrise Blvd and US60	SB	R	52: R. H. Johnson Boulevard	38: US 60 WB	19.9	750	1025	1030	100%	6222	73%	16%	14.57	19.9	30.6	C	42.2	D	76.3	223.4
		T	90012: R. H. Johnson Boulevard	90012: R. H. Johnson Boulevard	57.7	213					21%		12.00	57.7					32.5	120.4
		L	90017: R. H. Johnson Boulevard	58: US 60 EB	66.4	62					6%		4.02	66.4					17.5	79.1
	WB	R	90016: US 60 WB	90011: R. H. Johnson Boulevard	21.1	71	2357	2380	99%		3%	38%	0.63	21.1	48.7	D			1.4	67.6
		T	90002: US 60 WB	38: US 60 WB	48.0	2161					92%		43.99	48.0					277.0	885.2
		L	90015: US 60 WB	90012: R. H. Johnson Boulevard	76.9	125					5%		4.08	76.9					34.9	121.6
	NB	R	90014: R. H. Johnson Boulevard	90014: R. H. Johnson Boulevard	0.4	65	639	630	101%		10%	10%	0.05	0.4	60.0	E			0.0	1.7
		T	90011: R. H. Johnson Boulevard	90011: R. H. Johnson Boulevard	49.6	166					26%		12.89	49.6					23.9	99.2
		L	90013: R. H. Johnson Boulevard	38: US 60 WB	73.7	408					64%		47.06	73.7					96.7	355.2
	EB	R	90019: US 60 EB	90019: US 60 EB	5.8	378	2201	2300	96%		17%	35%	1.00	5.8	35.5	D			0.5	109.4
		T	58: US 60 EB	58: US 60 EB	31.9	1378					63%		19.97	31.9					88.5	463.1
		L	90018: US 60 EB	90011: R. H. Johnson Boulevard	72.0	445					20%		14.55	72.0					96.1	320.8

US 60 & SR 303 build Alternative 2 - 2050 PM Link Results

Proposed Mainlane and Ramps Results

Direction	Location	Type	Link #			# of Lanes			Link Density			Volume (Output) (All Veh) by (vph)	Density	Traffic Conditions	Speed
EB US 60	EB US 60 (West of Overpass Ramp)	Freeway Segments	90001			3			23			2879	23	Yellow	42
	West of 163rd Street Weave	Freeway Segments	4	10		2	3		32	13		2615	22	Yellow	41
	163rd Street Weave	Weaving	5	6		4	2		17	6		2682	11	Green	40
	West of Ramp to SR 303 NB	Freeway Segments	11			4			24			2866	24	Yellow	30
	East of SR 303 NB On-Ramp	Freeway Segments	23	7		3	3		16	16		2007	16	Green	43
	SR 303 NB Off-Ramp	Exit Ramp	13			1			4			157	4	Green	43
	303 NB Off-Ramp Merge	Freeway Segments	90030			4			13			2181	13	Green	43
WB US 60	WB US 60 (East of Overpass Ramp)	Freeway Segments	39			3			30			3308	30	Yellow	36
	Overpass Ramp Diverge	Freeway Segments	70009			4			24			3317	24	Yellow	35
	East of SR 303 NB On-Ramp (Overpasss)	Freeway Segments	35			2			7			508	7	Green	35
	East of SR 303 NB Off-Ramp	Freeway Segments	40			1			34			265	34	Yellow	8
	SR 303 NB Off-Ramp Weave	Weaving	27			5			28			5037	28	Yellow	36
	East of Overpass Ramp Merge	Freeway Segments	8			3			17			1967	17	Green	39
	Overpass Ramp Merge	Freeway Segments	2	31		3	2		29	5		3112	17	Green	35
	West of 163rd Street Merge	Freeway Segments	34	37		4	5		20	8		3262	14	Green	41
303 NB	Off Ramp Diverge	Freeway Segments	40021			4			21			4899	21	Yellow	59
	Off-Ramp (WB US 60)	Exit Ramp	17	14	20	2	2	4	22	3	3	2342	10	Green	53
	North of Off Ramp Diverge	Entrance Ramp	22			3			14			2598	14	Green	63
	On ramp Merge	Freeway Segments	55			2			16			1318	16	Green	42
	On-Ramp	Entrance Ramp	24			2			16			1083	16	Green	33
	North of On Ramp Merge	Freeway Segments	40021			4			21			4899	21	Yellow	59
303 SB	Off Ramp Diverge	Freeway Segments	40015			4			14			3176	14	Green	59
	Off-Ramp	Exit Ramp	42	44		2	5		73	11		1376	42	Orange	10
	South of Off-Ramp Diverge	Freeway Segments	43			3			10			1828	10	Green	63
	On-Ramp	Exit Ramp	1	15		1	4		31	10		1290	20	Yellow	42
	On ramp Merge	Freeway Segments	40023			6			17			4740	17	Green	48

APPENDIX E: Existing Traffic Signal Timings

ASC3 MaxView Timing Sheet

MaxView Controller Information

Controller Number	60006
Controller Name	Grand & RH Johnson
Main St.	Grand
Side St.	RH Johnson/Sunrise
IP Address	10.17.31.14
NTCIP Receive Port	Automatic
NTCIP Send Port	2427
NTCIP Timeout	1000

Sequence

Ring	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier																

Phase In Use/Ped

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
In Use	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Exclusive ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignment

			Dim				Auto Flash		
Channel	Source	Type	G	Y	R	D	Y	R	T
1	1	Phase Vehicle	.	.	.	.	.	X	.
2	2	Phase Vehicle	.	.	.	.	.	X	X
3	3	Phase Vehicle	.	.	.	.	.	X	.
4	4	Phase Vehicle	.	.	.	.	.	X	X
5	5	Phase Vehicle	.	.	.	X	.	X	.
6	6	Phase Vehicle	.	.	.	X	.	X	X
7	7	Phase Vehicle	.	.	.	X	.	X	.
8	8	Phase Vehicle	.	.	.	X	.	X	X
9	2	Phase Pedestrian	.	.	.	.	.	.	.
10	4	Phase Pedestrian	.	.	.	.	.	.	.
11	6	Phase Pedestrian	.	.	.	X	.	.	.
12	8	Phase Pedestrian	.	.	.	X	.	.	.
13	1	Overlap	.	.	.	.	.	X	.
14	2	Overlap	.	.	.	X	.	X	X
15	3	Overlap	.	.	.	.	.	X	.
16	4	Overlap	.	.	.	X	.	X	X

Start Up Options

Flash > Mon	All Red	Start Up Flash	Power Start Seq
Disabled	6	0	1

Phase

Phase	1	2	3	4	5	6	7	8
Interval	.	redClear	.	.	.	redClear	.	.

Phase	9	10	11	12	13	14	15	16
Interval	.	.	.	.	.	.	.	.

Overlap

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

Automatic Flash Options

Flash > Mon	Exit Flash	Min Flash
Disabled	Green Walk	8

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Falsh Entry	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.

Overlap Delay	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.

Logic Statement Control

Statement	Command		Statement	Command
1	.		11	.
2	.		12	.
3	.		13	.
4	.		14	.
5	.		15	.
6	.		16	.
7	.		17	.
8	.		18	.
9	.		19	.
10	.		20	.

Conditional Definition, Statement 1

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 1

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 1

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 2

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 2

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 2

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 3

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 3

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 3

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 4

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 4

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 4

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 5

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 5

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 5

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 6

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 6

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 6

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 7

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 7

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 7

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 8

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 8

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 8

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 9

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 9

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 9

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 10

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 10

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 10

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 11

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 11

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 11

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 12

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 12

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 12

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 13

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 13

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 13

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 14

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 14

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 14

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 15

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 15

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 15

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 16

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 16

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 16

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 17

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 17

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 17

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 18

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 18

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 18

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 19

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 19

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 19

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 20

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 20

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 20

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Controller Timing Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	6	25	6	10	6	25	6	10	5	5	5	5	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service 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
Walk2	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	7	0	7	0	7	0	7	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
Veh Ext	2.5	6.0	2.5	2.5	2.5	6.0	2.5	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Veh Ext2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	45	15	25	15	45	20	25	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	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	4.3	3.0	4.1	3.0	4.3	3.0	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	4.5	1.6	1.0	3.1	4.3	1.6	1.0	3.1	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
Actuations Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	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

Overlap Times

Overlap	Type	Lag GRN	Yellow	Red	Advance GRN
1	Other/Econolite	0.0	0.0	0.0	0.0
2	Other/Econolite	0.0	0.0	0.0	0.0
3	Other/Econolite	0.0	0.0	0.0	0.0
4	Other/Econolite	0.0	0.0	0.0	0.0
5	Other/Econolite	0.0	0.0	0.0	0.0
6	Other/Econolite	0.0	0.0	0.0	0.0
7	Other/Econolite	0.0	0.0	0.0	0.0
8	Other/Econolite	0.0	0.0	0.0	0.0
9	Other/Econolite	0.0	0.0	0.0	0.0
10	Other/Econolite	0.0	0.0	0.0	0.0
11	Other/Econolite	0.0	0.0	0.0	0.0
12	Other/Econolite	0.0	0.0	0.0	0.0
13	Other/Econolite	0.0	0.0	0.0	0.0
14	Other/Econolite	0.0	0.0	0.0	0.0
15	Other/Econolite	0.0	0.0	0.0	0.0
16	Other/Econolite	0.0	0.0	0.0	0.0

Overlap Configuration

Overlap	A															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	B															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	C															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	D															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	E															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	F															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	G															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	H															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	I															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	J															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	K															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	L															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	M															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	N															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	O															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	P															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Table

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest in Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flashing Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Immed Gap Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Options

Enable Pretimed Mode	Free Input Enables Pretimed
Disabled	Disabled

Pre-Timed Phases

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

Phases Recall

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Detector	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Ped Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Coordination Options

System Source	System	ECPI Coord	Enabled
Transition	Shortway	System Format	Standard
Dwell Add Time	0	Max Select	MaxInhibit
Delay Coord Walk	Disabled	Call Use Ped Time	Enabled
Offset Ref	Lag	Ped Reservice	Disabled
Ped Recall	Disabled	FO Add Initial	Disabled
Local Zero Override	Disabled	Multi Sync	Disabled
Re-sync Count	0	Force Mode	Fixed

Patterns

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	140	108	32	56	24	28	20	68	25	27	0	0	0	0	0	0	0	0	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
2	2	140	120	24	54	25	37	19	59	33	29	0	0	0	0	0	0	0	0	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
3	3	160	159	26	72	26	36	20	78	29	33	0	0	0	0	0	0	0	0	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases													
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
53	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
58	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
61	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
62	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
63	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
65	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
67	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
68	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
70	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
71	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
72	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
73	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
74	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
75	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
77	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
78	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
79	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
82	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
83	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
84	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
85	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
86	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
87	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
88	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
89	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
90	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
91	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
92	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
93	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
94	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
95	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
96	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
97	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
98	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
101	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
102	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
103	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
104	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
105	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases													
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
106	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
107	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
108	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
109	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
110	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
111	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
112	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
113	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
115	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
116	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
117	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
118	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
119	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
120	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preemption

Preempt	1															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	2															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	3															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	4															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	5															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	6															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	7															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	8															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	9															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	10															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt Configuration

Preempt	1	2	3	4	5
Enable	No	No	No	No	No
Term Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Link	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Fl Color	Red	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Disabled	Disabled	Disabled
Dwell Flash	Off	Off	Off	Off	Off
Pre Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Pre Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.

Preempt	6	7	8	9	10
Enable	No	No	No	No	No
Term Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Link	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Fl Color	Green	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Disabled	Disabled	Disabled
Dwell Flash	Off	Off	Off	Off	Off
Pre Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Pre Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.

Preempt Settings

Preempt	1	2	3	4	5	6	7	8	9	10
Detector Lock	.	.	.	.	.	.	.	.	.	.
Preempt Override Fl	.	.	.	.	.	.	.	.	.	.
Preempt Override	.	.	.	.	.	.	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.	.	.

Free During Preempt

Preempt	1	2	3	4	5	6	7	8	9	10
Ring 1	.	.	.	.	.	.	.	.	.	.
Ring 2	.	.	.	.	.	.	.	.	.	.
Ring 3	.	.	.	.	.	.	.	.	.	.
Ring 4	.	.	.	.	.	.	.	.	.	.

