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MEMORANDUM

Date: October 15, 2019 Project #: 21539

To: Jinde Zhu, PE
Washington County DLUT - Traffic Engineering
1400 SW Walnut Street MS 17
Hillsboro, OR 97213

From: Diego Arguea and Nick Platte

Project: West Union Gas Station

Subject: Traffic Operations Assessment

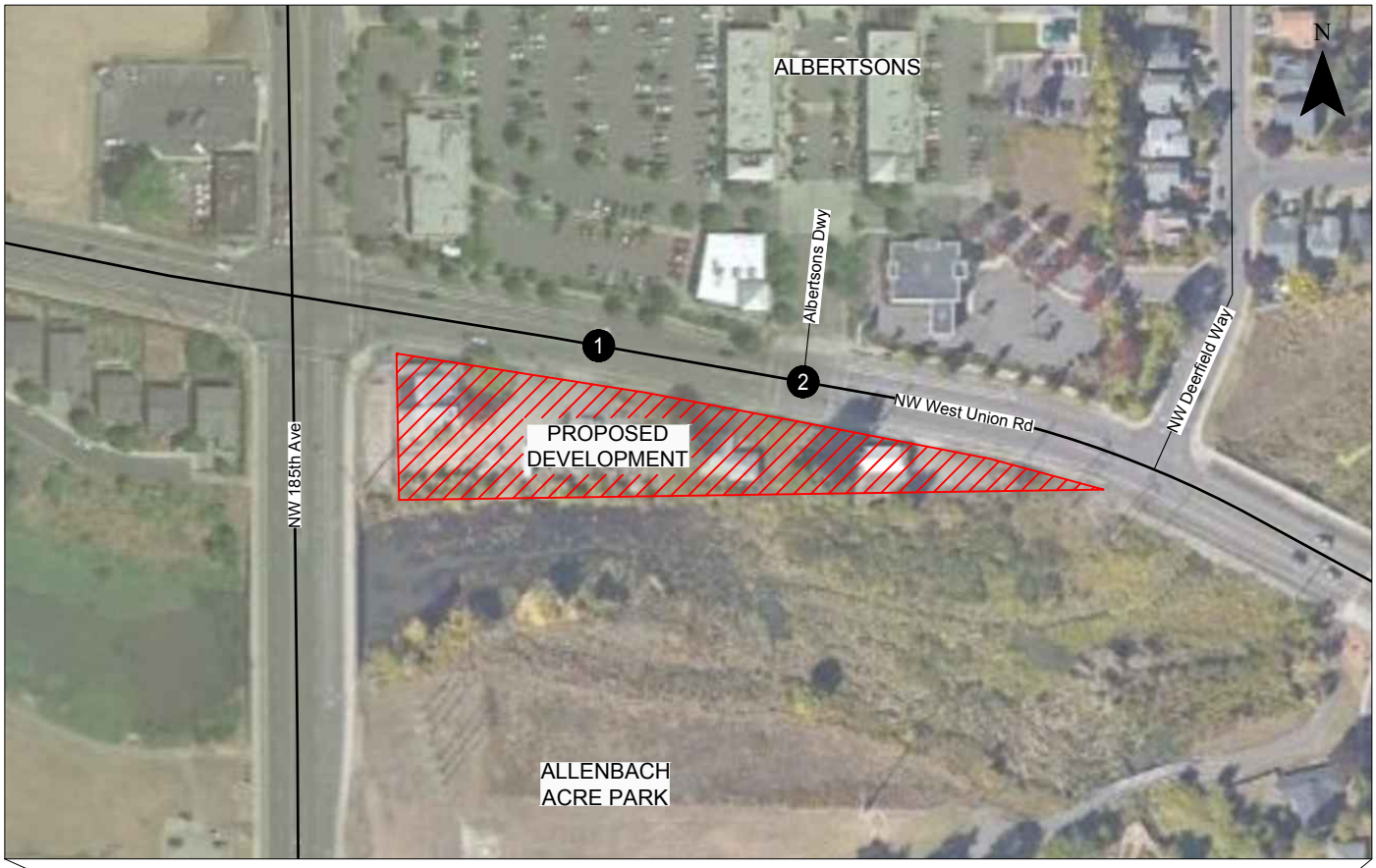
Robert Barman is proposing to redevelop the property located on the south-east corner of NW West Union Road and NW 185th Avenue, Hillsboro, Washington County. The site will be redeveloped into a gas station with a convenience store consisting of 12 fueling positions. No land use zone change is required. This memorandum documents a traffic operations assessment for the redevelopment of the proposed West Union Gas Station. Figure 1 shows the site vicinity.

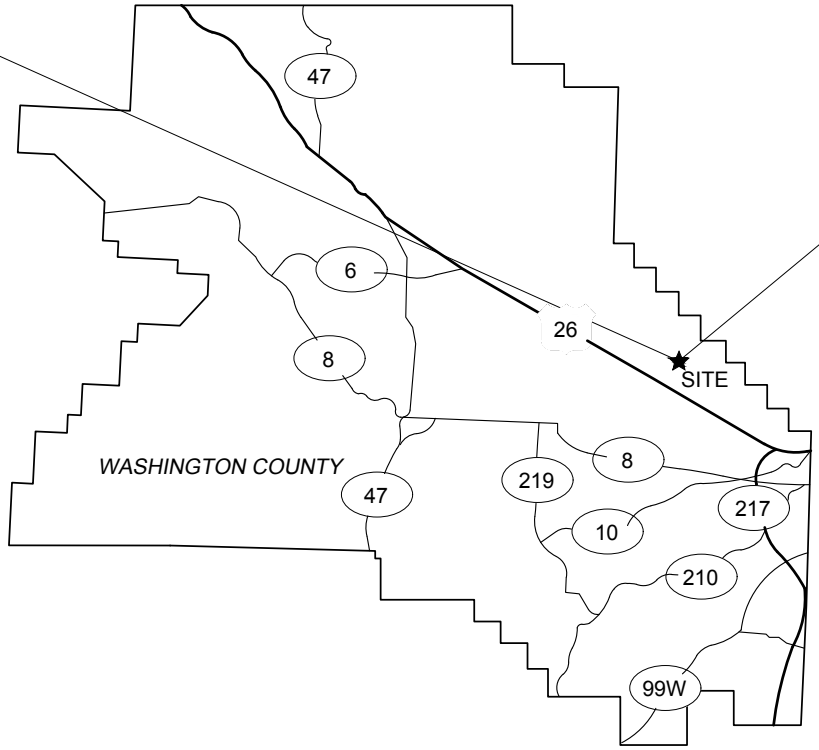
Access is proposed via a right-in only along NW West Union Road and via a newly constructed south leg of the existing West Union/Albertsons traffic signal. Figure 2 provides the proposed site plan. Buildout is expected by 2021.

As documented herein, the proposed accesses can support the proposed site redevelopment.

BACKGROUND

The existing site is currently zoned as Neighborhood Commercial (NC) The land parcel has a unique triangular shape and the proposed site has been designed to accommodate heavy vehicle turning movements as well as the potential future roadway widening project along NW West Union Road. This project is intended to upgrade West Union Road to 4-5 lanes (Reference 1). Currently one through lane is provided in the westbound direction along NW West Union Road. This will be upgraded to two through lanes in the future. Refer to Exhibit 1 for an extract from the Washington County Transportation System Plan or TSP (Reference 1).