Preempt Times

Preempt	1	2	3	4	5	6	7	8	9	10
Entrance TM Walk	0	0	0	0	0	0	0	0	0	0
Entrance TM Ped Clr	255	255	255	255	255	255	255	255	255	255
Entrance TM Min Grn	5	5	5	5	5	5	5	5	5	5
Entrance TM Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Entrance TM Red Clr	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Track Clear - Min Grn	0	0	0	0	0	0	0	0	0	0
Track Clear - Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Track Clear - Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dwell/Cycl-Min Dwell	0	0	0	0	0	0	0	0	0	0
Dwell/Cycl-Pre Exit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dwell/Cycl-Max Time	0	0	0	0	0	0	0	0	0	0
Dwell/Cycl-Exit Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Dwell/Cycl-Exit Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Enable Preempt Filtering

Preempt	1	2	3	4	5	6	7	8	9	10
Solid	ByPassed	ByPassed	Preempt 3	Preempt 4	Preempt 5	Preempt 6	ByPassed	ByPassed	ByPassed	ByPassed
Pulse	ByPassed	ByPassed	Preempt 7	Preempt 8	Preempt 9	Preempt 10	ByPassed	ByPassed	ByPassed	ByPassed

TSP Plans						
TSP	1	2	3	4	5	6
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Pulsing Signal	Solid	Solid	Solid	Solid	Solid	Solid
Det Lock	No	No	No	No	No	No
Delay Time In Sec	0	0	0	0	0	0
Max Time In Sec	0	0	0	0	0	0
Enabled Reservice	No	No	No	No	No	No
Inhibit Delay	No	No	No	No	No	No
Inhibited By Nic SF	0	0	0	0	0	0
Reservice Cycle	0	0	0	0	0	0
Bus Heading	NB	SB	EB	WB	Not Mapped	Not Mapped
Free Pattern	0	0	0	0	0	0
Split Pattern	0	0	0	0	0	0
Description	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S

TSP/SCP Phases

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

TSP Phase Omit

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

TSP Ped Omit

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

Clock/Calendar Data

Enable Action Plan	0	Sync Reference	Reference Time
Sync Ref Time - Hour	0	Daylight Savings Time	Disable DST
Sync Ref Time - Min	0		

Time Reset Input Set Time - Hour	3
Time Reset Input Set Time - Miin	30
Time Reset Input Set Time - Sec	0

Day Plan 1

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X
													21	22	23	24	25	26	27	28	29	30	31
													X	X	X	X	X	X	X	X	X	X	X

Day Plan 2

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
X	X	X	X	X	X	X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X
													21	22	23	24	25	26	27	28	29	30	31
													X	X	X	X	X	X	X	X	X	X	X

Day Plan 3

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan 4

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan 5

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan 6

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	7

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	8

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	9

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plans

Day Plan	1			Day Plan	2			Day Plan	3		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	100	00	00	1	100	00	00	1	0	00	00
2	1	05	30	2	2	09	00	2	0	00	00
3	2	09	30	3	100	19	00	3	0	00	00
4	3	15	00	4	0	00	00	4	0	00	00
5	100	18	30	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Day Plan	4			Day Plan	5			Day Plan	6		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	100	00	00
2	0	00	00	2	0	00	00	2	50	00	05
3	0	00	00	3	0	00	00	3	100	16	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Day Plan	7			Day Plan	8			Day Plan	9		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	0	00	00
2	0	00	00	2	0	00	00	2	0	00	00
3	0	00	00	3	0	00	00	3	0	00	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Action Plans

Action	Patt	Timing Plan	Veh Det Plan	Veh Det Diag Plan	System Override	Seq	Det Log	Red Rest	Ped Det Diag
1	1	0	0	0	Disabled	0	0 Minute	Disabled	0
2	2	0	0	0	Disabled	0	0 Minute	Disabled	0
3	3	0	0	0	Disabled	0	0 Minute	Disabled	0
4	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
5	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
6	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
7	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
8	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
9	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
10	10	0	0	0	Disabled	0	0 Minute	Disabled	0
11	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
12	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
13	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
14	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
15	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
16	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
17	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
18	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
19	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
20	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
21	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
22	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
23	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
24	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
25	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
26	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
27	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
28	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
29	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
30	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
31	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
32	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
33	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
34	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
35	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
36	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
37	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
38	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
39	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
40	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
41	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
42	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
43	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
44	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
45	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
46	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
47	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
48	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
49	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
50	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0

Action Plans

Action	Patt	Timing Plan	Veh Det Plan	Veh Det Diag Plan	System Override	Seq	Det Log	Red Rest	Ped Det Diag
51	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
52	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
53	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
54	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
55	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
56	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
57	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
58	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
59	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
60	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
61	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
62	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
63	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
64	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
65	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
66	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
67	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
68	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
69	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
70	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
71	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
72	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
73	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
74	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
75	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
76	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
77	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
78	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
79	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
80	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
81	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
82	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
83	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
84	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
85	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
86	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
87	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
88	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
89	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
90	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
91	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
92	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
93	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
94	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
95	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
96	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
97	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
98	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
99	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
100	Free	0	0	0	Disabled	0	0 Minute	Disabled	0

Action Plans

Action	1															
	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																
Cond Service Inh																
Phase Omitted																
Action	2															
	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																
Cond Service Inh																
Phase Omitted																
Action	3															
	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																
Cond Service Inh																
Phase Omitted																
Action	4															
	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																
Cond Service Inh																
Phase Omitted																
Action	5															
	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																
Cond Service Inh																
Phase Omitted																
Action	6															
	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																
Cond Service Inh																

Phase Omitted																
Action	7															
	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																
Cond Service Inh																
Phase Omitted																
Action	8															
	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																
Cond Service Inh																
Phase Omitted																
Action	9															
	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																
Cond Service Inh																
Phase Omitted																
Action	10															
	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																
Cond Service Inh																
Phase Omitted																
Action	11															
	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																
Cond Service Inh																
Phase Omitted																
Action	12															
	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																
Cond Service Inh																
Phase Omitted																

Action	13															
	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																
Cond Service Inh																
Phase Omitted																
Action	14															
	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																
Cond Service Inh																
Phase Omitted																
Action	15															
	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																
Cond Service Inh																
Phase Omitted																
Action	16															
	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																
Cond Service Inh																
Phase Omitted																
Action	17															
	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																
Cond Service Inh																
Phase Omitted																
Action	18															
	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																
Cond Service Inh																
Phase Omitted																

Action	19															
	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																
Cond Service Inh																
Phase Omitted																
Action	20															
	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																
Cond Service Inh																
Phase Omitted																
Action	21															
	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																
Cond Service Inh																
Phase Omitted																
Action	22															
	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																
Cond Service Inh																
Phase Omitted																
Action	23															
	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																
Cond Service Inh																
Phase Omitted																
Action	24															
	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																
Cond Service Inh																
Phase Omitted																

Action	25															
	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																
Cond Service Inh																
Phase Omitted																
Action	26															
	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																
Cond Service Inh																
Phase Omitted																
Action	27															
	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																
Cond Service Inh																
Phase Omitted																
Action	28															
	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																
Cond Service Inh																
Phase Omitted																
Action	29															
	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																
Cond Service Inh																
Phase Omitted																
Action	30															
	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																
Cond Service Inh																
Phase Omitted																

Action	31															
	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																
Cond Service Inh																
Phase Omitted																
Action	32															
	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																
Cond Service Inh																
Phase Omitted																
Action	33															
	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																
Cond Service Inh																
Phase Omitted																
Action	34															
	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																
Cond Service Inh																
Phase Omitted																
Action	35															
	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																
Cond Service Inh																
Phase Omitted																
Action	36															
	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																
Cond Service Inh																
Phase Omitted																

Action	37															
	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																
Cond Service Inh																
Phase Omitted																
Action	38															
	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																
Cond Service Inh																
Phase Omitted																
Action	39															
	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																
Cond Service Inh																
Phase Omitted																
Action	40															
	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																
Cond Service Inh																
Phase Omitted																
Action	41															
	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																
Cond Service Inh																
Phase Omitted																
Action	42															
	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																
Cond Service Inh																
Phase Omitted																

Action	43															
	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																
Cond Service Inh																
Phase Omitted																
Action	44															
	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																
Cond Service Inh																
Phase Omitted																
Action	45															
	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																
Cond Service Inh																
Phase Omitted																
Action	46															
	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																
Cond Service Inh																
Phase Omitted																
Action	47															
	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																
Cond Service Inh																
Phase Omitted																
Action	48															
	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																
Cond Service Inh																
Phase Omitted																

Action	49															
	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																
Cond Service Inh																
Phase Omitted																
Action	50															
	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																
Cond Service Inh																
Phase Omitted																
Action	51															
	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																
Cond Service Inh																
Phase Omitted																
Action	52															
	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																
Cond Service Inh																
Phase Omitted																
Action	53															
	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																
Cond Service Inh																
Phase Omitted																
Action	54															
	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																
Cond Service Inh																
Phase Omitted																

Action	55															
	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																
Cond Service Inh																
Phase Omitted																
Action	56															
	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																
Cond Service Inh																
Phase Omitted																
Action	57															
	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																
Cond Service Inh																
Phase Omitted																
Action	58															
	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																
Cond Service Inh																
Phase Omitted																
Action	59															
	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																
Cond Service Inh																
Phase Omitted																
Action	60															
	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																
Cond Service Inh																
Phase Omitted																

Action	61															
	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																
Cond Service Inh																
Phase Omitted																

Action	62															
	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																
Cond Service Inh																
Phase Omitted																

Action	63															
	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																
Cond Service Inh																
Phase Omitted																

Action	64															
	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																
Cond Service Inh																
Phase Omitted																

Action	65															
	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																
Cond Service Inh																
Phase Omitted																

Action	66															
	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																
Cond Service Inh																
Phase Omitted																

Action	67															
	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																
Cond Service Inh																
Phase Omitted																
Action	68															
	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																
Cond Service Inh																
Phase Omitted																
Action	69															
	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																
Cond Service Inh																
Phase Omitted																
Action	70															
	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																
Cond Service Inh																
Phase Omitted																
Action	71															
	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																
Cond Service Inh																
Phase Omitted																
Action	72															
	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																
Cond Service Inh																
Phase Omitted																

Action	73															
	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																
Cond Service Inh																
Phase Omitted																
Action	74															
	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																
Cond Service Inh																
Phase Omitted																
Action	75															
	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																
Cond Service Inh																
Phase Omitted																
Action	76															
	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																
Cond Service Inh																
Phase Omitted																
Action	77															
	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																
Cond Service Inh																
Phase Omitted																
Action	78															
	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																
Cond Service Inh																
Phase Omitted																

Action	79															
	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																
Cond Service Inh																
Phase Omitted																
Action	80															
	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																
Cond Service Inh																
Phase Omitted																
Action	81															
	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																
Cond Service Inh																
Phase Omitted																
Action	82															
	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																
Cond Service Inh																
Phase Omitted																
Action	83															
	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																
Cond Service Inh																
Phase Omitted																
Action	84															
	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																
Cond Service Inh																
Phase Omitted																

Action	85															
	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																
Cond Service Inh																
Phase Omitted																

Action	86															
	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																
Cond Service Inh																
Phase Omitted																

Action	87															
	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																
Cond Service Inh																
Phase Omitted																

Action	88															
	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																
Cond Service Inh																
Phase Omitted																

Action	89															
	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																
Cond Service Inh																
Phase Omitted																

Action	90															
	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																
Cond Service Inh																
Phase Omitted																

Action	91															
	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																
Cond Service Inh																
Phase Omitted																

Action	92															
	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																
Cond Service Inh																
Phase Omitted																

Action	93															
	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																
Cond Service Inh																
Phase Omitted																

Action	94															
	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																
Cond Service Inh																
Phase Omitted																

Action	95															
	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																
Cond Service Inh																
Phase Omitted																

Action	96															
	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																
Cond Service Inh																
Phase Omitted																

Action	97															
	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																
Cond Service Inh																
Phase Omitted																

Action	98															
	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																
Cond Service Inh																
Phase Omitted																

Action	99															
	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																
Cond Service Inh																
Phase Omitted																

Action	100															
	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																
Cond Service Inh																
Phase Omitted																

Detector Plan 1

		Call Phases															
Detector	Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
32	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
33	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
34	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
35	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
36	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
37	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
38	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
39	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
40	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
41	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
42	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
43	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
44	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
45	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
46	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
47	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
48	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
49	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
50	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
51	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
52	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
53	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
54	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
55	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
56	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
57	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
58	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
59	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
60	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
61	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
62	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
63	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
64	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector Plan 1