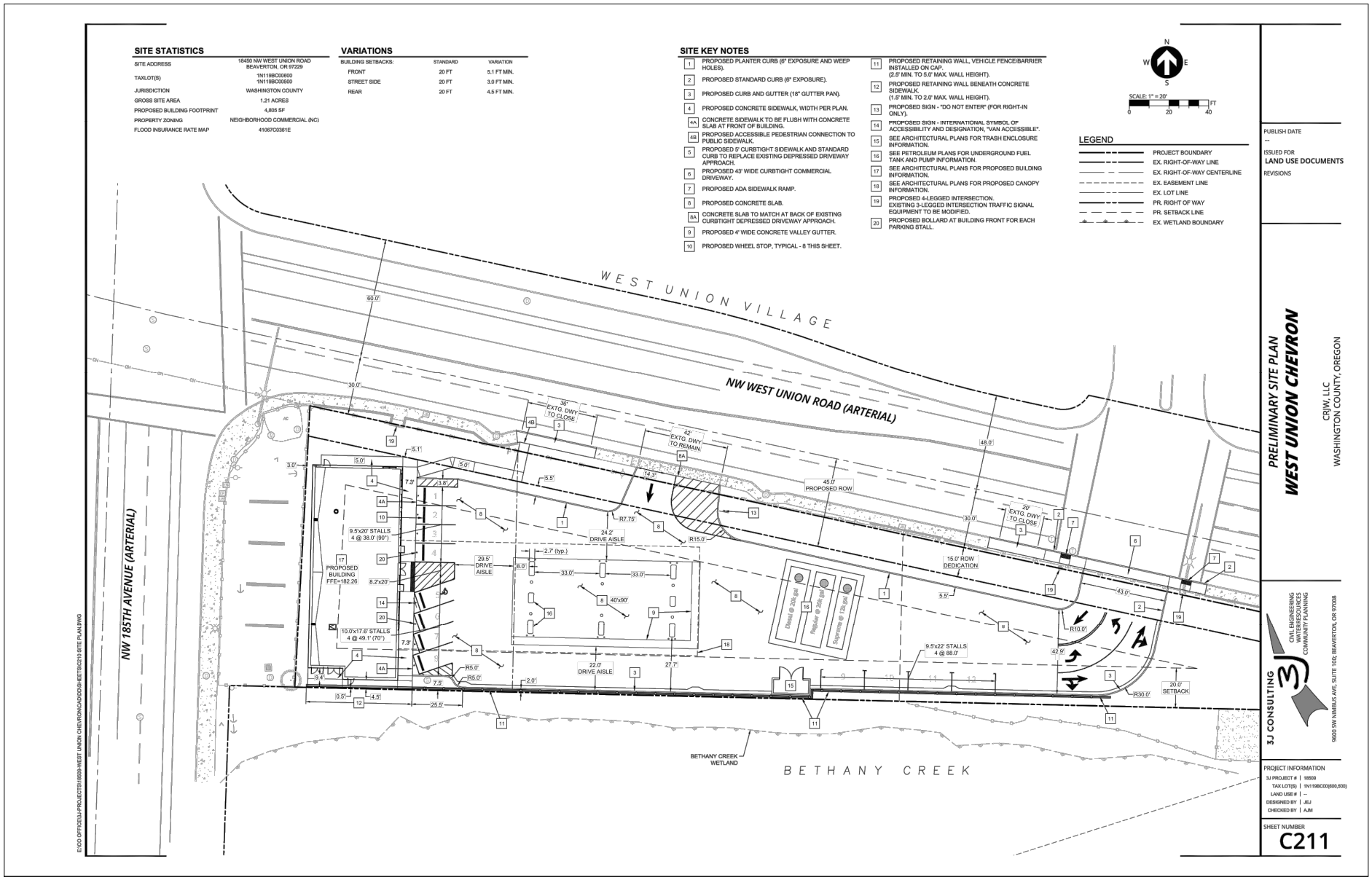




● - Study Intersection

Site Vicinity Map
Washington County, OR

Figure
1



Site plan provided by 3J Consulting on July 8, 2019

Proposed Redevelopment Site Plan
Washington County, OR

Figure
2

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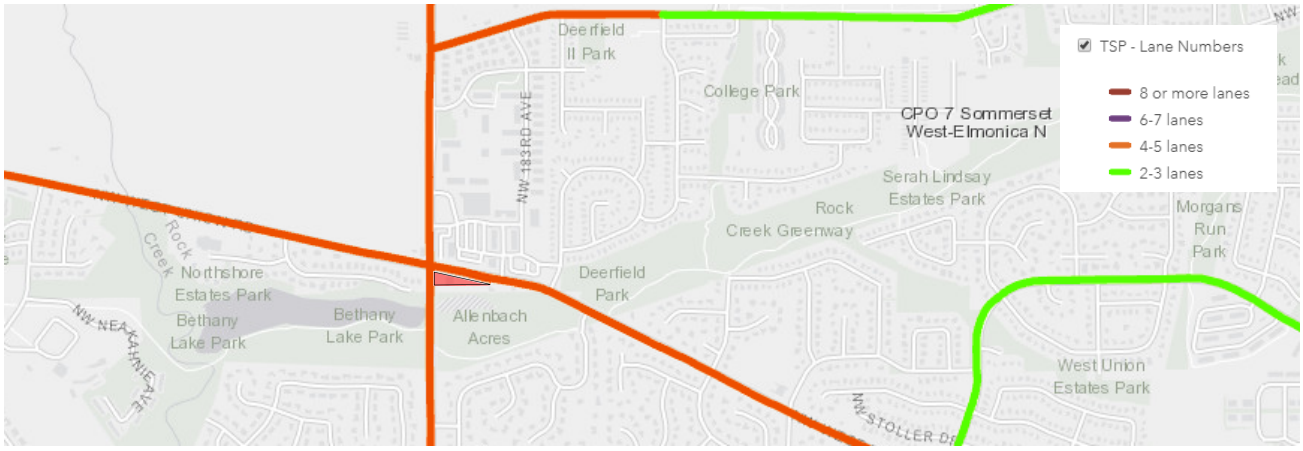


Exhibit 1: Washington County TSP (Lane Numbers)

Table 1 provides estimated trip generation characteristics assuming full occupancy of the site for the existing land use. The trip generation estimates are based on information provided in the standard reference manual, *Trip Generation, 10th Edition,* published by the Institute of Transportation Engineers (ITE – Reference 2) The trip generation estimate for existing approved land use type was categorized as a Fast-Food Restaurant without Drive-Through Window.

Table 1: Trip Generation (Existing Land Use)

Land Use	ITE Code	Size (SF)	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Land Uses - To Be Demolished (ITE Rates)									
Fast-Food Restaurant without Drive-Through Window	933	4 828	1 672	122	74	48	136	68	68
Pass-by Trips (43% Daily, 43% AM, 43% PM)			*-718*	*-52*	*-32*	*-20*	*-58*	*-29*	*-29*
Total Trips (net)			954	70	42	28	78	39	39

WASHINGTON COUNTY REQUIREMENTS

Traffic study requirements per Washington County are as follows:

- A transportation impact statement (TIS) is required if the development generates more than 40 daily trips.
- An Access Report is required if the development generates more than 500 daily trips.

The development is expected to generate a net increase of daily trips between 40 and 500. The site therefore requires a TIS and was prepared in accordance with Washington County staff direction to address traffic operations at the signal and at the proposed access. In addition, if the site is expected to generate a net increase in peak hour trips compared with the existing approved land use, an analysis of the NW West Union Road/NW 185th traffic signal would also be required.

TRAFFIC OPERATIONS ASSESSMENT

The following sections address the Washington County requirements for the proposed development.

Proposed Development

It is proposed to redevelop the site into a gas station with 12 fueling positions and a convenience store. All existing buildings will be removed. Access is proposed via a right-in only driveway along NW West Union Road and via a newly constructed south leg of the existing NW West Union Road/Albertsons traffic signal (refer to Figure 2). The site was developed to accommodate heavy vehicle maneuverability. It is expected that all heavy vehicles will enter the site from the west. These vehicles will enter the site via the right-in driveway and will subsequently exit the site via the traffic signal.

A trip generation estimate was prepared for the proposed redevelopment based on ITE trip generation rates (Reference 2). Table 2 summarizes the trip generation estimate. Pass-by trip reduction rates were also based on ITE data and recommended methodology.

Table 2: Trip Generation (Proposed Land Use)

Land Use	ITE Code	Size (Fueling Positions)	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Land Use (ITE Rates)									
Gas Station with Convenience Store	945	12	2 464	150	76	74	168	86	82
Pass-by Trips (56% Daily, 62% AM, 56% PM)			*-1 380*	*-94*	*-48*	*-46*	*-94*	*-48*	*-46*
Total Trips (net)			1 084	56	28	28	74	38	36

Table 3 summarizes the proposed trips compared with the existing potential trip generation under existing conditions.

Table 3: Trip Generation (Net Impact)

Trip Type	Weekday Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Net New Trips (Proposed - Existing)							
Gross Trips	792	28	2	26	32	18	14
Pass-by Trips	*-662*	*-42*	*-16*	*-26*	*-36*	*-19*	*-17*
Total Trips (net new on system)	130	-14	-14	0	-4	-1	-3

As shown in the table, the proposed development could generate up to approximately 130 more net daily trips, with 14 fewer in the weekday morning peak hour and 4 fewer in the evening commuter peak hour. Based on this finding and the Washington requirements as set out in the previous section, it is concluded that this report be limited to a TIS and an assessment of access operations.

Figure 3 illustrates the estimated trip distribution pattern, as well as the assignment of site-generated trips, and pass-by trips during the weekday AM and PM peak hours. The trip distribution pattern was calculated based on existing traffic patterns, locations of existing gas stations, and the location of major trip origins and destinations in the site vicinity. Pass by trips were assigned based on the existing distribution of traffic along NW West Union Road.

Traffic Operations

All traffic operations analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 3) and using Synchro 10 software. All LOS analyses used the peak 15-minute flow rate that occurred during the weekday AM and PM peak hours. Using the peak 15-minute flow rate provides analyses based on a reasonable worst-case scenario.

All intersection operations discussed hereafter are summarized in Figure 3.

Facility Standards

Table 4 in the Washington County TSP (Reference 1) provides Motor Vehicle Performance Measure targets as defined by volume-to-capacity (v/c) and level of Service (LOS) thresholds for roads within development areas. The target performance measure within the first peak hour is a v/c less than or equal to 0.90 and LOS equal to or better than D. The acceptable performance measure within the first hour is a v/c less than or equal to 0.99 and LOS equal to or better than E.

Traffic Volumes

Washington County Staff provided existing traffic volumes at the NW West Union Road/Albertsons intersection. These were obtained from a recent traffic study for a Starbucks (Reference 4) within the Albertsons shopping center. The volume estimates employed in this study therefore used the build volume scenarios from the Access Engineering report that was previously completed as part of the Starbucks application.

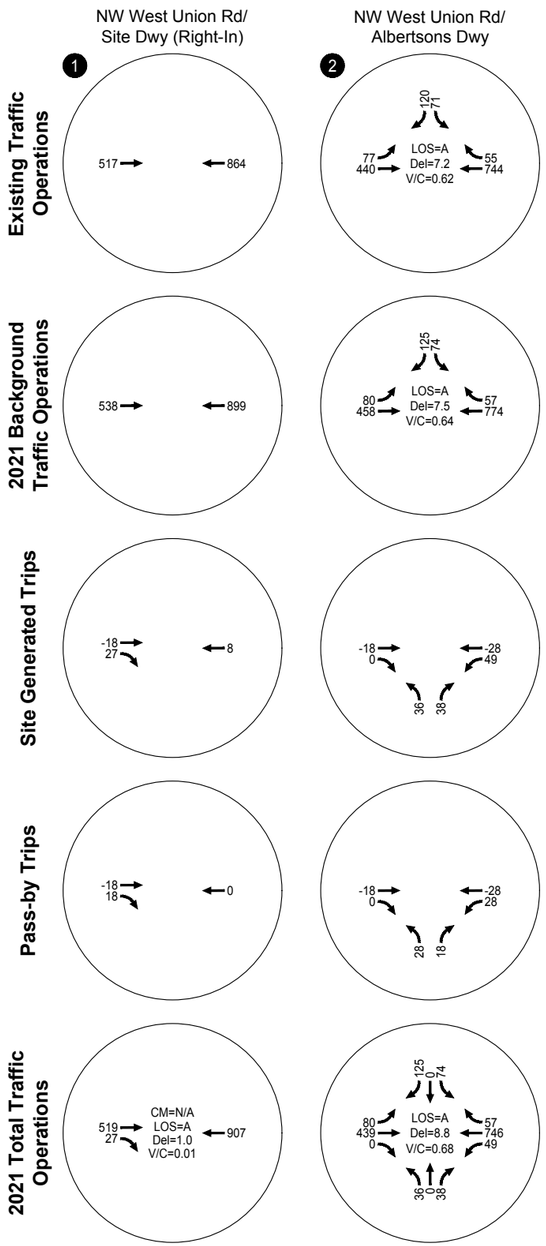
Attachment "A" contains the Starbucks Traffic Operations Queuing Analysis report.

Existing Traffic Conditions

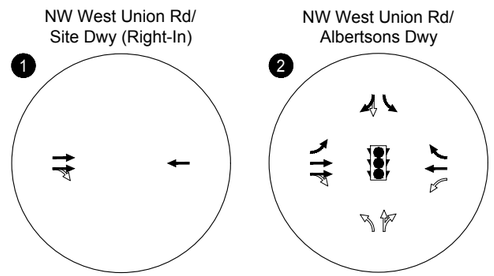
Figure 3 summarizes the results of the existing traffic conditions analysis. As shown, all of the study intersections currently operate within the Washington County standards during the weekday AM and PM peak hours.