Detector	Extend	Call Option	Added Option	Queue Opt	NTCIP Occ
1	0.0	X	.	.	.
2	0.0	X	.	.	.
3	0.0	X	.	.	.
4	0.0	X	.	.	.
5	0.0	X	.	.	.
6	0.0	X	.	.	.
7	0.0	X	.	.	.
8	0.0	X	.	.	.
9	0.0	X	.	.	.
10	0.0	X	.	.	.
11	0.0	X	.	.	.
12	0.0	X	.	.	.
13	0.0	X	.	.	.
14	0.0	X	.	.	.
15	0.0	X	.	.	.
16	0.0	X	.	.	.
17	0.0	X	.	.	.
18	0.0	X	.	.	.
19	0.0	X	.	.	.
20	0.0	X	.	.	.
21	0.0	X	.	.	.
22	0.0	X	.	.	.
23	0.0	X	.	.	.
24	0.0	X	.	.	.
25	0.0	X	.	.	.
26	0.0	X	.	.	.
27	0.0	X	.	.	.
28	0.0	X	.	.	.
29	0.0	X	.	.	.
30	0.0	X	.	.	.
31	0.0	X	.	.	.
32	0.0	X	.	.	.
33	0.0	X	.	.	.
34	0.0	X	.	.	.
35	0.0	X	.	.	.
36	0.0	X	.	.	.
37	0.0	X	.	.	.
38	0.0	X	.	.	.
39	0.0	X	.	.	.
40	0.0	X	.	.	.
41	0.0	X	.	.	.
42	0.0	X	.	.	.
43	0.0	X	.	.	.
44	0.0	X	.	.	.
45	0.0	X	.	.	.
46	0.0	X	.	.	.
47	0.0	X	.	.	.
48	0.0	X	.	.	.
49	0.0	X	.	.	.
50	0.0	X	.	.	.
51	0.0	X	.	.	.
52	0.0	X	.	.	.
53	0.0	X	.	.	.
54	0.0	X	.	.	.
55	0.0	X	.	.	.
56	0.0	X	.	.	.
57	0.0	X	.	.	.
58	0.0	X	.	.	.
59	0.0	X	.	.	.
60	0.0	X	.	.	.
61	0.0	X	.	.	.
62	0.0	X	.	.	.
63	0.0	X	.	.	.
64	0.0	X	.	.	.

Detector Plan	1	Delay	Passage	X Switch	Queue	Volume	
Detector	Yellow Lock	Time	Option	Phase	Limit	Det	Red Lock
1	.	0.0	X	0	0	.	.
2	.	0.0	X	0	0	.	.
3	.	0.0	X	0	0	.	.
4	.	0.0	X	0	0	.	.
5	.	0.0	X	0	0	.	.
6	.	0.0	X	0	0	.	.
7	.	0.0	X	0	0	.	.
8	.	0.0	X	0	0	.	.
9	.	0.0	X	0	0	.	.
10	.	0.0	X	0	0	.	.
11	.	0.0	X	0	0	.	.
12	.	0.0	X	0	0	.	.
13	.	0.0	X	0	0	.	.
14	.	0.0	X	0	0	.	.
15	.	0.0	X	0	0	.	.
16	.	0.0	X	0	0	.	.
17	.	0.0	X	0	0	.	.
18	.	0.0	X	0	0	.	.
19	.	0.0	X	0	0	.	.
20	.	0.0	X	0	0	.	.
21	.	0.0	X	0	0	.	.
22	.	0.0	X	0	0	.	.
23	.	0.0	X	0	0	.	.
24	.	0.0	X	0	0	.	.
25	.	0.0	X	0	0	.	.
26	.	0.0	X	0	0	.	.
27	.	0.0	X	0	0	.	.
28	.	0.0	X	0	0	.	.
29	.	0.0	X	0	0	.	.
30	.	0.0	X	0	0	.	.
31	.	0.0	X	0	0	.	.
32	.	0.0	X	0	0	.	.
33	.	0.0	X	0	0	.	.
34	.	0.0	X	0	0	.	.
35	.	0.0	X	0	0	.	.
36	.	0.0	X	0	0	.	.
37	.	0.0	X	0	0	.	.
38	.	0.0	X	0	0	.	.
39	.	0.0	X	0	0	.	.
40	.	0.0	X	0	0	.	.
41	.	0.0	X	0	0	.	.
42	.	0.0	X	0	0	.	.
43	.	0.0	X	0	0	.	.
44	.	0.0	X	0	0	.	.
45	.	0.0	X	0	0	.	.
46	.	0.0	X	0	0	.	.
47	.	0.0	X	0	0	.	.
48	.	0.0	X	0	0	.	.
49	.	0.0	X	0	0	.	.
50	.	0.0	X	0	0	.	.
51	.	0.0	X	0	0	.	.
52	.	0.0	X	0	0	.	.
53	.	0.0	X	0	0	.	.
54	.	0.0	X	0	0	.	.
55	.	0.0	X	0	0	.	.
56	.	0.0	X	0	0	.	.
57	.	0.0	X	0	0	.	.
58	.	0.0	X	0	0	.	.
59	.	0.0	X	0	0	.	.
60	.	0.0	X	0	0	.	.
61	.	0.0	X	0	0	.	.
62	.	0.0	X	0	0	.	.
63	.	0.0	X	0	0	.	.
64	.	0.0	X	0	0	.	.

Ped Assignment Mode

Ped Det phase Assignment Mode
NTCIP

Econolite Mode Table

Ped Detector	Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Type	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	Type	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	Type	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	Type	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	Type	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	Type	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	Type	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	Type	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	Type	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	Type	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	Type	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	Type	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	Type	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

ASC3 MaxView Timing Sheet

MaxView Controller Information

Controller Number	60007
Controller Name	Grand & 303
Main St.	Grand
Side St.	303
IP Address	10.17.31.15
NTCIP Receive Port	Automatic
NTCIP Send Port	501
NTCIP Timeout	1000

Sequence

Ring	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
2	0	0	0	0	11	12	15	16	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier	-	B	-	B	-	B	-	B	-	-	-	-	-	-	-	N

Phase In Use/Ped

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
In Use	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.
Exclusive ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignment

			Dim				Auto Flash		
Channel	Source	Type	G	Y	R	D	Y	R	T
1	6	Overlap	.	.	.	.	.	X	.
2	2	Phase Vehicle	.	.	.	.	.	X	X
3	3	Phase Vehicle	.	.	.	.	.	X	.
4	4	Phase Vehicle	.	.	.	.	.	X	X
5	2	Phase Vehicle	.	.	.	X	.	X	.
6	0	Other	.	.	.	X	.	X	X
7	0	Other	.	.	.	X	.	X	.
8	5	Overlap	.	.	.	X	.	X	X
9	0	Other	.	.	.	.	.	.	.
10	0	Other	.	.	.	.	.	.	.
11	0	Other	.	.	.	X	.	.	.
12	0	Other	.	.	.	X	.	.	.
13	1	Overlap	.	.	.	.	.	X	.
14	2	Overlap	.	.	.	X	.	X	X
15	3	Overlap	.	.	.	.	.	X	.
16	4	Overlap	.	.	.	X	.	X	X

Start Up Options

Flash > Mon	All Red	Start Up Flash	Power Start Seq
Enabled	8	8	1

Phase

Phase	1	2	3	4	5	6	7	8
Interval	.	redClear	.	.	.	.	.	.

Phase	9	10	11	12	13	14	15	16
Interval	.	.	.	.	.	.	.	.

Overlap

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

Automatic Flash Options

Flash > Mon	Exit Flash	Min Flash
Disabled	Green Walk	8

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Falsh Entry	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.

Overlap Delay	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.

Logic Statement Control

Statement	Command	Statement	Command
1	.	11	.
2	.	12	.
3	.	13	.
4	.	14	.
5	.	15	.
6	.	16	.
7	.	17	.
8	.	18	.
9	.	19	.
10	.	20	.

Conditional Definition, Statement 1

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 1

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 1

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 2

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 2

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 2

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 3

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 3

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 3

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 4

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 4

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 4

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 5

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 5

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 5

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 6

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 6

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 6

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 7

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 7

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 7

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 8

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 8

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 8

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 9

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 9

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 9

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 10

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 10

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 10

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 11

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 11

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 11

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 12

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 12

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 12

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 13

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 13

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 13

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 14

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 14

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 14

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 15

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 15

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 15

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 16

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 16

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 16

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 17

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 17

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 17

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 18

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 18

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 18

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 19

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 19

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 19

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Conditional Definition, Statement 20

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 20

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Else, Statement 20

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2	Not Used		0	OFF
3	Not Used		0	OFF
4	Not Used		0	OFF
5	Not Used		0	OFF

Controller Timing Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	12	6	6	12	0	0	0	0	5	5	5	5	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service 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	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	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	0	0	0	0	0	0	0	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
Veh Ext	4.5	2.5	3.5	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Veh Ext2	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	40	20	45	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	35	0	65	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	10.0	0.0	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	5.0	5.0	5.0	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	2.2	4.6	4.8	4.5	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
Actuations Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0.0	0.0	0.0	0.0	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 Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	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

Overlap Times

Overlap	Type	Lag GRN	Yellow	Red	Advance GRN
1	Other/Econolite	15.0	5.0	4.8	0.0
2	Other/Econolite	0.0	0.0	0.0	0.0
3	Other/Econolite	18.0	5.0	2.2	0.0
4	Other/Econolite	0.0	0.0	0.0	0.0
5	Other/Econolite	0.0	0.0	0.0	0.0
6	Other/Econolite	0.0	0.0	0.0	0.0
7	Other/Econolite	0.0	0.0	0.0	0.0
8	Other/Econolite	0.0	0.0	0.0	0.0
9	Other/Econolite	0.0	0.0	0.0	0.0
10	Other/Econolite	0.0	0.0	0.0	0.0
11	Other/Econolite	0.0	0.0	0.0	0.0
12	Other/Econolite	0.0	0.0	0.0	0.0
13	Other/Econolite	0.0	0.0	0.0	0.0
14	Other/Econolite	0.0	0.0	0.0	0.0
15	Other/Econolite	0.0	0.0	0.0	0.0
16	Other/Econolite	0.0	0.0	0.0	0.0

Overlap Configuration

Overlap	A															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	B															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	C															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	D															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	E															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	X	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	F															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	G															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	H															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	I															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	J															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	K															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	L															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	M															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	N															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	O															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	P															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Table

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act I	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non Act II	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest in Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flashing Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Immed Gap Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Options

Enable Pretimed Mode	Free Input Enables Pretimed
Disabled	Disabled

Pre-Timed Phases

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

Phases Recall

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Detector	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Coordination Options

System Source	System	ECPI Coord	Enabled
Transition	Shortway	System Format	Standard
Dwell Add Time	0	Max Select	MaxInhibit
Delay Coord Walk	Disabled	Call Use Ped Time	Enabled
Offset Ref	Lead	Ped Reservice	Disabled
Ped Recall	Disabled	FO Add Initial	Disabled
Local Zero Override	Disabled	Multi Sync	Disabled
Re-sync Count	0	Force Mode	Floating

Patterns

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	140	1	47	29	42	22	0	0	0	0	0	0	0	0	0	0	0	0	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	2	140	139	51	24	48	17	0	0	0	0	0	0	0	0	0	0	0	0	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	3	160	51	46	29	24	61	0	0	0	0	0	0	0	0	0	0	0	0	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases													
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
53	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
58	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
61	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
62	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
63	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
65	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
67	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
68	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
70	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
71	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
72	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
73	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
74	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
75	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
77	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
78	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
79	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
82	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
83	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
84	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
85	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
86	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
87	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
88	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
89	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
90	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
91	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
92	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
93	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
94	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
95	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
96	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
97	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
98	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
101	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
102	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
103	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
104	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
105	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases													
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
106	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
107	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
108	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
109	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
110	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
111	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
112	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
113	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
115	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
116	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
117	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
118	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
119	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
120	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preemption

Preempt	1															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	2															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	3															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	4															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	5															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	6															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	7															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	8															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	9															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	10															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt Configuration

Preempt	1	2	3	4	5
Enable	No	No	No	No	No
Term Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Link	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Fl Color	Red	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Disabled	Disabled	Disabled
Dwell Flash	Off	Off	Off	Off	Off
Pre Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Pre Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.