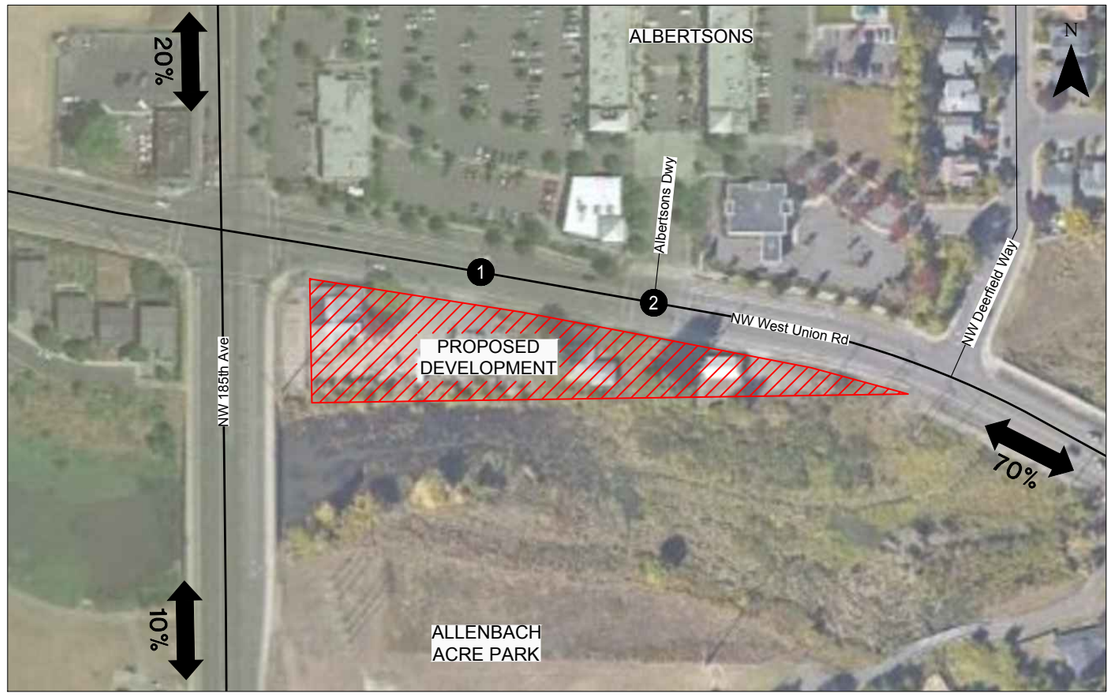
Weekday AM peak hour field observations revealed maximum westbound queuing to periodically extend from NW 185th Avenue through the signalized West Union Village Driveway and NW Deerfield Drive. All such queues were observed to dissipate after a single cycle. Maximum eastbound queues

Weekday AM Peak Hour

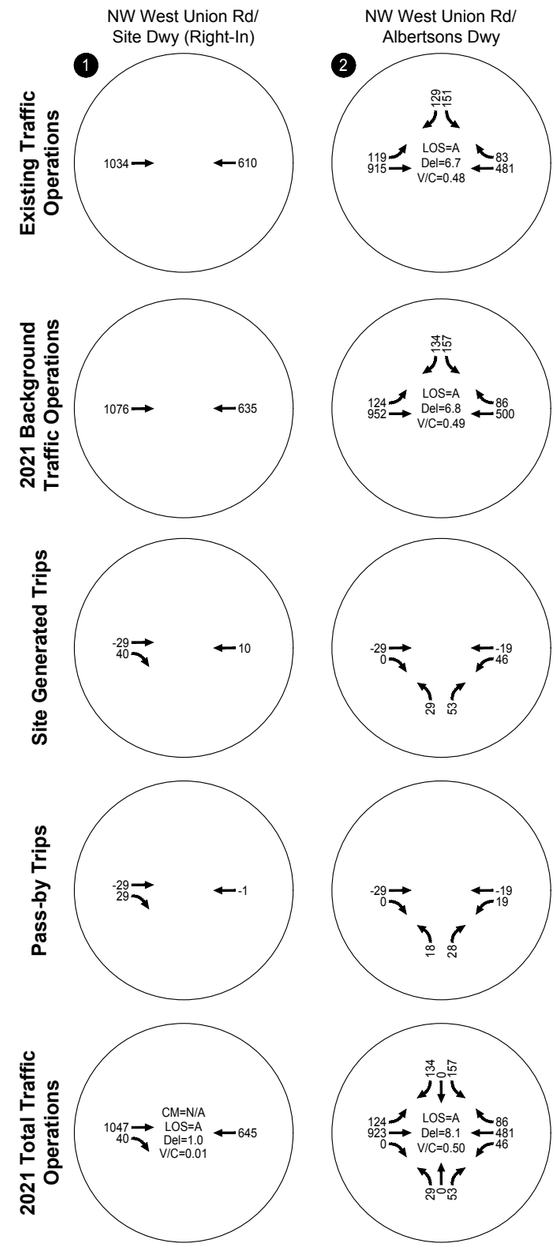


Existing and Future Lane Configurations & Traffic Control Devices





Weekday PM Peak Hour



CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = CRITICAL MOVEMENT LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

- STOP SIGN
- TRAFFIC SIGNAL
- EXISTING
- FUTURE (BUILT, SITE SPECIFIC)

NEGATIVE TRIPS INDICATE PASS-BY TRIPS

Traffic Operations
Weekday AM and PM Peak Hours
Washington County, OR

Figure 3

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were always observed to be within the available space between the West Union Village Drive signal and the NW 185th Avenue traffic signal.

Attachment "B" contains the report and worksheets used for the traffic volumes at the study intersections and the existing signal timing plan for the NW West Union Road/Albertsons intersection.

2021 Background Traffic Conditions

Background traffic volumes were estimated based the existing traffic volumes and an assumed general regional growth rate of 2% compounded annually. This growth rate assumption was based on direction received from Washington County staff. The volumes do not account for the possible re-tenant of the property based on existing approved land use rights and estimated trip generation. The planned future widening of NW West Union Road was also excluded.

Figure 3 summarizes the background traffic volumes and operational analysis results at the study intersections during the weekday AM and PM peak hours. As shown, all study intersections are forecast to continue operating acceptably during both peak hours. The Synchro 95th percentile westbound through queues are projected to be 400 feet, which exceeds the 300 feet available between the unsignalized NW Deerfield Way intersection and the Albertsons study intersection.

Attachment "C" contains the worksheets used to evaluate background traffic conditions at the study intersections.

2021 Total Traffic Conditions

Total traffic volumes include the site-generated trips in addition to the 2021 background traffic volumes. No trips from the existing site were removed from the system, which is a conservative approach that most likely overestimates the total directional traffic volumes during each analysis time period. The 2021 total traffic volumes and operational results are shown in Figure 3 for the weekday AM and PM peak hours. As shown, all the study intersections are forecast to continue to satisfy their respective operational standards.

The 95th percentile queue length results indicate sufficient storage is currently available to accommodate the anticipated vehicle queues turning into the site. The westbound left turn queues are anticipated to be 25 and 50 feet during the weekday AM and PM peak hours, respectively.

The 95th percentile westbound through queues are projected to be 425 feet during the weekday AM peak hour[1] and go past the NW Deerfield Way intersection. As previously discussed, the analysis results

[1] 200 feet during the weekday PM peak hour.

indicate that this also occurs during the existing and background conditions . In addition, no site-generated trips are expected to use the westbound through movement.

The 95th percentile eastbound through queues are not projected to exceed 175 feet and will be within the 400 feet of storage available between the two traffic signals along NW West Union Road. Therefore, no queue mitigation measures are recommended as part of the site development. In addition, the future upgrade of NW West Union Road will be capable of providing whatever additional mitigation might be required.

The traffic signal was analyzed with permissive phasing on all approaches for the above narrative. The signal was also run with protected-permissive phasing for the east and west approaches to test the sensitivity of the operations. The results indicated that the signal will still satisfy the operational standards. Increased delay and queueing along the NW West Union Road is expected with this signal plan compared with permissive phasing on all approaches.

Attachment "D" contains the worksheets used to evaluate total traffic conditions at the study intersections.

CONCLUSIONS AND RECOMMENDATIONS

Based on the assessment provided herein, the findings and recommendations are summarized below.

- Trips generated by the proposed redevelopment of the site are not expected to exceed existing conditions during the weekday AM and PM peak hours.
- The proposed accesses can support the proposed site redevelopment and no additional queueing mitigation measures are required.
- Truck circulation will be inbound at the right-in only along NW West Union Road, and restricted to outbound left at the signal.
- All landscaping, signage, and utilities near the site access points should be placed and maintained to provide adequate sight distance.

We trust this memorandum adequately summarizes the traffic operational analyses for the proposed West Union Gas Station. Please contact us if you have any questions or comments.

Sincerely,
KITTELSON & ASSOCIATE, INC.

Wayne Kittelson, PE
Engineer

Nick Platte
Transportation Analyst

REFERENCES

1. Washington County. Transportation System Plan. Users' Guide. November 23, 2018. https://washcomultimedia.s3.amazonaws.com/CMSBigFiles/TSP+Flipbook+5.30.19/mobile/index.html
2. Institute of Transportation Engineers. *Trip Generation*, 10th Edition. 2017.
3. Transportation Research Board. *2000 Highway Capacity Manual*. 2000.
4. Access Engineering, *Proposed Starbucks Development, 18215 NW West Union Road, Washington County, Oregon – Traffic Operations Queueing Analysis*, April 24, 2019.

ATTACHMENTS

A. Access Engineering Starbucks Traffic Operations Queuing Analysis
B. Existing traffic conditions worksheets
C. 2021 Background traffic conditions worksheets
D. 2021 Total traffic conditions worksheets

Attachment A
Starbucks Traffic Operations
Queuing Analysis Report

Access Engineering

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541-485-3215
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April 24, 2019

Patrick McKechnie,
Mark McKechnie
Oregon Architecture Inc.
132 West Main Street #101
Medford, Oregon 97501

RE: Proposed Starbucks Development, 18215 NW West Union Road, Washington County, Oregon - Traffic Operations Queuing Analysis

This is the Traffic Operations addendum to the April 17, 2019 Capacity Analysis for the development located at 19215 NW West Union Road, on the northwest quadrant of the West Union Road intersection with the Albertsons' Shopping Center Driveway. This report analyzes the queues on the approaches to the West Union Road and Shopping Center Driveway intersection during the AM and PM peak hours.

Queuing Analysis

The queuing analysis is based on the seasonally adjusted traffic volumes and the subsequent operational analysis of the two-phase traffic signal found in the April 17th Capacity Analysis. The queuing analysis uses the SimTraffic simulation component of the Synchro computer program. The results of the capacity analysis of the West Union Road at the shopping center driveway are summarized below.

Capacity Analysis Results

Intersection	AM Peak Hour				PM Peak Hour			
	No Build		Build		No Build		Build	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
W Union Rd @ Shopping Center Driveway	0.61	A	0.62	A	0.42	A	0.44	A

Even though the shopping center driveway intersection operates well within standards, the intersection is only approximately 500 feet east of the NW 185th Avenue and NW West Union Road intersection. There is a heavy westbound left-turn movement on West Union Road at 185th Avenue that currently limits the eastbound left-turn lane at the Shopping Center Driveway to 75 feet in length. The current striping on West Union Road between 185th and the driveway has a 250 feet westbound left-turn lane at 185th, a 115 feet transition, and a 75 feet eastbound left-turn. A queuing analysis is needed to determine the adequacy of that eastbound left-turn lane with and without the proposed Starbucks development.

SimTraffic was used to evaluate the queue lengths at the study area intersections following the guidelines in Chapter 8 of ODOT's "Analysis Procedures Manual" (APM v2).

Five runs of the model with a random seed were averaged for the AM and PM peak hours. The intersection was modeled as an isolated intersection since we have no traffic movement or timing data for the 185th Avenue intersection. The 95th percentile and the maximum queues are reported and are rounded to the next nearest 25-feet increment. The Synchro and SimTraffic reports are attached. The results for existing conditions are tabulated below.

Queuing Analysis - Existing 75 Feet Eastbound Left Turn Storage

Intersection / Movement	Available Storage (ft.)	AM Peak Hour				PM Peak Hour			
		No Build		Build		No Build		Build	
		95th	Max	95th	Max	95th	Max	95th	Max
W. Union Rd. @ Driveway									
Eastbound Left turn	**75**	**100**	**150**	**100**	**150**	**75**	**100**	**100**	**125**
Eastbound Through	425	100	150	100	100	150	200	175	200
Westbound Through	300	200	225	250	325	150	200	200	300
Westbound Right turn	200	50	75	50	50	75	75	50	50
Southbound Left turn	100	75	75	75	100	100	125	125	175
Southbound Right turn	100	75	75	100	125	75	100	75	100

Since the eastbound left-turn lane exceeded the available storage of 75 feet with a 95th percentile queue of 100 feet and a maximum queue of 150 feet, the queuing analysis was rerun twice; with 100 feet of storage and with 125 feet storage. The results are shown below.