Preempt	6	7	8	9	10
Enable	No	No	No	No	No
Term Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Link	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Fl Color	Green	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Disabled	Disabled	Disabled
Dwell Flash	Off	Off	Off	Off	Off
Pre Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Pre Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.

Preempt Settings

Preempt	1	2	3	4	5	6	7	8	9	10
Detector Lock	.	.	.	.	.	.	.	.	.	.
Preempt Override Fl	.	.	.	.	.	.	.	.	.	.
Preempt Override	.	.	.	.	.	.	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.	.	.

Free During Preempt

Preempt	1	2	3	4	5	6	7	8	9	10
Ring 1	.	.	.	.	.	.	.	.	.	.
Ring 2	.	.	.	.	.	.	.	.	.	.
Ring 3	.	.	.	.	.	.	.	.	.	.
Ring 4	.	.	.	.	.	.	.	.	.	.

Preempt Times

Preempt	1	2	3	4	5	6	7	8	9	10
Entrance TM Walk	0	0	0	0	0	0	0	0	0	0
Entrance TM Ped Clr	255	255	255	255	255	255	255	255	255	255
Entrance TM Min Grn	5	5	5	5	5	5	5	5	5	5
Entrance TM Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Entrance TM Red Clr	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Track Clear - Min Grn	0	0	0	0	0	0	0	0	0	0
Track Clear - Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Track Clear - Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dwell/Cycl-Min Dwell	0	0	0	0	0	0	0	0	0	0
Dwell/Cycl-Pre Exit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dwell/Cycl-Max Time	0	0	0	0	0	0	0	0	0	0
Dwell/Cycl-Exit Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Dwell/Cycl-Exit Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Enable Preempt Filtering

Preempt	1	2	3	4	5	6	7	8	9	10
Solid	ByPassed	ByPassed	Preempt 3	Preempt 4	Preempt 5	Preempt 6	ByPassed	ByPassed	ByPassed	ByPassed
Pulse	ByPassed	ByPassed	Preempt 7	Preempt 8	Preempt 9	Preempt 10	ByPassed	ByPassed	ByPassed	ByPassed

TSP Plans						
TSP	1	2	3	4	5	6
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Pulsing Signal	Solid	Solid	Solid	Solid	Solid	Solid
Det Lock	No	No	No	No	No	No
Delay Time In Sec	0	0	0	0	0	0
Max Time In Sec	0	0	0	0	0	0
Enabled Reservice	No	No	No	No	No	No
Inhibit Delay	No	No	No	No	No	No
Inhibited By Nic SF	0	0	0	0	0	0
Reservice Cycle	0	0	0	0	0	0
Bus Heading	NB	SB	EB	WB	Not Mapped	Not Mapped
Free Pattern	0	0	0	0	0	0
Split Pattern	0	0	0	0	0	0
Description	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S

TSP/SCP Phases

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

TSP Phase Omit

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

TSP Ped Omit

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

Clock/Calendar Data

Enable Action Plan	100	Sync Reference	Reference Time
Sync Ref Time - Hour	0	Daylight Savings Time	Disable DST
Sync Ref Time - Min	0		

Time Reset Input Set Time - Hour	3
Time Reset Input Set Time - Miin	30
Time Reset Input Set Time - Sec	0

Day Plan 1

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
X	X	X	X	X	X	.	X	X	X	X	X	.	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X
													21	22	23	24	25	26	27	28	29	30	31
													X	X	X	X	X	X	X	X	X	X	X

Day Plan 2

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
X	X	X	X	X	X	X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X
													21	22	23	24	25	26	27	28	29	30	31
													X	X	X	X	X	X	X	X	X	X	X

Day Plan 3

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan 4

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan 5

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan 6

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	7

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	8

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	9

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plans

Day Plan	1			Day Plan	2			Day Plan	3		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	100	00	00	1	0	00	00	1	0	00	00
2	1	05	30	2	0	00	00	2	0	00	00
3	2	09	00	3	0	00	00	3	0	00	00
4	3	13	00	4	0	00	00	4	0	00	00
5	100	19	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Day Plan	4			Day Plan	5			Day Plan	6		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	0	00	00
2	0	00	00	2	0	00	00	2	0	00	00
3	0	00	00	3	0	00	00	3	0	00	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Day Plan	7			Day Plan	8			Day Plan	9		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	0	00	00
2	0	00	00	2	0	00	00	2	0	00	00
3	0	00	00	3	0	00	00	3	0	00	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Action Plans

Action	Patt	Timing Plan	Veh Det Plan	Veh Det Diag Plan	System Override	Seq	Det Log	Red Rest	Ped Det Diag
1	1	0	0	0	Disabled	0	0 Minute	Disabled	0
2	2	0	0	0	Disabled	0	0 Minute	Disabled	0
3	3	0	0	0	Disabled	0	0 Minute	Disabled	0
4	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
5	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
6	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
7	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
8	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
9	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
10	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
11	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
12	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
13	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
14	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
15	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
16	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
17	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
18	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
19	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
20	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
21	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
22	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
23	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
24	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
25	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
26	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
27	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
28	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
29	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
30	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
31	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
32	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
33	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
34	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
35	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
36	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
37	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
38	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
39	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
40	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
41	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
42	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
43	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
44	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
45	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
46	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
47	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
48	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
49	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
50	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0

Action Plans

Action	Patt	Timing Plan	Veh Det Plan	Veh Det Diag Plan	System Override	Seq	Det Log	Red Rest	Ped Det Diag
51	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
52	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
53	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
54	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
55	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
56	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
57	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
58	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
59	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
60	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
61	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
62	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
63	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
64	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
65	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
66	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
67	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
68	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
69	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
70	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
71	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
72	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
73	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
74	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
75	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
76	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
77	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
78	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
79	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
80	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
81	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
82	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
83	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
84	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
85	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
86	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
87	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
88	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
89	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
90	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
91	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
92	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
93	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
94	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
95	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
96	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
97	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
98	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
99	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
100	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0

Action Plans

Action	1															
	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																
Cond Service Inh																
Phase Omitted																
Action	2															
	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																
Cond Service Inh																
Phase Omitted																
Action	3															
	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																
Cond Service Inh																
Phase Omitted																
Action	4															
	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																
Cond Service Inh																
Phase Omitted																
Action	5															
	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																
Cond Service Inh																
Phase Omitted																
Action	6															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																

Phase Omitted																
Action	7															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	8															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	9															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	10															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	11															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	12															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	13															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	14															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	15															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	16															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	17															
	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																
Cond Service Inh																
Phase Omitted																
Action	18															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	19															
	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																
Cond Service Inh																
Phase Omitted																
Action	20															
	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																
Cond Service Inh																
Phase Omitted																
Action	21															
	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																
Cond Service Inh																
Phase Omitted																
Action	22															
	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																
Cond Service Inh																
Phase Omitted																
Action	23															
	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																
Cond Service Inh																
Phase Omitted																
Action	24															
	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																
Cond Service Inh																
Phase Omitted																

Action	25															
	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																
Cond Service Inh																
Phase Omitted																
Action	26															
	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																
Cond Service Inh																
Phase Omitted																
Action	27															
	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																
Cond Service Inh																
Phase Omitted																
Action	28															
	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																
Cond Service Inh																
Phase Omitted																
Action	29															
	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																
Cond Service Inh																
Phase Omitted																
Action	30															
	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																
Cond Service Inh																
Phase Omitted																

Action	31															
	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																
Cond Service Inh																
Phase Omitted																
Action	32															
	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																
Cond Service Inh																
Phase Omitted																
Action	33															
	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																
Cond Service Inh																
Phase Omitted																
Action	34															
	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																
Cond Service Inh																
Phase Omitted																
Action	35															
	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																
Cond Service Inh																
Phase Omitted																
Action	36															
	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																
Cond Service Inh																
Phase Omitted																

Action	37															
	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																
Cond Service Inh																
Phase Omitted																
Action	38															
	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																
Cond Service Inh																
Phase Omitted																
Action	39															
	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																
Cond Service Inh																
Phase Omitted																
Action	40															
	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																
Cond Service Inh																
Phase Omitted																
Action	41															
	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																
Cond Service Inh																
Phase Omitted																
Action	42															
	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																
Cond Service Inh																
Phase Omitted																

Action	43															
	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																
Cond Service Inh																
Phase Omitted																
Action	44															
	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																
Cond Service Inh																
Phase Omitted																
Action	45															
	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																
Cond Service Inh																
Phase Omitted																
Action	46															
	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																
Cond Service Inh																
Phase Omitted																
Action	47															
	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																
Cond Service Inh																
Phase Omitted																
Action	48															
	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																
Cond Service Inh																
Phase Omitted																

Action	49															
	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																
Cond Service Inh																
Phase Omitted																
Action	50															
	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																
Cond Service Inh																
Phase Omitted																
Action	51															
	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																
Cond Service Inh																
Phase Omitted																
Action	52															
	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																
Cond Service Inh																
Phase Omitted																
Action	53															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	54															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	55															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	56															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	57															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	58															
	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																
Cond Service Inh																
Phase Omitted																
Action	59															
	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																
Cond Service Inh																
Phase Omitted																
Action	60															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	61															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	62															
	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																
Cond Service Inh																
Phase Omitted																

Action	63															
	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																
Cond Service Inh																
Phase Omitted																

Action	64															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	65															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	66															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	67															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	68															
	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																
Cond Service Inh																
Phase Omitted																
Action	69															
	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																
Cond Service Inh																
Phase Omitted																
Action	70															
	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																
Cond Service Inh																
Phase Omitted																
Action	71															
	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																
Cond Service Inh																
Phase Omitted																
Action	72															
	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																
Cond Service Inh																
Phase Omitted																

Action	73															
	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																
Cond Service Inh																
Phase Omitted																
Action	74															
	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																
Cond Service Inh																
Phase Omitted																
Action	75															
	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																
Cond Service Inh																
Phase Omitted																
Action	76															
	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																
Cond Service Inh																
Phase Omitted																
Action	77															
	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																
Cond Service Inh																
Phase Omitted																
Action	78															
	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																
Cond Service Inh																
Phase Omitted																

Action	79															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	80															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																
Action	81															
	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																
Cond Service Inh																
Phase Omitted																
Action	82															
	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																
Cond Service Inh																
Phase Omitted																
Action	83															
	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																
Cond Service Inh																
Phase Omitted																
Action	84															
	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																
Cond Service Inh																
Phase Omitted																

Action	85															
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Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
Cond Service Inh																
Phase Omitted																

Action	86															
	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																
Cond Service Inh																
Phase Omitted																

Action	87															
	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																
Cond Service Inh																
Phase Omitted																

Action	88															
	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																
Cond Service Inh																
Phase Omitted																

Action	89															
	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																
Cond Service Inh																
Phase Omitted																

Action	90															
	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																
Cond Service Inh																
Phase Omitted																

Action	91															
	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																
Cond Service Inh																
Phase Omitted																

Action	92															
	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																
Cond Service Inh																
Phase Omitted																

Action	93															
	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																
Cond Service Inh																
Phase Omitted																

Action	94															
	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																
Cond Service Inh																
Phase Omitted																

Action	95															
	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																
Cond Service Inh																
Phase Omitted																

Action	96															
	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																
Cond Service Inh																
Phase Omitted																

Action	97															
	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																
Cond Service Inh																
Phase Omitted																

Action	98															
	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																
Cond Service Inh																
Phase Omitted																

Action	99															
	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																
Cond Service Inh																
Phase Omitted																

Action	100															
	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																
Cond Service Inh																
Phase Omitted																

Detector Plan 1

		Call Phases															
Detector	Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
32	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
33	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
34	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
35	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
36	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
37	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
38	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
39	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
40	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
41	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
42	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
43	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
44	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
45	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
46	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
47	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
48	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
49	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
50	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
51	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
52	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
53	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
54	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
55	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
56	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
57	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
58	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
59	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
60	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
61	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
62	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
63	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
64	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector Plan 1

Detector	Extend	Call Option	Added Option	Queue Opt	NTCIP Occ
1	0.0	X	.	.	.
2	0.0	X	.	.	.
3	0.0	X	.	.	.
4	0.0	X	.	.	.
5	0.0	X	.	.	.
6	0.0	X	.	.	.
7	0.0	X	.	.	.
8	0.0	X	.	.	.
9	0.0	X	.	.	.
10	0.0	X	.	.	.
11	0.0	X	.	.	.
12	0.0	X	.	.	.
13	0.0	X	.	.	.
14	0.0	X	.	.	.
15	0.0	X	.	.	.
16	0.0	X	.	.	.
17	0.0	X	.	.	.
18	0.0	X	.	.	.
19	0.0	X	.	.	.
20	0.0	X	.	.	.
21	0.0	X	.	.	.
22	0.0	X	.	.	.
23	0.0	X	.	.	.
24	0.0	X	.	.	.
25	0.0	X	.	.	.
26	0.0	X	.	.	.
27	0.0	X	.	.	.
28	0.0	X	.	.	.
29	0.0	X	.	.	.
30	0.0	X	.	.	.
31	0.0	X	.	.	.
32	0.0	X	.	.	.
33	0.0	X	.	.	.
34	0.0	X	.	.	.
35	0.0	X	.	.	.
36	0.0	X	.	.	.
37	0.0	X	.	.	.
38	0.0	X	.	.	.
39	0.0	X	.	.	.
40	0.0	X	.	.	.
41	0.0	X	.	.	.
42	0.0	X	.	.	.
43	0.0	X	.	.	.
44	0.0	X	.	.	.
45	0.0	X	.	.	.
46	0.0	X	.	.	.
47	0.0	X	.	.	.
48	0.0	X	.	.	.
49	0.0	X	.	.	.
50	0.0	X	.	.	.
51	0.0	X	.	.	.
52	0.0	X	.	.	.
53	0.0	X	.	.	.
54	0.0	X	.	.	.
55	0.0	X	.	.	.
56	0.0	X	.	.	.
57	0.0	X	.	.	.
58	0.0	X	.	.	.
59	0.0	X	.	.	.
60	0.0	X	.	.	.
61	0.0	X	.	.	.
62	0.0	X	.	.	.
63	0.0	X	.	.	.
64	0.0	X	.	.	.