Queuing Analysis - 100 Feet Eastbound Left Turn Storage

Intersection / Movement	Available Storage (ft.)	AM Peak Hour				PM Peak Hour			
		No Build		Build		No Build		Build	
		95th	Max	95th	Max	95th	Max	95th	Max
W. Union Rd. @ Driveway									
Eastbound Left turn	**100**	**75**	**100**	**100**	**125**	**100**	**125**	**100**	**150**
Eastbound Through	425	75	100	100	100	150	175	200	275
Westbound Through	300	275	375	225	250	125	150	175	200
Westbound Right turn	200	50	75	50	50	50	75	50	75
Southbound Left turn	100	75	75	75	100	100	125	125	175
Southbound Right turn	100	75	125	75	100	75	100	75	100

Queuing Analysis - 125 Feet Eastbound Left Turn Storage

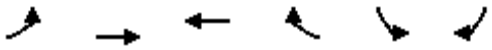
Intersection / Movement	Available Storage (ft.)	AM Peak Hour				PM Peak Hour			
		No Build		Build		No Build		Build	
		95th	Max	95th	Max	95th	Max	95th	Max
W. Union Rd. @ Driveway									
Eastbound Left turn	**100**	**75**	**75**	**100**	**100**	**100**	**100**	**100**	**100**
Eastbound Through	425	100	125	125	200	150	175	150	175
Westbound Through	300	275	375	300	375	150	200	150	150
Westbound Right turn	200	125	350	150	350	50	50	75	75
Southbound Left turn	100	50	75	100	125	100	125	100	125
Southbound Right turn	100	75	100	100	150	75	100	100	125

The results of the analyses indicate that a 100 feet eastbound left-turn lane would operate acceptably based on the 95th percentile queue and is recommended at this time. For a future improvement project for NW West Union Road at 185th Avenue, we recommend a 125 feet eastbound left-turn lane for West Union Road at the shopping center driveway to account for continued traffic volume growth in the area.

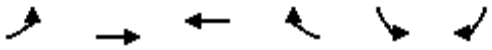
Yours very truly,

RENEWS
6/30/20

Michael Weishar, PE
Access Engineering LLC



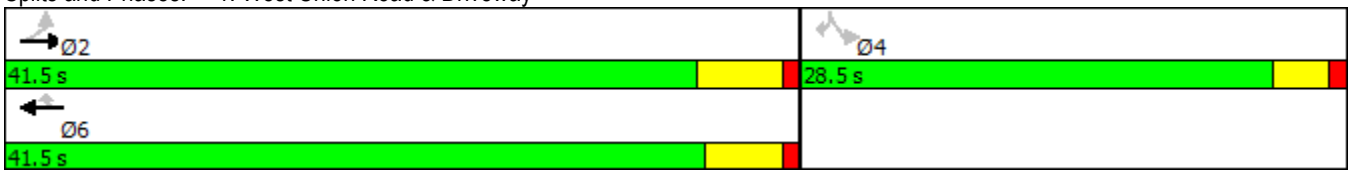
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	440	744	19	49	83
Future Volume (vph)	54	440	744	19	49	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	2
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	0	0
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277		0	0
Detector 2 Size(ft)		6	6		0	0
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	41.5	41.5	41.5	41.5	28.5	28.5
Total Split (%)	59.3%	59.3%	59.3%	59.3%	40.7%	40.7%
Maximum Green (s)	36.0	36.0	36.5	36.5	24.5	24.5
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	1.5	-1.5	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	36.0	36.0	36.5	36.5	22.0	22.0
90th %ile Term Code	Max	Max	Max	Max	Ped	Ped
70th %ile Green (s)	28.2	28.2	28.7	28.7	7.8	7.8
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	23.3	23.3	23.8	23.8	7.0	7.0
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	29.2	29.2	29.7	29.7	6.3	6.3
30th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Gap	Gap
10th %ile Green (s)	25.1	25.1	25.6	25.6	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 45.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 67.5	
70th %ile Actuated Cycle: 45.5	
50th %ile Actuated Cycle: 39.8	
30th %ile Actuated Cycle: 45	
10th %ile Actuated Cycle: 30.6	

Splits and Phases: 1: West Union Road & Driveway

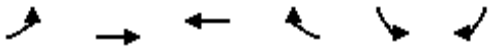


Intersection: 1: West Union Road & Driveway

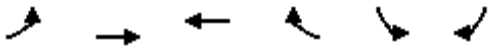
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	142	130	61	216	60	58	55
Average Queue (ft)	36	43	12	89	7	26	24
95th Queue (ft)	91	93	43	187	32	52	51
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75				175		
Storage Blk Time (%)	5	1		1			
Queuing Penalty (veh)	12	0		0			

Network Summary

Network wide Queuing Penalty: 13



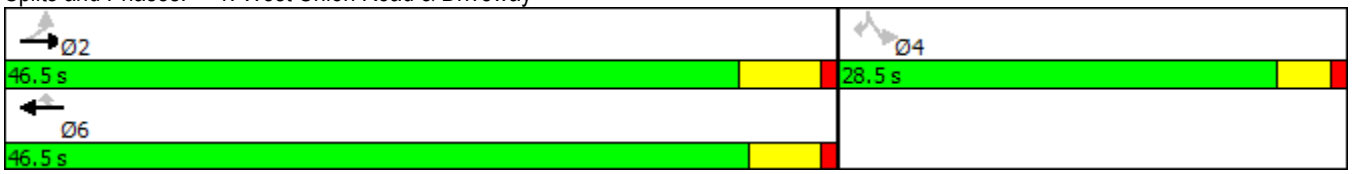
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	440	744	55	71	120
Future Volume (vph)	77	440	744	55	71	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	2
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	0	0
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277		0	0
Detector 2 Size(ft)		6	6		0	0
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	46.5	46.5	46.5	46.5	28.5	28.5
Total Split (%)	62.0%	62.0%	62.0%	62.0%	38.0%	38.0%
Maximum Green (s)	41.0	41.0	41.5	41.5	24.5	24.5
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	41.0	41.0	41.5	41.5	22.0	22.0
90th %ile Term Code	Max	Max	Max	Max	Ped	Ped
70th %ile Green (s)	41.0	41.0	41.5	41.5	9.1	9.1
70th %ile Term Code	Max	Max	Hold	Hold	Gap	Gap
50th %ile Green (s)	32.3	32.3	32.8	32.8	8.0	8.0
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	20.7	20.7	21.2	21.2	6.6	6.6
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	26.3	26.3	26.8	26.8	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 50.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 72.5	
70th %ile Actuated Cycle: 59.6	
50th %ile Actuated Cycle: 49.8	
30th %ile Actuated Cycle: 36.8	
10th %ile Actuated Cycle: 31.8	

Splits and Phases: 1: West Union Road & Driveway

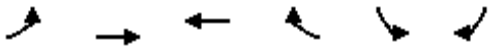


Intersection: 1: West Union Road & Driveway

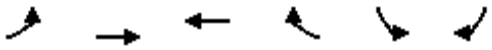
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	130	87	60	314	35	86	110
Average Queue (ft)	43	45	19	123	17	34	48
95th Queue (ft)	83	85	55	236	43	69	84
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75				175		
Storage Blk Time (%)	3	1		2			
Queuing Penalty (veh)	7	1		1			

Network Summary

Network wide Queuing Penalty: 9



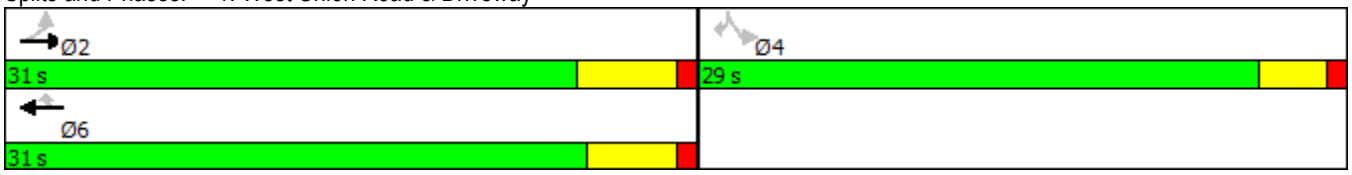
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	915	481	69	130	111
Future Volume (vph)	93	915	481	69	130	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	2
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	0	0
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277		0	0
Detector 2 Size(ft)		6	6		0	0
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%
Maximum Green (s)	25.5	25.5	26.0	26.0	25.0	25.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	0.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	3.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	25.5	25.5	26.0	26.0	22.0	22.0
90th %ile Term Code	Max	Max	Hold	Hold	Ped	Ped
70th %ile Green (s)	17.8	17.8	18.3	18.3	9.0	9.0
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
50th %ile Green (s)	15.9	15.9	16.4	16.4	7.7	7.7
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	12.4	12.4	12.9	12.9	6.7	6.7
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	24.5	24.5	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 37	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 57	
70th %ile Actuated Cycle: 36.3	
50th %ile Actuated Cycle: 33.1	
30th %ile Actuated Cycle: 28.6	
10th %ile Actuated Cycle: 30	

Splits and Phases: 1: West Union Road & Driveway

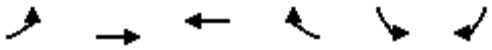


Intersection: 1: West Union Road & Driveway

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	82	190	186	181	62	110	81
Average Queue (ft)	38	78	46	73	20	55	36
95th Queue (ft)	61	140	110	144	51	95	61
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	75				175		
Storage Blk Time (%)	1	5		0			
Queuing Penalty (veh)	4	5		0			

Network Summary

Network wide Queuing Penalty: 9

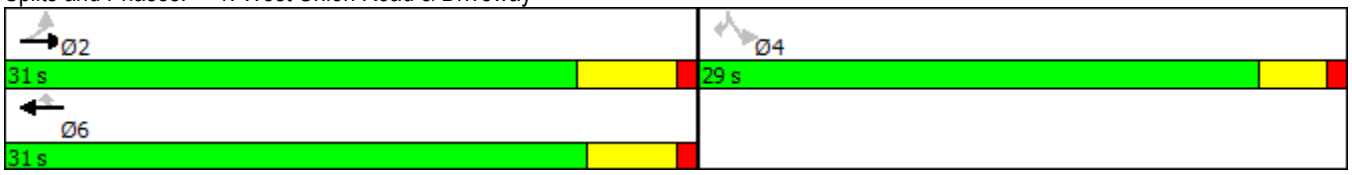


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	915	481	83	151	129
Future Volume (vph)	119	915	481	83	151	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	2
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	0	0
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277		0	0
Detector 2 Size(ft)		6	6		0	0
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	0.0
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%
Maximum Green (s)	25.5	25.5	26.0	26.0	25.0	25.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	0.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	3.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	25.5	25.5	26.0	26.0	22.0	22.0
90th %ile Term Code	Max	Max	Hold	Hold	Ped	Ped
70th %ile Green (s)	18.0	18.0	18.5	18.5	9.6	9.6
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
50th %ile Green (s)	17.1	17.1	17.6	17.6	8.1	8.1
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	12.5	12.5	13.0	13.0	7.0	7.0
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	24.5	24.5	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 37.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 57	
70th %ile Actuated Cycle: 37.1	
50th %ile Actuated Cycle: 34.7	
30th %ile Actuated Cycle: 29	
10th %ile Actuated Cycle: 30	