Detector Plan	1	Delay	Passage	X Switch	Queue	Volume	
Detector	Yellow Lock	Time	Option	Phase	Limit	Det	Red Lock
1	.	0.0	X	0	0	.	.
2	.	0.0	X	0	0	.	.
3	.	0.0	X	0	0	.	.
4	.	0.0	X	0	0	.	.
5	.	0.0	X	0	0	.	.
6	.	0.0	X	0	0	.	.
7	.	0.0	X	0	0	.	.
8	.	0.0	X	0	0	.	.
9	.	0.0	X	0	0	.	.
10	.	0.0	X	0	0	.	.
11	.	0.0	X	0	0	.	.
12	.	0.0	X	0	0	.	.
13	.	0.0	X	0	0	.	.
14	.	0.0	X	0	0	.	.
15	.	0.0	X	0	0	.	.
16	.	0.0	X	0	0	.	.
17	.	0.0	X	0	0	.	.
18	.	0.0	X	0	0	.	.
19	.	0.0	X	0	0	.	.
20	.	0.0	X	0	0	.	.
21	.	0.0	X	0	0	.	.
22	.	0.0	X	0	0	.	.
23	.	0.0	X	0	0	.	.
24	.	0.0	X	0	0	.	.
25	.	0.0	X	0	0	.	.
26	.	0.0	X	0	0	.	.
27	.	0.0	X	0	0	.	.
28	.	0.0	X	0	0	.	.
29	.	0.0	X	0	0	.	.
30	.	0.0	X	0	0	.	.
31	.	0.0	X	0	0	.	.
32	.	0.0	X	0	0	.	.
33	.	0.0	X	0	0	.	.
34	.	0.0	X	0	0	.	.
35	.	0.0	X	0	0	.	.
36	.	0.0	X	0	0	.	.
37	.	0.0	X	0	0	.	.
38	.	0.0	X	0	0	.	.
39	.	0.0	X	0	0	.	.
40	.	0.0	X	0	0	.	.
41	.	0.0	X	0	0	.	.
42	.	0.0	X	0	0	.	.
43	.	0.0	X	0	0	.	.
44	.	0.0	X	0	0	.	.
45	.	0.0	X	0	0	.	.
46	.	0.0	X	0	0	.	.
47	.	0.0	X	0	0	.	.
48	.	0.0	X	0	0	.	.
49	.	0.0	X	0	0	.	.
50	.	0.0	X	0	0	.	.
51	.	0.0	X	0	0	.	.
52	.	0.0	X	0	0	.	.
53	.	0.0	X	0	0	.	.
54	.	0.0	X	0	0	.	.
55	.	0.0	X	0	0	.	.
56	.	0.0	X	0	0	.	.
57	.	0.0	X	0	0	.	.
58	.	0.0	X	0	0	.	.
59	.	0.0	X	0	0	.	.
60	.	0.0	X	0	0	.	.
61	.	0.0	X	0	0	.	.
62	.	0.0	X	0	0	.	.
63	.	0.0	X	0	0	.	.
64	.	0.0	X	0	0	.	.

Ped Assignment Mode

Ped Det phase Assignment Mode
NTCIP

Econolite Mode Table

Ped Detector	Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Type	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	Type	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	Type	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	Type	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	Type	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	Type	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	Type	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	Type	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	Type	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	Type	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	Type	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	Type	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	Type	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

ASC3 MaxView Timing Sheet

MaxView Controller Information

Controller Number	60019
Controller Name	Grand & 163rd Ave.
Main St.	Grand
Side St.	163rd
IP Address	10.17.31.16
NTCIP Receive Port	Automatic
NTCIP Send Port	2418
NTCIP Timeout	1000

Sequence

Ring	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
2	5	6	8	7	11	12	15	16	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Barrier																

Phase In Use/Ped

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
In Use	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Exclusive ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignment

			Dim				Auto Flash		
Channel	Source	Type	G	Y	R	D	Y	R	T
1	1	Phase Vehicle	.	.	.	.	.	X	.
2	2	Phase Vehicle	.	.	.	.	.	X	X
3	3	Phase Vehicle	.	.	.	.	.	X	.
4	4	Phase Vehicle	.	.	.	.	.	X	X
5	5	Phase Vehicle	.	.	.	X	.	X	.
6	6	Phase Vehicle	.	.	.	X	.	X	X
7	7	Phase Vehicle	.	.	.	X	.	X	.
8	8	Phase Vehicle	.	.	.	X	.	X	X
9	2	Phase Pedestrian	.	.	.	.	.	.	.
10	4	Phase Pedestrian	.	.	.	.	.	.	.
11	6	Phase Pedestrian	.	.	.	X	.	.	.
12	8	Phase Pedestrian	.	.	.	X	.	.	.
13	1	Overlap	.	.	.	.	.	X	.
14	2	Overlap	.	.	.	X	.	X	X
15	3	Overlap	.	.	.	.	.	X	.
16	4	Overlap	.	.	.	X	.	X	X

Start Up Options

Flash > Mon	All Red	Start Up Flash	Power Start Seq
Disabled	8	8	1

Phase

Phase	1	2	3	4	5	6	7	8
Interval	.	redClear	.	.	.	redClear	.	.

Phase	9	10	11	12	13	14	15	16
Interval	.	.	.	.	.	.	.	.

Overlap

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

Automatic Flash Options

Flash > Mon	Exit Flash	Min Flash
Disabled	Green Walk	8

Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Falsh Entry	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.

Overlap Delay	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.

Logic Statement Control

Statement	Command		Statement	Command
1	.		11	.
2	.		12	.
3	.		13	.
4	.		14	.
5	.		15	.
6	.		16	.
7	.		17	.
8	.		18	.
9	.		19	.
10	.		20	.

Conditional Definition, Statement 1

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 1

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 1

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 2

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 2

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 2

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 3

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 3

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 3

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 4

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 4

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 4

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 5

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 5

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 5

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 6

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 6

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 6

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 7

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 7

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 7

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 8

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 8

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 8

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 9

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 9

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 9

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 10

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 10

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 10

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 11

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 11

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 11

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 12

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 12

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 12

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 13

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 13

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 13

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 14

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 14

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 14

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 15

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 15

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 15

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 16

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 16

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 16

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 17

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 17

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 17

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 18

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 18

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 18

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 19

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 19

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 19

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Conditional Definition, Statement 20

Condition	Logic	Peer	Peer Fail State	Element	Descriptor	OP	Test
1	IF	0	F		0	IS	0
2		0	F		0	IS	0
3		0	F		0	IS	0
4		0	F		0	IS	0
5		0	F		0	IS	0
6		0	F		0	IS	0
7		0	F		0	IS	0
8		0	F		0	IS	0
9		0	F		0	IS	0
10		0	F		0	IS	0

Then, Statement 20

Execution	Op	Element	Descriptor	Set
1	Then		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Else, Statement 20

Alternate	Op	Element	Descriptor	Set
1	Else		0	OFF
2			0	OFF
3			0	OFF
4			0	OFF
5			0	OFF

Controller Timing Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	6	15	12	8	12	15	6	8	5	5	5	5	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cond Service 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
Walk2	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	35	0	27	0	24	0	20	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
Veh Ext	2.5	6.5	3.0	2.5	2.5	6.5	2.5	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Veh Ext2	2.5	6.5	3.0	2.5	2.5	6.5	2.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	75	45	15	15	75	15	15	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max	0	95	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	5.8	3.0	3.0	3.0	5.8	3.0	4.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.5	1.5	6.0	4.7	1.5	1.5	5.1	4.7	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
Actuations Before	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	38	0	0	0	38	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	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

Overlap Times

Overlap	Type	Lag GRN	Yellow	Red	Advance GRN
1	Other/Econolite	0.0	0.0	0.0	0.0
2	Other/Econolite	0.0	0.0	0.0	0.0
3	Other/Econolite	0.0	0.0	0.0	0.0
4	Other/Econolite	0.0	0.0	0.0	0.0
5	Other/Econolite	0.0	0.0	0.0	0.0
6	Other/Econolite	0.0	0.0	0.0	0.0
7	Other/Econolite	0.0	0.0	0.0	0.0
8	Other/Econolite	0.0	0.0	0.0	0.0
9	Other/Econolite	0.0	0.0	0.0	0.0
10	Other/Econolite	0.0	0.0	0.0	0.0
11	Other/Econolite	0.0	0.0	0.0	0.0
12	Other/Econolite	0.0	0.0	0.0	0.0
13	Other/Econolite	0.0	0.0	0.0	0.0
14	Other/Econolite	0.0	0.0	0.0	0.0
15	Other/Econolite	0.0	0.0	0.0	0.0
16	Other/Econolite	0.0	0.0	0.0	0.0

Overlap Configuration

Overlap	A															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	B															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	C															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	D															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	E															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	F															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	G															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	H															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	I															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	J															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	K															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	L															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	M															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	N															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	O															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Overlap	P															
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Included	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Protected	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Modifier	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Protect	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Not Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag X Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lag 2 Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phase Table

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Guar Passage	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act I	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non Act II	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Dual Entry	.	.	X	X	.	.	X	X	.	.	.	.	.	.	.	.
Cond Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Reservice	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Act Rest in Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flashing Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Clr thru Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Immed Gap Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Options

Enable Pretimed Mode	Free Input Enables Pretimed
Disabled	Disabled

Pre-Timed Phases

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

Phases Recall

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Locking Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Detector	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Ped Detector	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
No Rest	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Int Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Coordination Options

System Source	TBC	ECPI Coord	Enabled
Transition	Shortway	System Format	Standard
Dwell Add Time	0	Max Select	MaxInhibit
Delay Coord Walk	Disabled	Call Use Ped Time	Enabled
Offset Ref	Lead	Ped Reservice	Disabled
Ped Recall	Disabled	FO Add Initial	Disabled
Local Zero Override	Disabled	Multi Sync	Disabled
Re-sync Count	0	Force Mode	Floating

Patterns

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
46	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases													
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
53	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
54	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
57	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
58	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
59	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
61	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
62	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
63	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
65	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
66	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
67	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
68	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
70	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
71	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
72	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
73	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
74	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
75	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
77	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
78	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
79	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
82	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
83	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
84	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
85	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
86	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
87	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
88	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
89	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
90	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
91	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
92	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
93	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
94	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
95	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
96	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
97	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
98	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
101	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
102	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
103	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
104	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
105	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Pattern	Split #	Cycle	Offset	Phase Splits																Coordination Phases													
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
106	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
107	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
108	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
109	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
110	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
111	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
112	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
113	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
115	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
116	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
117	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
118	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
119	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
120	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preemption

Preempt	1															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	X	.	.	.	.	X	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	X	.	.	X	X	X	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	X	.	.	.	.	X	.	.	.	.	.	.	.	.