Splits and Phases: 1: West Union Road & Driveway

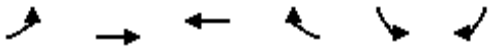


Intersection: 1: West Union Road & Driveway

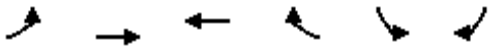
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	112	183	134	289	36	156	77
Average Queue (ft)	52	91	49	86	20	60	38
95th Queue (ft)	92	158	94	176	45	122	62
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)						1	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)	75				175		
Storage Blk Time (%)	3	6		1			
Queuing Penalty (veh)	12	7		0			

Network Summary

Network wide Queuing Penalty: 19



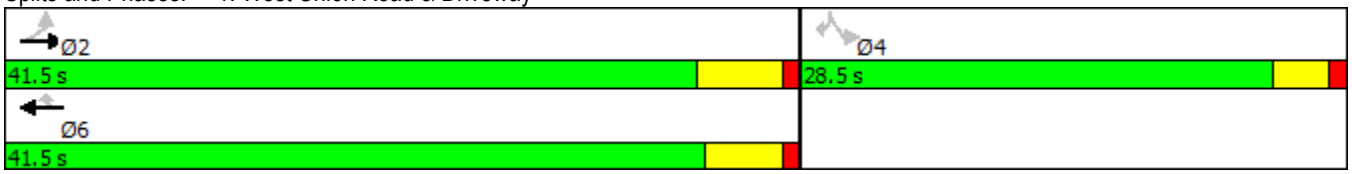
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	440	744	19	49	83
Future Volume (vph)	54	440	744	19	49	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	41.5	41.5	41.5	41.5	28.5	28.5
Total Split (%)	59.3%	59.3%	59.3%	59.3%	40.7%	40.7%
Maximum Green (s)	36.0	36.0	36.5	36.5	24.5	24.5
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	1.5	-1.5	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	36.0	36.0	36.5	36.5	22.0	22.0
90th %ile Term Code	Max	Max	Max	Max	Ped	Ped
70th %ile Green (s)	28.1	28.1	28.6	28.6	7.7	7.7
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	23.2	23.2	23.7	23.7	6.9	6.9
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	29.1	29.1	29.6	29.6	6.2	6.2
30th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Gap	Gap
10th %ile Green (s)	25.1	25.1	25.6	25.6	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 45.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 67.5	
70th %ile Actuated Cycle: 45.3	
50th %ile Actuated Cycle: 39.6	
30th %ile Actuated Cycle: 44.8	
10th %ile Actuated Cycle: 30.6	

Splits and Phases: 1: West Union Road & Driveway

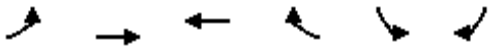


Intersection: 1: West Union Road & Driveway

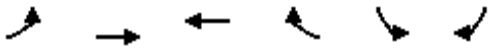
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	81	88	35	361	56	60	107
Average Queue (ft)	34	38	11	111	5	32	31
95th Queue (ft)	74	75	36	260	26	59	70
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)	100				175		
Storage Blk Time (%)	0	0		2			
Queuing Penalty (veh)	0	0		0			

Network Summary

Network wide Queuing Penalty: 0



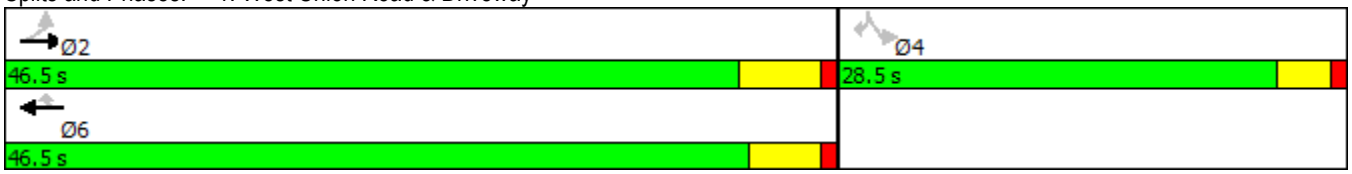
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	440	744	55	71	120
Future Volume (vph)	77	440	744	55	71	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	46.5	46.5	46.5	46.5	28.5	28.5
Total Split (%)	62.0%	62.0%	62.0%	62.0%	38.0%	38.0%
Maximum Green (s)	41.0	41.0	41.5	41.5	24.5	24.5
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	41.0	41.0	41.5	41.5	22.0	22.0
90th %ile Term Code	Max	Max	Max	Max	Ped	Ped
70th %ile Green (s)	41.0	41.0	41.5	41.5	9.0	9.0
70th %ile Term Code	Max	Max	Hold	Hold	Gap	Gap
50th %ile Green (s)	32.2	32.2	32.7	32.7	7.9	7.9
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	20.7	20.7	21.2	21.2	6.5	6.5
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	26.3	26.3	26.8	26.8	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 50	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 72.5	
70th %ile Actuated Cycle: 59.5	
50th %ile Actuated Cycle: 49.6	
30th %ile Actuated Cycle: 36.7	
10th %ile Actuated Cycle: 31.8	

Splits and Phases: 1: West Union Road & Driveway

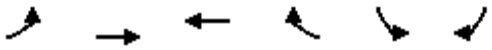


Intersection: 1: West Union Road & Driveway

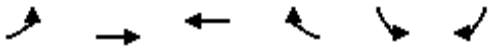
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	112	88	61	246	34	83	99
Average Queue (ft)	50	53	16	126	16	34	40
95th Queue (ft)	91	91	45	218	41	68	73
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100				175		
Storage Blk Time (%)	1	0		2			
Queuing Penalty (veh)	4	0		1			

Network Summary

Network wide Queuing Penalty: 5



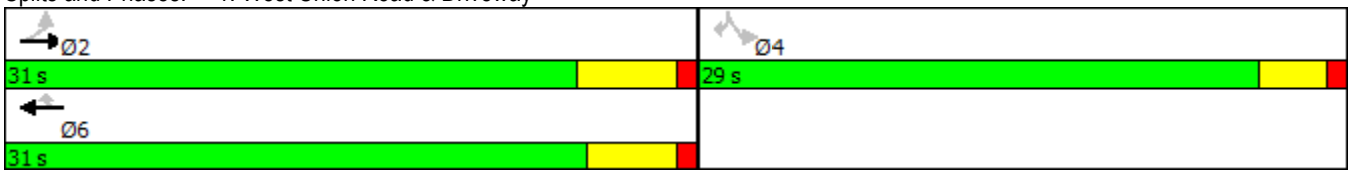
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	915	481	69	130	111
Future Volume (vph)	93	915	481	69	130	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%
Maximum Green (s)	25.5	25.5	26.0	26.0	25.0	25.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	0.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	3.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	25.5	25.5	26.0	26.0	22.0	22.0
90th %ile Term Code	Max	Max	Hold	Hold	Ped	Ped
70th %ile Green (s)	17.7	17.7	18.2	18.2	8.9	8.9
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
50th %ile Green (s)	15.9	15.9	16.4	16.4	7.6	7.6
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	12.4	12.4	12.9	12.9	6.6	6.6
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	24.5	24.5	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 36.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 57	
70th %ile Actuated Cycle: 36.1	
50th %ile Actuated Cycle: 33	
30th %ile Actuated Cycle: 28.5	
10th %ile Actuated Cycle: 30	

Splits and Phases: 1: West Union Road & Driveway

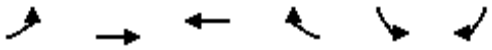


Intersection: 1: West Union Road & Driveway

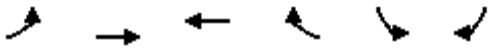
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	109	162	83	138	60	113	80
Average Queue (ft)	41	87	42	66	17	55	36
95th Queue (ft)	86	140	72	112	46	99	66
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100				175		
Storage Blk Time (%)	1	1					
Queuing Penalty (veh)	3	1					

Network Summary

Network wide Queuing Penalty: 4



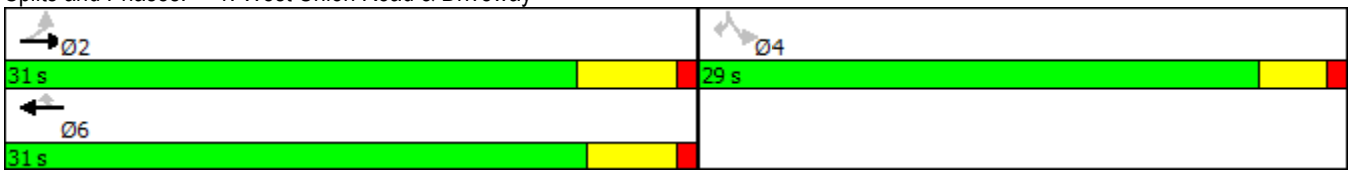
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	915	481	83	151	129
Future Volume (vph)	119	915	481	83	151	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%
Maximum Green (s)	25.5	25.5	26.0	26.0	25.0	25.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	0.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	3.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	25.5	25.5	26.0	26.0	22.0	22.0
90th %ile Term Code	Max	Max	Hold	Hold	Ped	Ped
70th %ile Green (s)	18.0	18.0	18.5	18.5	9.5	9.5
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
50th %ile Green (s)	17.1	17.1	17.6	17.6	8.0	8.0
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	12.5	12.5	13.0	13.0	6.9	6.9
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	24.5	24.5	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 37.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 57	
70th %ile Actuated Cycle: 37	
50th %ile Actuated Cycle: 34.6	
30th %ile Actuated Cycle: 28.9	
10th %ile Actuated Cycle: 30	

Splits and Phases: 1: West Union Road & Driveway

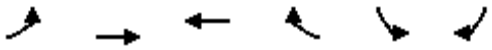


Intersection: 1: West Union Road & Driveway

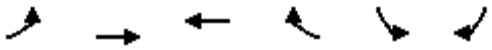
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	132	254	225	191	60	156	77
Average Queue (ft)	57	102	68	97	20	60	43
95th Queue (ft)	92	192	147	165	49	118	70
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)						1	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)	100				175		
Storage Blk Time (%)	0	5		0			
Queuing Penalty (veh)	1	5		0			