Preempt	2															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	3															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	4															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	5															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	6															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	7															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	8															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	9															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt	10															
Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Track Phases	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Track Overlaps	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trail	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Exit Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Special Function	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycle Ped	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Preempt Configuration

Preempt	1	2	3	4	5
Enable	Sequence 1-16	No	No	No	No
Term Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Link	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Exit FI Color	Red	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Disabled	Disabled	Disabled
Dwell Flash	Off	Off	Off	Off	Off
Pre Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Pre Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.

Preempt	6	7	8	9	10
Enable	No	No	No	No	No
Term Overlap	Disabled	Disabled	Disabled	Disabled	Disabled
Ped Dark	Disabled	Disabled	Disabled	Disabled	Disabled
Link	0	0	0	0	0
Exit Timing Plan	0	0	0	0	0
Delay	0	0	0	0	0
Duration	0	0	0	0	0
Ped Clear thru Yellow	Disabled	Disabled	Disabled	Disabled	Disabled
Track Clr Reservice	Disabled	Disabled	Disabled	Disabled	Disabled
Exit FI Color	Green	Green	Green	Green	Green
Reservice Time	0	0	0	0	0
Interlock	Disabled	Disabled	Disabled	Disabled	Disabled
Inhibit	0	0	0	0	0
Clear>Green	Disabled	Disabled	Disabled	Disabled	Disabled
Terminate Phase	Disabled	Disabled	Disabled	Disabled	Disabled
Dwell Flash	Off	Off	Off	Off	Off
Pre Exit to Coord	Disabled	Disabled	Disabled	Disabled	Disabled
Pre Active Output	ON	ON	ON	ON	ON
Other Pri/Preempt	.	.	.	.	.
Pre Active Dwell	Disabled	Disabled	Disabled	Disabled	Disabled
Non-Pri Preempt	.	.	.	.	.

Preempt Settings

Preempt	1	2	3	4	5	6	7	8	9	10
Detector Lock	.	.	.	.	.	.	.	.	.	.
Preempt Override FI	.	.	.	.	.	.	.	.	.	.
Preempt Override	.	.	.	.	.	.	.	.	.	.
Flash Dwell	.	.	.	.	.	.	.	.	.	.

Free During Preempt

Preempt	1	2	3	4	5	6	7	8	9	10
Ring 1	.	.	.	.	.	.	.	.	.	.
Ring 2	.	.	.	.	.	.	.	.	.	.
Ring 3	.	.	.	.	.	.	.	.	.	.
Ring 4	.	.	.	.	.	.	.	.	.	.

Preempt Times

Preempt	1	2	3	4	5	6	7	8	9	10
Entrance TM Walk	0	0	0	0	0	0	0	0	0	0
Entrance TM Ped Clr	255	255	255	255	255	255	255	255	255	255
Entrance TM Min Grn	5	5	5	5	5	5	5	5	5	5
Entrance TM Yellow	3.9	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Entrance TM Red Clr	4.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Track Clear - Min Grn	45	0	0	0	0	0	0	0	0	0
Track Clear - Yellow	3.9	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Track Clear - Red	4.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Dwell/Cycl-Min Dwell	5	0	0	0	0	0	0	0	0	0
Dwell/Cycl-Pre Exit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dwell/Cycl-Max Time	0	0	0	0	0	0	0	0	0	0
Dwell/Cycl-Exit Yellow	3.9	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Dwell/Cycl-Exit Red	4.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Enable Preempt Filtering

Preempt	1	2	3	4	5	6	7	8	9	10
Solid	ByPassed	ByPassed	Preempt 3	Preempt 4	Preempt 5	Preempt 6	ByPassed	ByPassed	ByPassed	ByPassed
Pulse	ByPassed	ByPassed	Preempt 7	Preempt 8	Preempt 9	Preempt 10	ByPassed	ByPassed	ByPassed	ByPassed

TSP Plans						
TSP	1	2	3	4	5	6
Enabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Pulsing Signal	Solid	Solid	Solid	Solid	Solid	Solid
Det Lock	No	No	No	No	No	No
Delay Time In Sec	0	0	0	0	0	0
Max Time In Sec	0	0	0	0	0	0
Enabled Reservice	No	No	No	No	No	No
Inhibit Delay	No	No	No	No	No	No
Inhibited By Nic SF	0	0	0	0	0	0
Reservice Cycle	0	0	0	0	0	0
Bus Heading	NB	SB	EB	WB	Not Mapped	Not Mapped
Free Pattern	0	0	0	0	0	0
Split Pattern	0	0	0	0	0	0
Description	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S	on of TSP/S

TSP/SCP Phases

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

TSP Phase Omit

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

TSP Ped Omit

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

Clock/Calendar Data

Enable Action Plan	0	Sync Reference	Reference Time
Sync Ref Time - Hour	0	Daylight Savings Time	Disable DST
Sync Ref Time - Min	0		

Time Reset Input Set Time - Hour	3
Time Reset Input Set Time - Miin	30
Time Reset Input Set Time - Sec	0

Day Plan	1

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
													21	22	23	24	25	26	27	28	29	30	31

Day Plan	2

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
													21	22	23	24	25	26	27	28	29	30	31

Day Plan	3

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
													21	22	23	24	25	26	27	28	29	30	31

Day Plan	4

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
													21	22	23	24	25	26	27	28	29	30	31

Day Plan	5

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
													21	22	23	24	25	26	27	28	29	30	31

Day Plan	6

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
													21	22	23	24	25	26	27	28	29	30	31

Day Plan	7

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	8

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plan	9

Month of Year						Days of Week							Days of Month									
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10
.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
J	A	S	O	N	D								11	12	13	14	15	16	17	18	19	20
.	.	.	.	.	.								.	.	.	.	.	.	.	.	.	.
													21	22	23	24	25	26	27	28	29	30	31
													.	.	.	.	.	.	.	.	.	.	.

Day Plans

Day Plan	1			Day Plan	2			Day Plan	3		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	0	00	00
2	0	00	00	2	0	00	00	2	0	00	00
3	0	00	00	3	0	00	00	3	0	00	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Day Plan	4			Day Plan	5			Day Plan	6		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	0	00	00
2	0	00	00	2	0	00	00	2	0	00	00
3	0	00	00	3	0	00	00	3	0	00	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Day Plan	7			Day Plan	8			Day Plan	9		
Event	Action	Hour	Min.	Event	Action	Hour	Min.	Event	Action	Hour	Min.
1	0	00	00	1	0	00	00	1	0	00	00
2	0	00	00	2	0	00	00	2	0	00	00
3	0	00	00	3	0	00	00	3	0	00	00
4	0	00	00	4	0	00	00	4	0	00	00
5	0	00	00	5	0	00	00	5	0	00	00
6	0	00	00	6	0	00	00	6	0	00	00
7	0	00	00	7	0	00	00	7	0	00	00
8	0	00	00	8	0	00	00	8	0	00	00
9	0	00	00	9	0	00	00	9	0	00	00
10	0	00	00	10	0	00	00	10	0	00	00
11	0	00	00	11	0	00	00	11	0	00	00
12	0	00	00	12	0	00	00	12	0	00	00
13	0	00	00	13	0	00	00	13	0	00	00
14	0	00	00	14	0	00	00	14	0	00	00
15	0	00	00	15	0	00	00	15	0	00	00
16	0	00	00	16	0	00	00	16	0	00	00
17	0	00	00	17	0	00	00	17	0	00	00
18	0	00	00	18	0	00	00	18	0	00	00
19	0	00	00	19	0	00	00	19	0	00	00
20	0	00	00	20	0	00	00	20	0	00	00

Action Plans

Action	Patt	Timing Plan	Veh Det Plan	Veh Det Diag Plan	System Override	Seq	Det Log	Red Rest	Ped Det Diag
1	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
2	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
3	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
4	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
5	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
6	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
7	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
8	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
9	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
10	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
11	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
12	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
13	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
14	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
15	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
16	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
17	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
18	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
19	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
20	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
21	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
22	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
23	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
24	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
25	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
26	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
27	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
28	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
29	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
30	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
31	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
32	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
33	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
34	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
35	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
36	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
37	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
38	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
39	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
40	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
41	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
42	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
43	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
44	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
45	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
46	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
47	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
48	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
49	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
50	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0

Action Plans

Action	Patt	Timing Plan	Veh Det Plan	Veh Det Diag Plan	System Override	Seq	Det Log	Red Rest	Ped Det Diag
51	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
52	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
53	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
54	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
55	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
56	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
57	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
58	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
59	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
60	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
61	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
62	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
63	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
64	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
65	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
66	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
67	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
68	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
69	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
70	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
71	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
72	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
73	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
74	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
75	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
76	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
77	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
78	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
79	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
80	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
81	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
82	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
83	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
84	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
85	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
86	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
87	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
88	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
89	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
90	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
91	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
92	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
93	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
94	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
95	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
96	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
97	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
98	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
99	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0
100	Auto	0	0	0	Disabled	0	0 Minute	Disabled	0

Action Plans

Action	1															
	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																
Cond Service Inh																
Phase Omitted																
Action	2															
	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																
Cond Service Inh																
Phase Omitted																
Action	3															
	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																
Cond Service Inh																
Phase Omitted																
Action	4															
	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																
Cond Service Inh																
Phase Omitted																
Action	5															
	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																
Cond Service Inh																
Phase Omitted																
Action	6															
	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																
Cond Service Inh																

Phase Omitted																
Action	7															
	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																
Cond Service Inh																
Phase Omitted																
Action	8															
	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																
Cond Service Inh																
Phase Omitted																
Action	9															
	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																
Cond Service Inh																
Phase Omitted																
Action	10															
	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																
Cond Service Inh																
Phase Omitted																
Action	11															
	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																
Cond Service Inh																
Phase Omitted																
Action	12															
	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																
Cond Service Inh																
Phase Omitted																

Action	13															
	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																
Cond Service Inh																
Phase Omitted																
Action	14															
	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																
Cond Service Inh																
Phase Omitted																
Action	15															
	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																
Cond Service Inh																
Phase Omitted																
Action	16															
	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																
Cond Service Inh																
Phase Omitted																
Action	17															
	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																
Cond Service Inh																
Phase Omitted																
Action	18															
	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																
Cond Service Inh																
Phase Omitted																

Action	19															
	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																
Cond Service Inh																
Phase Omitted																
Action	20															
	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																
Cond Service Inh																
Phase Omitted																
Action	21															
	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																
Cond Service Inh																
Phase Omitted																
Action	22															
	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																
Cond Service Inh																
Phase Omitted																
Action	23															
	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																
Cond Service Inh																
Phase Omitted																
Action	24															
	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																
Cond Service Inh																
Phase Omitted																

Action	25															
	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																
Cond Service Inh																
Phase Omitted																
Action	26															
	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																
Cond Service Inh																
Phase Omitted																
Action	27															
	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																
Cond Service Inh																
Phase Omitted																
Action	28															
	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																
Cond Service Inh																
Phase Omitted																
Action	29															
	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																
Cond Service Inh																
Phase Omitted																
Action	30															
	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																
Cond Service Inh																
Phase Omitted																

Action	31															
	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																
Cond Service Inh																
Phase Omitted																
Action	32															
	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																
Cond Service Inh																
Phase Omitted																
Action	33															
	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																
Cond Service Inh																
Phase Omitted																
Action	34															
	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																
Cond Service Inh																
Phase Omitted																
Action	35															
	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																
Cond Service Inh																
Phase Omitted																
Action	36															
	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																
Cond Service Inh																
Phase Omitted																

Action	37															
	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																
Cond Service Inh																
Phase Omitted																
Action	38															
	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																
Cond Service Inh																
Phase Omitted																
Action	39															
	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																
Cond Service Inh																
Phase Omitted																
Action	40															
	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																
Cond Service Inh																
Phase Omitted																
Action	41															
	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																
Cond Service Inh																
Phase Omitted																
Action	42															
	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																
Cond Service Inh																
Phase Omitted																

Action	43															
	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																
Cond Service Inh																
Phase Omitted																
Action	44															
	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																
Cond Service Inh																
Phase Omitted																
Action	45															
	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																
Cond Service Inh																
Phase Omitted																
Action	46															
	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																
Cond Service Inh																
Phase Omitted																
Action	47															
	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																
Cond Service Inh																
Phase Omitted																
Action	48															
	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																
Cond Service Inh																
Phase Omitted																

Action	49															
	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																
Cond Service Inh																
Phase Omitted																
Action	50															
	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																
Cond Service Inh																
Phase Omitted																
Action	51															
	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																
Cond Service Inh																
Phase Omitted																
Action	52															
	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																
Cond Service Inh																
Phase Omitted																
Action	53															
	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																
Cond Service Inh																
Phase Omitted																
Action	54															
	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																
Cond Service Inh																
Phase Omitted																

Action	55															
	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																
Cond Service Inh																
Phase Omitted																
Action	56															
	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																
Cond Service Inh																
Phase Omitted																
Action	57															
	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																
Cond Service Inh																
Phase Omitted																
Action	58															
	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																
Cond Service Inh																
Phase Omitted																
Action	59															
	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																
Cond Service Inh																
Phase Omitted																
Action	60															
	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																
Cond Service Inh																
Phase Omitted																

Action	61															
	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																
Cond Service Inh																
Phase Omitted																

Action	62															
	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																
Cond Service Inh																
Phase Omitted																

Action	63															
	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																
Cond Service Inh																
Phase Omitted																

Action	64															
	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																
Cond Service Inh																
Phase Omitted																

Action	65															
	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																
Cond Service Inh																
Phase Omitted																

Action	66															
	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																
Cond Service Inh																
Phase Omitted																

Action	67															
	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																
Cond Service Inh																
Phase Omitted																
Action	68															
	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																
Cond Service Inh																
Phase Omitted																
Action	69															
	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																
Cond Service Inh																
Phase Omitted																
Action	70															
	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																
Cond Service Inh																
Phase Omitted																
Action	71															
	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																
Cond Service Inh																
Phase Omitted																
Action	72															
	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																
Cond Service Inh																
Phase Omitted																

Action	73															
	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																
Cond Service Inh																
Phase Omitted																
Action	74															
	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																
Cond Service Inh																
Phase Omitted																
Action	75															
	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																
Cond Service Inh																
Phase Omitted																
Action	76															
	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																
Cond Service Inh																
Phase Omitted																
Action	77															
	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																
Cond Service Inh																
Phase Omitted																
Action	78															
	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																
Cond Service Inh																
Phase Omitted																

Action	79															
	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																
Cond Service Inh																
Phase Omitted																
Action	80															
	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																
Cond Service Inh																
Phase Omitted																
Action	81															
	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																
Cond Service Inh																
Phase Omitted																
Action	82															
	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																
Cond Service Inh																
Phase Omitted																
Action	83															
	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																
Cond Service Inh																
Phase Omitted																
Action	84															
	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																
Cond Service Inh																
Phase Omitted																

Action	85															
	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																
Cond Service Inh																
Phase Omitted																

Action	86															
	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																
Cond Service Inh																
Phase Omitted																

Action	87															
	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																
Cond Service Inh																
Phase Omitted																

Action	88															
	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																
Cond Service Inh																
Phase Omitted																

Action	89															
	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																
Cond Service Inh																
Phase Omitted																

Action	90															
	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																
Cond Service Inh																
Phase Omitted																

Action	91															
	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																
Cond Service Inh																
Phase Omitted																

Action	92															
	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																
Cond Service Inh																
Phase Omitted																

Action	93															
	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																
Cond Service Inh																
Phase Omitted																

Action	94															
	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																
Cond Service Inh																
Phase Omitted																

Action	95															
	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																
Cond Service Inh																
Phase Omitted																

Action	96															
	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																
Cond Service Inh																
Phase Omitted																

Action	97															
	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																
Cond Service Inh																
Phase Omitted																

Action	98															
	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																
Cond Service Inh																
Phase Omitted																

Action	99															
	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																
Cond Service Inh																
Phase Omitted																

Action	100															
	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																
Cond Service Inh																
Phase Omitted																

Detector Plan 1

		Call Phases															
Detector	Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
8	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
9	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
17	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
18	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
19	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
20	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
21	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
22	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
23	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
24	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
25	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
26	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
27	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
28	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
29	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
30	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
31	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
32	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
33	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
34	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
35	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
36	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
37	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
38	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
39	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
40	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
41	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
42	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
43	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
44	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
45	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
46	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
47	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
48	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
49	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
50	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
51	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
52	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
53	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
54	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
55	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
56	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
57	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
58	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
59	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
60	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
61	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
62	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
63	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
64	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Detector Plan 1

Detector	Extend	Call Option	Added Option	Queue Opt	NTCIP Occ
1	0.0	X	.	.	.
2	0.0	X	.	.	.
3	0.0	X	.	.	.
4	0.0	X	.	.	.
5	0.0	X	.	.	.
6	0.0	X	.	.	.
7	0.0	X	.	.	.
8	0.0	X	.	.	.
9	0.0	X	.	.	.
10	0.0	X	.	.	.
11	0.0	X	.	.	.
12	0.0	X	.	.	.
13	0.0	X	.	.	.
14	0.0	X	.	.	.
15	0.0	X	.	.	.
16	0.0	X	.	.	.
17	0.0	X	.	.	.
18	0.0	X	.	.	.
19	0.0	X	.	.	.
20	0.0	X	.	.	.
21	0.0	X	.	.	.
22	0.0	X	.	.	.
23	0.0	X	.	.	.
24	0.0	X	.	.	.
25	0.0	X	.	.	.
26	0.0	X	.	.	.
27	0.0	X	.	.	.
28	0.0	X	.	.	.
29	0.0	X	.	.	.
30	0.0	X	.	.	.
31	0.0	X	.	.	.
32	0.0	X	.	.	.
33	0.0	X	.	.	.
34	0.0	X	.	.	.
35	0.0	X	.	.	.
36	0.0	X	.	.	.
37	0.0	X	.	.	.
38	0.0	X	.	.	.
39	0.0	X	.	.	.
40	0.0	X	.	.	.
41	0.0	X	.	.	.
42	0.0	X	.	.	.
43	0.0	X	.	.	.
44	0.0	X	.	.	.
45	0.0	X	.	.	.
46	0.0	X	.	.	.
47	0.0	X	.	.	.
48	0.0	X	.	.	.
49	0.0	X	.	.	.
50	0.0	X	.	.	.
51	0.0	X	.	.	.
52	0.0	X	.	.	.
53	0.0	X	.	.	.
54	0.0	X	.	.	.
55	0.0	X	.	.	.
56	0.0	X	.	.	.
57	0.0	X	.	.	.
58	0.0	X	.	.	.
59	0.0	X	.	.	.
60	0.0	X	.	.	.
61	0.0	X	.	.	.
62	0.0	X	.	.	.
63	0.0	X	.	.	.
64	0.0	X	.	.	.

Detector Plan	1	Delay	Passage	X Switch	Queue	Volume	
Detector	Yellow Lock	Time	Option	Phase	Limit	Det	Red Lock
1	.	0.0	X	0	0	.	.
2	.	0.0	X	0	0	.	.
3	.	0.0	X	0	0	.	.
4	.	0.0	X	0	0	.	.
5	.	0.0	X	0	0	.	.
6	.	0.0	X	0	0	.	.
7	.	0.0	X	0	0	.	.
8	.	0.0	X	0	0	.	.
9	.	0.0	X	0	0	.	.
10	.	0.0	X	0	0	.	.
11	.	0.0	X	0	0	.	.
12	.	0.0	X	0	0	.	.
13	.	0.0	X	0	0	.	.
14	.	0.0	X	0	0	.	.
15	.	0.0	X	0	0	.	.
16	.	0.0	X	0	0	.	.
17	.	0.0	X	0	0	.	.
18	.	0.0	X	0	0	.	.
19	.	0.0	X	0	0	.	.
20	.	0.0	X	0	0	.	.
21	.	0.0	X	0	0	.	.
22	.	0.0	X	0	0	.	.
23	.	0.0	X	0	0	.	.
24	.	0.0	X	0	0	.	.
25	.	0.0	X	0	0	.	.
26	.	0.0	X	0	0	.	.
27	.	0.0	X	0	0	.	.
28	.	0.0	X	0	0	.	.
29	.	0.0	X	0	0	.	.
30	.	0.0	X	0	0	.	.
31	.	0.0	X	0	0	.	.
32	.	0.0	X	0	0	.	.
33	.	0.0	X	0	0	.	.
34	.	0.0	X	0	0	.	.
35	.	0.0	X	0	0	.	.
36	.	0.0	X	0	0	.	.
37	.	0.0	X	0	0	.	.
38	.	0.0	X	0	0	.	.
39	.	0.0	X	0	0	.	.
40	.	0.0	X	0	0	.	.
41	.	0.0	X	0	0	.	.
42	.	0.0	X	0	0	.	.
43	.	0.0	X	0	0	.	.
44	.	0.0	X	0	0	.	.
45	.	0.0	X	0	0	.	.
46	.	0.0	X	0	0	.	.
47	.	0.0	X	0	0	.	.
48	.	0.0	X	0	0	.	.
49	.	0.0	X	0	0	.	.
50	.	0.0	X	0	0	.	.
51	.	0.0	X	0	0	.	.
52	.	0.0	X	0	0	.	.
53	.	0.0	X	0	0	.	.
54	.	0.0	X	0	0	.	.
55	.	0.0	X	0	0	.	.
56	.	0.0	X	0	0	.	.
57	.	0.0	X	0	0	.	.
58	.	0.0	X	0	0	.	.
59	.	0.0	X	0	0	.	.
60	.	0.0	X	0	0	.	.
61	.	0.0	X	0	0	.	.
62	.	0.0	X	0	0	.	.
63	.	0.0	X	0	0	.	.
64	.	0.0	X	0	0	.	.

Ped Assignment Mode

Ped Det phase Assignment Mode
NTCIP

Econolite Mode Table

Ped Detector	Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Type	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	Type	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	Type	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	Type	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	Type	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	Type	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	Type	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	Type	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	Type	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	Type	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	Type	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	Type	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	Type	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	Type	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

APPENDIX F: Parametric Cost Estimate Sheets

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: SR 303L / US 60 Feasibility Study
PROJECT DESCRIPTION: RECONSTRUCT TI
ROUTE: SR 303L / US 60
ESTIMATE LEVEL: Stage I (15%)
PROJECT LIMITS: US 60/163rd Ave - Short-term 1
BASE YEAR: FY2021
LENGTH: 4 miles
DATE: 4/30/2022

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
300 & 400	**BASE AND SURFACE TREATMENT**				
	ARAC SURFACE	SQ.YD.	40,162	$ 6.00	240,970
	TOTAL ITEM 300 & 400				240,970
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0.5	$ 35,000.00	17,500
	PAVEMENT MARKING	LANE-MILE	4.50	$ 4,000.00	18,000
	TRAFFIC SIGNAL	EACH	0.25	$ 300,000.00	75,000
	TOTAL ITEM 700				110,500
	SUBTOTAL A (ITEM SUBTOTAL)				**$351,500**
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (8% OF SUBTOTAL A)			8.0%	28,100
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	3,500
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	5,300
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	3,500
	MOBILIZATION (8% OF SUBTOTAL A)			8.0%	28,100
	UNIDENTIFIED ITEMS (20% OF SUBTOTAL A)			20.0%	70,300
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$490,300**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	4,900
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	24,500
	CONSTRUCTION ENGINEERING (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	39,200
	SUBTOTAL BASE YEAR CONSTRUCTION				**558,900**
	INDIRECT COST ALLOCATION (10.5% OF BASE YEAR CONSTRUCTION+BELOW THE LINE ITEMS)			10.50%	58,700
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	BASE YEAR DEPARTMENT CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$617,600**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	14,700
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	1,500
	PREDESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL PREDESIGN				**16,200**
	FINAL DESIGN SERVICES (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	39,200
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	4,100
	FINAL DESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL FINAL DESIGN				**43,300**
	TOTAL ESTIMATED DESIGN COST				**$59,500**
	TOTAL ESTIMATED PROJECT COST				**$677,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: SR 303L / US 60 Feasibility Study
ROUTE: SR 303L / US 60
PROJECT LIMITS: US 60/SR 303L NB off - long term 1
LENGTH: 3 miles