Network Summary

Network wide Queuing Penalty: 7



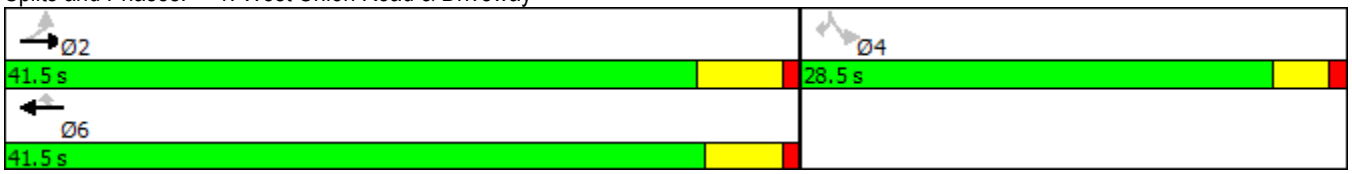
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	440	744	19	49	83
Future Volume (vph)	54	440	744	19	49	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	41.5	41.5	41.5	41.5	28.5	28.5
Total Split (%)	59.3%	59.3%	59.3%	59.3%	40.7%	40.7%
Maximum Green (s)	36.0	36.0	36.5	36.5	24.5	24.5
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	1.5	-1.5	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	36.0	36.0	36.5	36.5	22.0	22.0
90th %ile Term Code	Max	Max	Max	Max	Ped	Ped
70th %ile Green (s)	28.1	28.1	28.6	28.6	7.7	7.7
70th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
50th %ile Green (s)	23.2	23.2	23.7	23.7	6.9	6.9
50th %ile Term Code	Hold	Hold	Gap	Gap	Gap	Gap
30th %ile Green (s)	29.1	29.1	29.6	29.6	6.2	6.2
30th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Gap	Gap
10th %ile Green (s)	25.1	25.1	25.6	25.6	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 45.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 67.5	
70th %ile Actuated Cycle: 45.3	
50th %ile Actuated Cycle: 39.6	
30th %ile Actuated Cycle: 44.8	
10th %ile Actuated Cycle: 30.6	

Splits and Phases: 1: West Union Road & Driveway

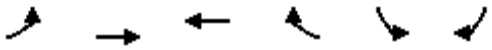


Intersection: 1: West Union Road & Driveway

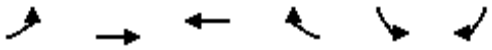
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	61	112	35	361	342	57	78
Average Queue (ft)	36	37	9	115	16	23	37
95th Queue (ft)	68	78	33	269	120	50	70
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)				1	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)	125				175		
Storage Blk Time (%)		0		3			
Queuing Penalty (veh)		0		1			

Network Summary

Network wide Queuing Penalty: 1



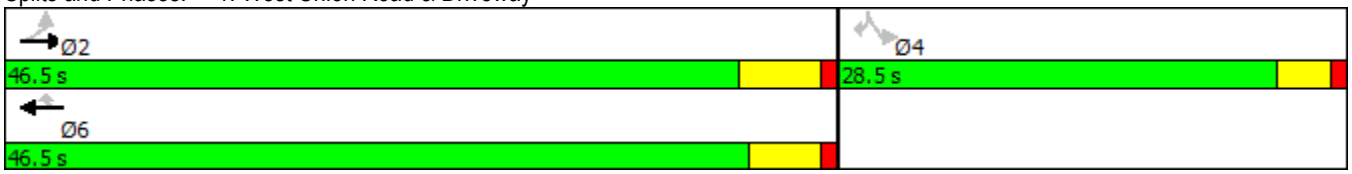
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	440	744	55	71	120
Future Volume (vph)	77	440	744	55	71	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	46.5	46.5	46.5	46.5	28.5	28.5
Total Split (%)	62.0%	62.0%	62.0%	62.0%	38.0%	38.0%
Maximum Green (s)	41.0	41.0	41.5	41.5	24.5	24.5
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.0	-1.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	41.0	41.0	41.5	41.5	22.0	22.0
90th %ile Term Code	Max	Max	Max	Max	Ped	Ped
70th %ile Green (s)	41.0	41.0	41.5	41.5	9.0	9.0
70th %ile Term Code	Max	Max	Hold	Hold	Gap	Gap
50th %ile Green (s)	32.2	32.2	32.7	32.7	7.9	7.9
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	20.7	20.7	21.2	21.2	6.5	6.5
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	26.3	26.3	26.8	26.8	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 50	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 72.5	
70th %ile Actuated Cycle: 59.5	
50th %ile Actuated Cycle: 49.6	
30th %ile Actuated Cycle: 36.7	
10th %ile Actuated Cycle: 31.8	

Splits and Phases: 1: West Union Road & Driveway

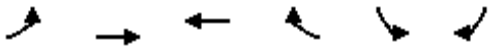


Intersection: 1: West Union Road & Driveway

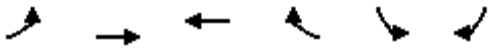
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	87	186	109	361	342	110	129
Average Queue (ft)	49	51	22	133	27	40	44
95th Queue (ft)	91	110	59	278	129	82	86
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)				2	0		0
Queuing Penalty (veh)				0	0		0
Storage Bay Dist (ft)	125				175		
Storage Blk Time (%)		1		4			
Queuing Penalty (veh)		0		3			

Network Summary

Network wide Queuing Penalty: 3



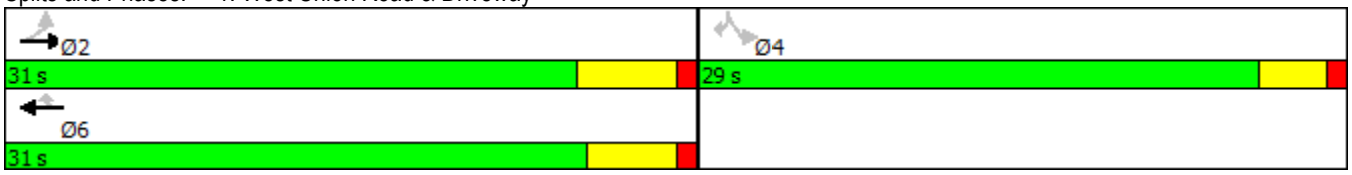
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	93	915	481	69	130	111
Future Volume (vph)	93	915	481	69	130	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%
Maximum Green (s)	25.5	25.5	26.0	26.0	25.0	25.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	0.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	3.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	25.5	25.5	26.0	26.0	22.0	22.0
90th %ile Term Code	Max	Max	Hold	Hold	Ped	Ped
70th %ile Green (s)	17.7	17.7	18.2	18.2	8.9	8.9
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
50th %ile Green (s)	15.9	15.9	16.4	16.4	7.6	7.6
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	12.4	12.4	12.9	12.9	6.6	6.6
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	24.5	24.5	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 36.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 57	
70th %ile Actuated Cycle: 36.1	
50th %ile Actuated Cycle: 33	
30th %ile Actuated Cycle: 28.5	
10th %ile Actuated Cycle: 30	

Splits and Phases: 1: West Union Road & Driveway

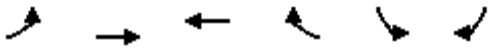


Intersection: 1: West Union Road & Driveway

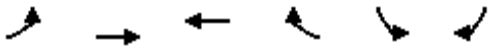
Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	88	152	105	190	35	114	76
Average Queue (ft)	44	89	51	81	19	53	36
95th Queue (ft)	84	132	88	147	45	93	66
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	125				175		
Storage Blk Time (%)		1		0			
Queuing Penalty (veh)		0		0			

Network Summary

Network wide Queuing Penalty: 1



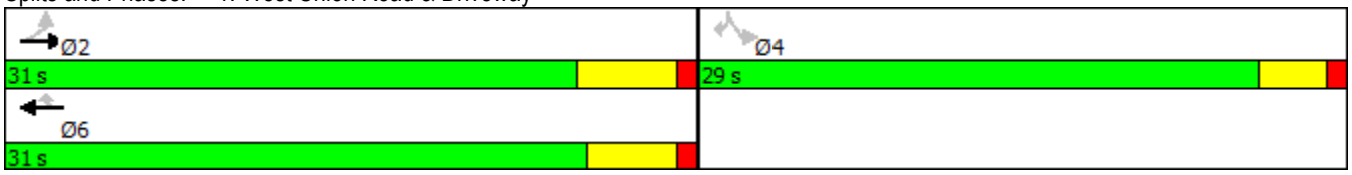
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	915	481	83	151	129
Future Volume (vph)	119	915	481	83	151	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			175	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		20	
Link Distance (ft)		535	367		175	
Travel Time (s)		9.1	6.3		6.0	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		10	10		10	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template						
Leading Detector (ft)	75	323	283	143	75	75
Trailing Detector (ft)	1	157	157	137	1	1
Detector 1 Position(ft)	1	157	157	137	1	1
Detector 1 Size(ft)	74	6	6	6	74	74
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		317	277			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	8.0	8.0	10.0	10.0	5.0	5.0
Minimum Split (s)	26.5	26.5	27.3	27.3	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%
Maximum Green (s)	25.5	25.5	26.0	26.0	25.0	25.0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Yellow Time (s)	4.5	4.5	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	0.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	3.5	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Minimum Gap (s)	1.1	1.1	1.1	1.1	1.0	1.0
Time Before Reduce (s)	10.0	10.0	10.0	10.0	5.0	5.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			14.0	14.0	17.0	17.0
Pedestrian Calls (#/hr)			1	1	1	1
90th %ile Green (s)	25.5	25.5	26.0	26.0	22.0	22.0
90th %ile Term Code	Max	Max	Hold	Hold	Ped	Ped
70th %ile Green (s)	18.0	18.0	18.5	18.5	9.5	9.5
70th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
50th %ile Green (s)	17.1	17.1	17.6	17.6	8.0	8.0
50th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
30th %ile Green (s)	12.5	12.5	13.0	13.0	6.9	6.9
30th %ile Term Code	Gap	Gap	Hold	Hold	Gap	Gap
10th %ile Green (s)	24.5	24.5	25.0	25.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell	Dwell	Dwell	Skip	Skip

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 37.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 57	
70th %ile Actuated Cycle: 37	
50th %ile Actuated Cycle: 34.6	
30th %ile Actuated Cycle: 28.9	
10th %ile Actuated Cycle: 30	

Splits and Phases: 1: West Union Road & Driveway



Intersection: 1: West Union Road & Driveway

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	87	162	135	137	60	110	107
Average Queue (ft)	50	79	56	76	22	58	47
95th Queue (ft)	86	129	104	129	52	98	78
Link Distance (ft)		504	504	342		136	136
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	125				175		
Storage Blk Time (%)		1					
Queuing Penalty (veh)		1					

Network Summary

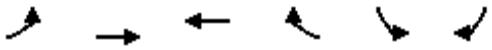
Network wide Queuing Penalty: 1

Attachment B Existing traffic conditions worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	517	0	0	864	0	0
Future Volume (Veh/h)	517	0	0	864	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	623	0	0	1041	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.73	
vC, conflicting volume			623		1664	312
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			623		1725	312
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			968		59	690

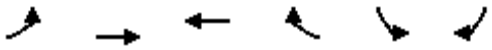
Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	415	208	1041
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.24	0.12	0.61
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	93	530	896	66	86	145
v/c Ratio	0.27	0.20	0.65	0.06	0.40	0.51
Control Delay	7.0	3.7	8.6	2.0	29.9	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	3.7	8.6	2.0	29.9	15.2
Queue Length 50th (ft)	7	21	105	1	30	14
Queue Length 95th (ft)	42	66	353	14	59	48
Internal Link Dist (ft)		139	280		110	
Turn Bay Length (ft)	100			175	100	100
Base Capacity (vph)	340	2587	1376	1182	951	899
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.20	0.65	0.06	0.09	0.16