PROJECT DESCRIPTION: RECONSTRUCT TI
ESTIMATE LEVEL: Stage I (15%)
BASE YEAR: FY2021
DATE: 4/30/2022

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	BORROW	CU.YD.	750,000	$ 18.00	13,500,000
	TOTAL ITEM 200				14,160,000
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	129,557	$ 10.00	1,295,570
	CONCRETE PAVEMENT	SQ.YD.	30,931	$ 66.00	2,041,430
	ASPHALT PAVEMENT	SQ.YD.	98,626	$ 30.00	2,958,780
	MILLING & OVERLAY	SQ.YD.	64,857	$ 18.00	1,167,430
	TOTAL ITEM 300 & 400				7,463,210
500	**DRAINAGE**				
	PIPE CULVERTS	L.FT.	12,000	$ 125.00	1,500,000
	TOTAL ITEM 500				1,500,000
600	**STRUCTURES**				
	OVERPASS TI BRIDGE 163rd	SQ.FT.	28,002	$ 200.00	5,600,400
	RIVER CROSSING BRIDGE	SQ.FT.	30,364	$ 145.00	4,402,780
	OVERPASS TI BRIDGE SR 303L	SQ.FT.	121,625	$ 200.00	24,325,000
	SIGN STRUCTURES	EACH	12	$ 55,000.00	660,000
	TOTAL ITEM 600				34,988,180
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	4.0	$ 35,000.00	140,000
	PAVEMENT MARKING	LANE-MILE	20.00	$ 4,000.00	80,000
	LIGHTING	MILE	2.00	$ 375,000.00	750,000
	TRAFFIC SIGNAL	EACH	3	$ 300,000.00	900,000
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE	2.00	$ 525,000.00	1,050,000
	TOTAL ITEM 700				2,920,000
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.	117,333	$ 15.00	1,760,000
	TOTAL ITEM 800				1,760,000
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.	10,000	$ 75.00	750,000
	SOUND WALLS	SQ.FT.	16,400	$ 40.00	656,000
	ROADWAY APPURTENANCES	L.SUM	1	$ 1,250,000.00	1,250,000
	ADA IMPROVEMENTS	EACH	14	$ 3,000.00	42,000
	TOTAL ITEM 900				2,698,000
	SUBTOTAL A (ITEM SUBTOTAL)				**$65,489,400**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: SR 303L / US 60 Feasibility Study
ROUTE: SR 303L / US 60
PROJECT LIMITS: US 60/SR 303L NB off - long term 1
LENGTH: 3 miles

PROJECT DESCRIPTION: RECONSTRUCT TI
ESTIMATE LEVEL: Stage I (15%)
BASE YEAR: FY2021
DATE: 4/30/2022

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (8% OF SUBTOTAL A)			8.0%	5,239,200
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	654,900
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	982,300
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	654,900
	MOBILIZATION (8% OF SUBTOTAL A)			8.0%	5,239,200
	UNIDENTIFIED ITEMS (20% OF SUBTOTAL A)			20.0%	13,097,900
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$91,357,800**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	913,600
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	4,567,900
	CONSTRUCTION ENGINEERING (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	7,308,600
	SUBTOTAL BASE YEAR CONSTRUCTION				**104,147,900**
	INDIRECT COST ALLOCATION (10.5% OF BASE YEAR CONSTRUCTION+BELOW THE LINE ITEMS)			10.50%	10,935,500
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION FISCAL YEAR 202			1.0000	0
	BASE YEAR DEPARTMENT CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$115,083,400**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	2,740,700
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	287,800
	PREDESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL PREDESIGN				**3,028,500**
	FINAL DESIGN SERVICES (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	7,308,600
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	767,400
	FINAL DESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL FINAL DESIGN				**8,076,000**
	TOTAL ESTIMATED DESIGN COST				**$11,104,500**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				1,000,000
	INDIRECT COST ALLOCATION (10.5% OF ALL UTILITY COSTS)			10.50%	105,000
	UTILITY RELOCATION COST INFLATION TO CONSTRUCTION FISCAL YEAR 202			1.0000	0
	TOTAL ESTIMATED UTILITY COST				**$1,105,000**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY	37.50 acres	1632885	$ 5,880,600.00	5,880,600
	INDIRECT COST ALLOCATION (10.5% OF ALL RIGHT-OF-WAY COSTS)			10.50%	617,500
	RIGHT-OF-WAY PRICE ESCALATION TO ACQUISITION FISCAL YEAR 202			1.0000	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$6,498,100**
	TOTAL ESTIMATED PROJECT COST				**$133,791,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: SR 303L / US 60 Feasibility Study
ROUTE: SR 303L / US 60
PROJECT LIMITS: US 60/SR 303L NB off - Short-term 2
LENGTH: 3 miles

PROJECT DESCRIPTION: RECONSTRUCT TI
ESTIMATE LEVEL: Stage I (15%)
BASE YEAR: FY2021
DATE: 4/30/2022

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	1,305	$ 10.00	13,050
	CONCRETE PAVEMENT	SQ.YD.	1,305	$ 66.00	86,130
	ARAC SURFACE	SQ.YD.	7,270	$ 6.00	43,620
	TOTAL ITEM 300 & 400				142,800
600	**STRUCTURES**				
	SIGN STRUCTURES	EACH	1	$ 55,000.00	55,000
	TOTAL ITEM 600				55,000
700	**TRAFFIC ENGINEERING**				
	PAVEMENT MARKING	LANE-MILE	0.75	$ 4,000.00	3,000
	TOTAL ITEM 700				3,000
900	**INCIDENTALS**				
	ROADWAY APPURTENANCES	L.SUM	1	$ 10,000.00	10,000
	TOTAL ITEM 900				10,000
	SUBTOTAL A (ITEM SUBTOTAL)				**$210,800**
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (8% OF SUBTOTAL A)			8.0%	16,900
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	2,100
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	3,200
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	2,100
	MOBILIZATION (8% OF SUBTOTAL A)			8.0%	16,900
	UNIDENTIFIED ITEMS (20% OF SUBTOTAL A)			20.0%	42,200
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$294,200**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	2,900
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	14,700
	CONSTRUCTION ENGINEERING (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	23,500
	SUBTOTAL BASE YEAR CONSTRUCTION				**335,300**
	INDIRECT COST ALLOCATION (10.5% OF BASE YEAR CONSTRUCTION+BELOW THE LINE ITEMS)			10.50%	35,200
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION FISCAL YEAR 202			1.0000	0
	BASE YEAR DEPARTMENT CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$370,500**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	8,800
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	900
	PREDESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL PREDESIGN				**9,700**
	FINAL DESIGN SERVICES (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	23,500
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	2,500
	FINAL DESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL FINAL DESIGN				**26,000**
	TOTAL ESTIMATED DESIGN COST				**$35,700**
	TOTAL ESTIMATED PROJECT COST				**$406,000**

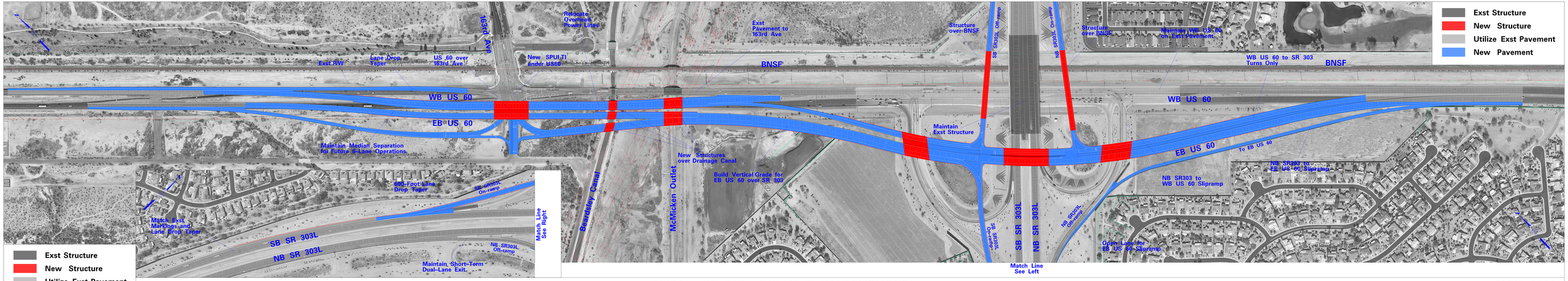
ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: SR 303L / US 60 Feasibility Study
ROUTE: SR 303L / US 60
PROJECT LIMITS: US 60/SR 303L NB off - Short-term 3
LENGTH: 3 miles

PROJECT DESCRIPTION: RECONSTRUCT TI
ESTIMATE LEVEL: Stage I (15%)
BASE YEAR: FY2021
DATE: 4/30/2022

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	850	$ 10.00	8,500
	CONCRETE PAVEMENT	SQ.YD.	850	$ 66.00	56,100
	ARAC SURFACE	SQ.YD.	22,455	$ 6.00	134,730
	TOTAL ITEM 300 & 400				199,330
600	**STRUCTURES**				
	SIGN STRUCTURES	EACH	1	$ 55,000.00	55,000
	TOTAL ITEM 600				55,000
700	**TRAFFIC ENGINEERING**				
	PAVEMENT MARKING	LANE-MILE	5.00	$ 4,000.00	20,000
	LIGHTING	MILE	0.25	$ 375,000.00	93,750
	TRAFFIC SIGNAL	EACH	0.25	$ 300,000.00	75,000
	TOTAL ITEM 700				188,750
900	**INCIDENTALS**				
	ROADWAY APPURTENANCES	L.SUM	1	$ 10,000.00	10,000
	ADA IMPROVEMENTS	EACH	2	$ 3,000.00	6,000
	TOTAL ITEM 900				16,000
	SUBTOTAL A (ITEM SUBTOTAL)				**$459,100**
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (8% OF SUBTOTAL A)			8.0%	36,700
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	4,600
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	6,900
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	4,600
	MOBILIZATION (8% OF SUBTOTAL A)			8.0%	36,700
	UNIDENTIFIED ITEMS (20% OF SUBTOTAL A)			20.0%	91,800
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$640,400**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	6,400
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	32,000
	CONSTRUCTION ENGINEERING (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	51,200
	SUBTOTAL BASE YEAR CONSTRUCTION				**730,000**
	INDIRECT COST ALLOCATION (10.5% OF BASE YEAR CONSTRUCTION+BELOW THE LINE ITEMS)			10.50%	76,700
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION FISCAL YEAR 202			1.0000	0
	BASE YEAR DEPARTMENT CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$806,700**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	19,200
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	2,000
	PREDESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL PREDESIGN				**21,200**
	FINAL DESIGN SERVICES (8% OF BASE YEAR CONSTRUCTION COST)			8.0%	51,200
	INDIRECT COST ALLOCATION (10.5% OF ALL DESIGN COSTS)			10.50%	5,400
	FINAL DESIGN COST INFLATION TO CONSTRUCTION FISCAL YEAR 2022			1.0000	0
	SUBTOTAL FINAL DESIGN				**56,600**
	TOTAL ESTIMATED DESIGN COST				**$77,800**
	TOTAL ESTIMATED PROJECT COST				**$885,000**

APPENDIX G: Conceptual Plans Scroll Plots



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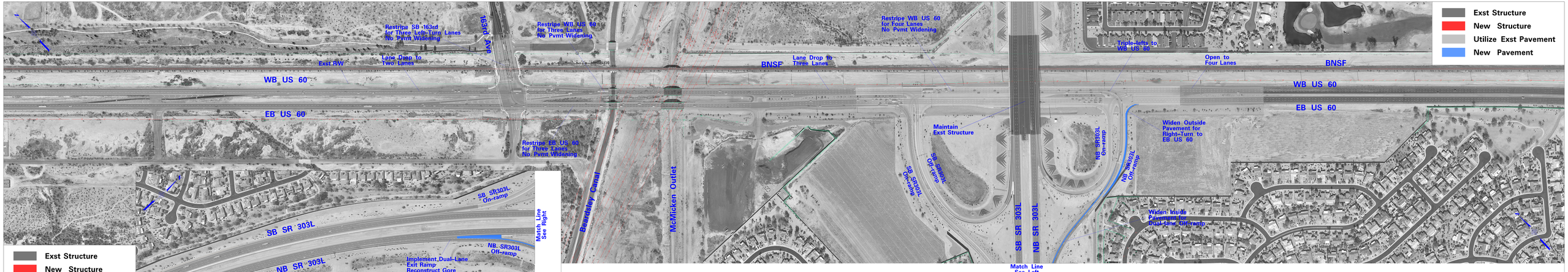
F0472 – SR 303L /US 60 TI IMPROVEMENTS
LONG-TERM CONCEPT

MAY 2022
SCALE 1" = 60'



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F0472 – SR 303L /US 60 TI IMPROVEMENTS
SHORT–TERM CONCEPT

MAY 2022
SCALE 1" = 60'