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	440	744	55	71	120
Future Volume (vph)	77	440	744	55	71	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1863	1583	1770	1583
Flt Permitted	0.25	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	465	3539	1863	1583	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	93	530	896	66	86	145
RTOR Reduction (vph)	0	0	0	12	0	93
Lane Group Flow (vph)	93	530	896	54	86	52
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Actuated Green, G (s)	48.1	48.1	48.6	48.6	8.1	8.1
Effective Green, g (s)	48.1	48.1	48.6	48.6	8.1	8.1
Actuated g/C Ratio	0.73	0.73	0.74	0.74	0.12	0.12
Clearance Time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Lane Grp Cap (vph)	340	2590	1378	1170	218	195
v/s Ratio Prot		0.15	c0.48			
v/s Ratio Perm	0.20			0.03	c0.05	0.03
v/c Ratio	0.27	0.20	0.65	0.05	0.39	0.27
Uniform Delay, d1	2.9	2.8	4.3	2.3	26.5	26.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.0	1.1	0.0	1.1	0.7
Delay (s)	3.4	2.8	5.4	2.3	27.7	26.8
Level of Service	A	A	A	A	C	C
Approach Delay (s)		2.9	5.2		27.1	
Approach LOS		A	A		C	

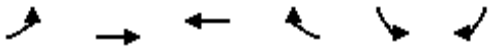
Intersection Summary			
HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	9.5
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1034	0	0	610	0	0
Future Volume (Veh/h)	1034	0	0	610	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1055	0	0	622	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.82	
vC, conflicting volume			1055		1677	528
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1055		1715	528
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			668		68	501

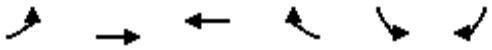
Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	703	352	622
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.41	0.21	0.37
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	121	934	491	85	154	132
v/c Ratio	0.29	0.52	0.50	0.10	0.40	0.29
Control Delay	9.0	8.2	9.1	2.5	14.7	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.0	8.2	9.1	2.5	14.7	4.7
Queue Length 50th (ft)	9	44	42	0	23	0
Queue Length 95th (ft)	55	153	179	18	62	25
Internal Link Dist (ft)		139	280		110	
Turn Bay Length (ft)	100			175	100	100
Base Capacity (vph)	816	3461	1825	1553	1642	1478
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.27	0.27	0.05	0.09	0.09

Intersection Summary

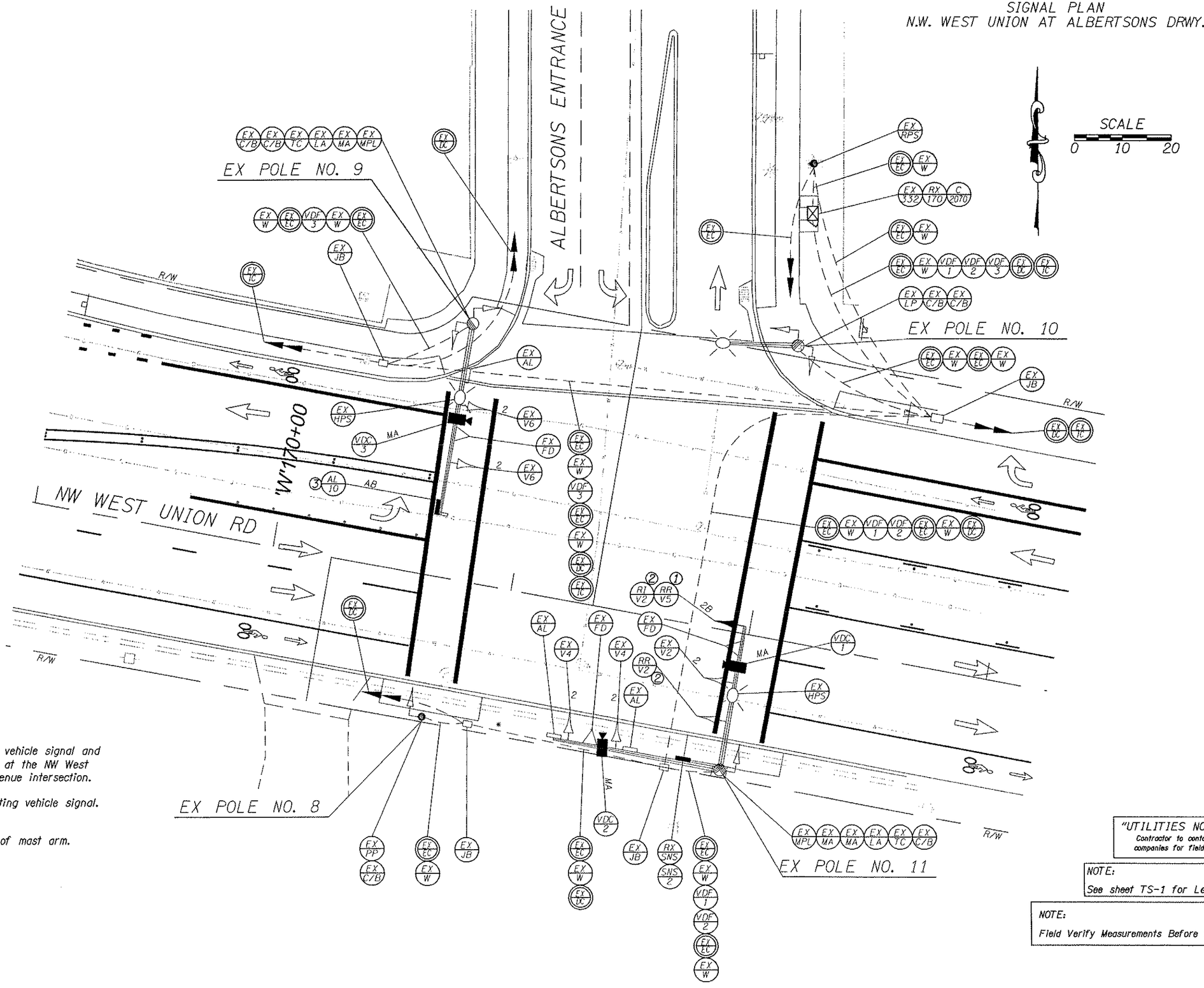


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	915	481	83	151	129
Future Volume (vph)	119	915	481	83	151	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1863	1583	1770	1583
Flt Permitted	0.45	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	835	3539	1863	1583	1770	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	934	491	85	154	132
RTOR Reduction (vph)	0	0	0	40	0	103
Lane Group Flow (vph)	121	934	491	45	154	29
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Actuated Green, G (s)	18.5	18.5	19.0	19.0	8.0	8.0
Effective Green, g (s)	18.5	18.5	19.0	19.0	8.0	8.0
Actuated g/C Ratio	0.51	0.51	0.53	0.53	0.22	0.22
Clearance Time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Lane Grp Cap (vph)	429	1818	983	835	393	351
v/s Ratio Prot		c0.26	0.26			
v/s Ratio Perm	0.14			0.03	c0.09	0.02
v/c Ratio	0.28	0.51	0.50	0.05	0.39	0.08
Uniform Delay, d1	5.0	5.8	5.5	4.1	11.9	11.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	0.4	0.0	0.6	0.1
Delay (s)	5.3	6.0	5.9	4.2	12.5	11.2
Level of Service	A	A	A	A	B	B
Approach Delay (s)		6.0	5.6		11.9	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	36.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

SIGNAL PLAN
N.W. WEST UNION AT ALBERTSONS DRWY.



REGISTERED PROFESSIONAL ENGINEER
59948PE
OREGON
JULY 12, 2005
ANTHONY S. YI
3/14/11
EXPIRES: 06/30/12

CONSTRUCTION NOTES:

1. Remove existing left-turn vehicle signal and reinstall on new pole #6 at the NW West Union Road/NW 185th Avenue intersection.
2. Remove and reinstall existing vehicle signal. Utilize existing wires.
3. Mount sign to back side of mast arm.

"UTILITIES NOT SHOWN"
Contractor to contact utility companies for field locations.

NOTE:
See sheet TS-1 for Legend

NOTE:
Field Verify Measurements Before Construction

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 S.W. ALDER, SUITE 700
PORTLAND, OREGON 97205
(503) 228-5230

PLOT STAMP: 03/04/11 9:24A JHENRIKSEN
CAD: 11430-SIG1.DWG, TAB: TS-4

NO.	REVISIONS

NW 185TH AVENUE
NW EVERGREEN PARKWAY TO NW WEST UNION RD.
WASHINGTON COUNTY, OREGON

SIGNAL PLAN

PROJECT NUMBER
100091

SHEET NO.
138 OF 177

SHEET TITLE
TS-4

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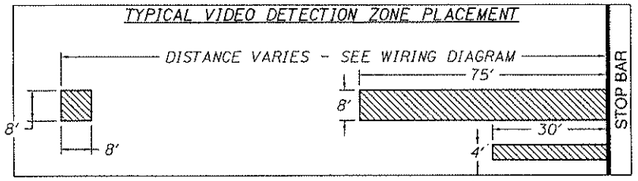
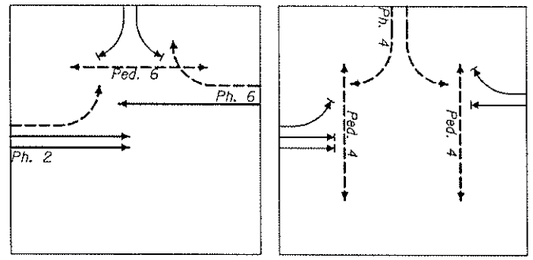
TYPICAL VIDEO DETECTION ZONE PLACEMENT



DESIGN APPROACH SPEEDS

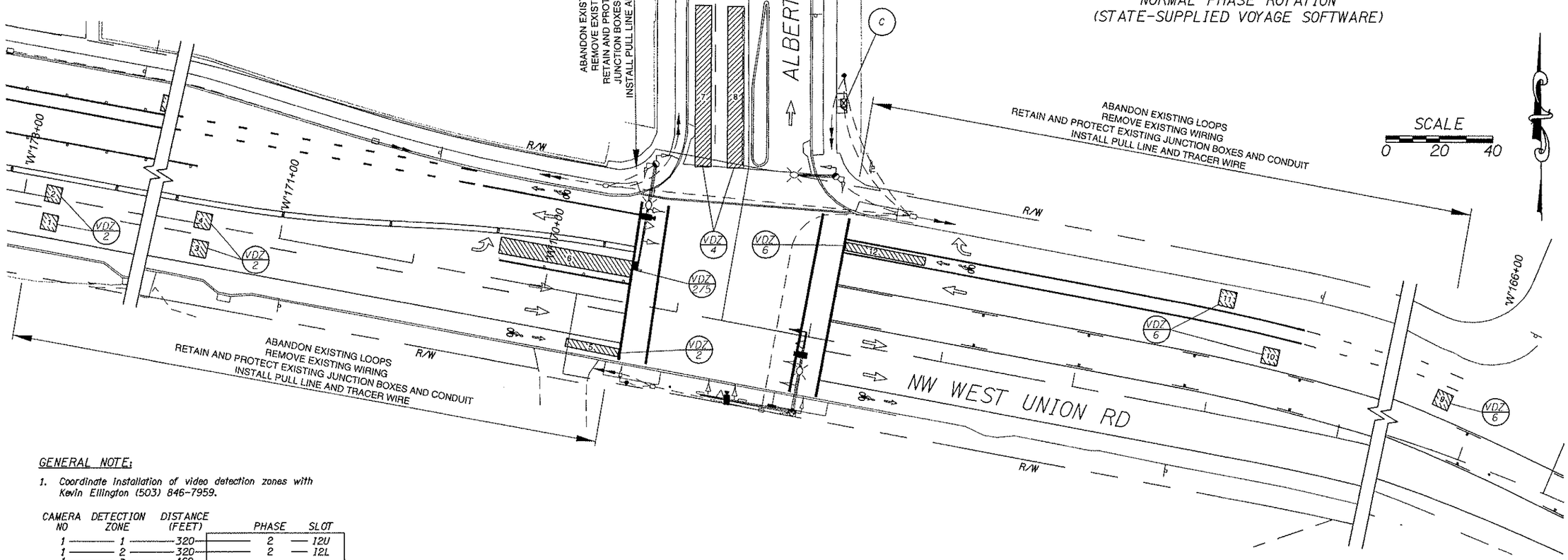
STREET	DESIGN SPEED
NW WEST UNION RD	45 MPH
ALBERTSONS ENTRANCE	25 MPH

DETECTOR PLAN
N.W. WEST UNION AT ALBERTSONS DRWY.



PHASES 2 & 6 — PHASE 4

NORMAL PHASE ROTATION
(STATE-SUPPLIED VOYAGE SOFTWARE)



SCALE
0 20 40

GENERAL NOTE:

1. Coordinate installation of video detection zones with Kevin Ellington (503) 846-7959.

CAMERA NO	DETECTION ZONE	DISTANCE (FEET)	PHASE	SLOT
1	1	320	2	12U
1	2	320	2	12L
1	3	160	2	13L
1	4	160		
1	5	30	2	13U
1	6	75	5(2)	J1
2	7	75	4	16U
2	8	75	4	16L
3	9	280	6	J2U
3	10	160	6	J2L
3	11	140	6	J3L
3	12	30	6	J3U

CONTROLLER CABINET

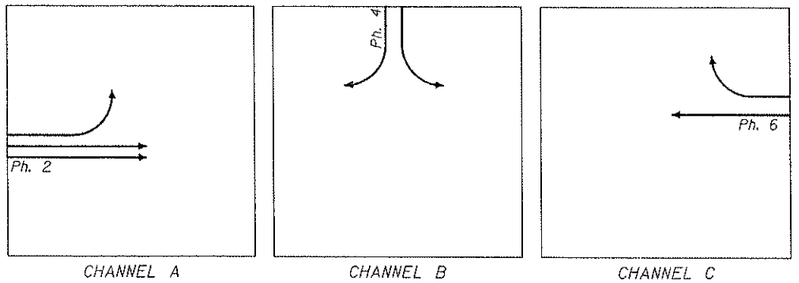
VIDEO DETECTOR WIRING DIAGRAM
DISTANCE IS FROM THE STOP BAR TO THE END OF DETECTION ZONE IN FEET.

NOTE:
See sheet TS-1 for Legend

N = VIDEO DETECTION ZONE NUMBER (N)

NOTE:
Field Verify Measurements Before Construction

"UTILITIES NOT SHOWN"
Contractor to contact utility companies for field locations.



CHANNEL A PHASE 2 — CHANNEL B PHASE 4 — CHANNEL C PHASE 6

FIRE PREEMPTION OPERATION

REGISTERED PROFESSIONAL ENGINEER
59948PE
OREGON
JULY 12, 2005
ANTHONY S. YI
3/4/11
EXPIRES: 06/30/12

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 S.W. ALDER, SUITE 700
PORTLAND, OREGON 97205
(503) 228-5230

PLOT STAMP: 03/04/11 9:24A JHENRIKSEN
CAD: 11430-SG1.DWG, TAB: TS-5

NO.	REVISIONS

NW 185TH AVENUE
NW EVERGREEN PARKWAY TO NW WEST UNION RD.
WASHINGTON COUNTY, OREGON

DETECTOR PLAN

PROJECT NUMBER
100091

SHEET NO.
139 OF 177

SHEET TITLE
TS-5

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WASHI

Friday, January 11, 2013 15:43

Intersection Name	*2 - Albertsons*	**Local ID**	*2*
Intersection Telephone Number			
System Name	*11 - West Union*	**System ID**	*11*
Controller Type	*Voyage - C1-C11*		
Controller Serial Number		**Installation Date**	
Programmed by		**Programmed Date**	

Graphic Map Background	**Phase Rotation Diagram**

Control Data (next/2/2)

Controller Function and Timing (next/2/1, next/2/2)

Security, Sequence, Initialization

Security Code	****	0 = disabled, or 1000-9999
Sequence	*2*	0 = sequential, 1 = quad left turn, 2-6 = special A-E, 7 = lead lag

Lead Lag (next/2/2/3)			
Phases 1 - 2	**Phases 3 - 4**	**Phases 5 - 6**	**Phases 7 - 8**
0	*0*	*0*	*0*
0 = no reversal, 1 = reversal, 2 = by coord plan or clock			

Initialization and Flash (next/2/2/5)

	Initialization	**Flash Entry**	**Flash Exit**	
Ring 1 Phase	*2*	*0*	*2*	phase 1-8
Ring 2 Phase	*6*	*0*	*6*	phase 1-8
Interval	*0*	*0*	*0*	0 = red, 1 = yellow, 2 = green

Power up Flash	*0.0*	0.0 - 25.5 seconds		**First All Red**	*8.0*	0.0 - 25.5 seconds

Soft Flash (next/2/2/5)

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	0 = dark, 1=flash yel WIG, 2 = flash yel WAG, 3 = flash red WIG, 4 = flash red WAG				
	3	*4*	*3*	*4*	*3*	*4*	*3*	*4*					
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	
	3	*4*	*3*	*4*	*3*	*4*	*3*	*4*	*3*	*4*	*3*	*4*	same as phase
Internal Logic Output	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 = normal, 1 = dark, 2 = flash WIG

Per Phase Functions (next/2/2/3, next/2/2/1)

	1	2	3	4	5	6	7	8	
Phases Used		X		X		X		X	X = on
Restricted Phases									X = on (Sequence 2, 6, 7 only)
Exclusive Phases									X = on (Sequence 7 only)
Yellow Lock									X = on
Min Recall		X				X			
Max Recall									
Ped Recall									
Red Lock									
Max Out Recall Inhibit		X		X		X		X	
Soft Recall									
Free Walk Rest									
Conditional Ped									
Disable Inhibit Max Termination									
Call to Non Act 1									
Call to Non Act 2									

Dual Entry (next/2/2/9/3)

Mode	0	0 = off, 1 = on, 2 = Not Used, 3 = by coord plan, 4 = by time clock circuit 61

Dual Entry Phase -->	1	2	3	4	5	6	7	8	
Phase	0	0	0	0	0	0	0	0	0 = none, 1-8 = phase 1-8

Conditional Service, Five Section Head

Conditional Service (next/2/2/9/3)

	Mode	CS Max Time
Phase 1	0	0
Phase 3	0	0
Phase 5	0	0
Phase 7	0	0

0 = off, 1 = C.S.On. 2 = C.S. on by TOD circuit 57, 3 = N/A, 4 = C.S. and C.R. On, 5 = C.R. on by TOD circuit 57.

5 Section Head Logic (next/2/2/9/4)

X Omits Y		Anti-Trap			Yellow Blanking LT	
		Trap Protected Phase		Next Phase	Phase	
X : Y						
6 : 1	0	1		< (5)	1	
8 : 3	0	3		< (7)	3	
2 : 5	0	5		< (1)	5	
4 : 7	0	7		< (3)	7	
0=off, 1=side call, 2=no side call		X = On				

Phase Times (next/2/2/2, next/2/2/9/5)									
	1	2	3	4	5	6	7	8	
Movement									
Minimum Green	*0*	*8*	*0*	*5*	*0*	*8*	*0*	*0*	0 - 255 sec
Passage	*0.0*	*3.1*	*0.0*	*2.9*	*0.0*	*3.1*	*0.0*	*0.0*	0.0 - 25.5 sec
Yellow	*0.0*	*4.5*	*0.0*	*3.0*	*0.0*	*4.0*	*0.0*	*3.0*	0.0 - 25.5 sec
Red Clearance	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*1.0*	*0.0*	*1.0*	0.0 - 25.5 sec or 0 - 255 sec
Max 1	*0*	*45*	*0*	*16*	*0*	*45*	*0*	*0*	0 - 255 sec
Max 2	*0*	*45*	*0*	*15*	*0*	*45*	*0*	*0*	0 - 255 sec
Walk	*0*	*0*	*0*	*4*	*0*	*5*	*0*	*5*	0 - 255 sec
Ped Clear	*0*	*0*	*0*	*15*	*0*	*14*	*0*	*17*	0 - 255 sec
Seconds Per Actuation	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec
Time Before Reduction	*0*	*10*	*0*	*5*	*0*	*10*	*0*	*0*	0 - 255 sec
Time to Reduce	*0*	*15*	*0*	*10*	*0*	*15*	*0*	*0*	0 - 255 sec
Minimum Gap	*0.0*	*1.1*	*0.0*	*1.0*	*0.0*	*1.1*	*0.0*	*0.0*	0.0 - 25.5 sec
Max Variable Initial	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
Auto Max Adjust	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec
Auto Max Limit	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
Inhibit Min Yellow									X = On
Red Decimal Off									X = On
Advance Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
Other Controller Functions (next/2/2/9)									
Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Inhibit Simultaneous Gap Out									X = On
Last Car Passage	*2*	0 = recall phase, 1 = last car passage, 2 = NOT recall - Not last car passage							
Red Revert (+2 seconds)	*0.0*	0 - 25.5 sec							
Auto Ped Clear		X = On							
Flashing Don't Walk Into Yellow		X = On							
Soft Recall / Red Rest Delay	*0.0*	0 - 25.5 sec							
Ped Pushbutton	*0*	0 - 5 sec, 0 = disable							
Advance Flash Rate	*0*	0 = disable, 1 = 120 FPM							
Change Sequence		X = On (After a download with a power on - off cycle)							
Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Red Clear Extension Detector	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 = none 1 - 32 = detector 1 - 32
Red Clear Extension Red Time	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0 - 25.5 sec.

Local Detectors (next/2/2/4)

Detector Data

	Yellow Lock	Detector Inhibit	Call Phase	Extend Phase	Switch Phase	Delay Time	Stretch / Disconnect Time	Delay or Disconnect Mode
Detector 1 -			*1*	*1*	*0*	*0*	*0.0*	*0*
Detector 2 -			*1*	*1*	*0*	*0*	*0.0*	*0*
Detector 3 -			*3*	*3*	*0*	*0*	*0.0*	*0*
Detector 4 -			*3*	*3*	*0*	*0*	*0.0*	*0*
Detector 5 -			*5*	*5*	*0*	*0*	*0.0*	*0*
Detector 6 -			*5*	*5*	*0*	*0*	*0.0*	*0*
Detector 7 -			*7*	*7*	*0*	*0*	*0.0*	*0*
Detector 8 -			*7*	*7*	*0*	*0*	*0.0*	*0*
Detector 9 -			*2*	*2*	*0*	*0*	*2.0*	*0*
Detector 10 -			*2*	*2*	*0*	*0*	*2.0*	*0*
Detector 11 -			*2*	*2*	*0*	*0*	*0.0*	*0*
Detector 12 -			*0*	*2*	*0*	*0*	*2.0*	*0*
Detector 13 -			*2*	*0*	*0*	*0*	*0.0*	*0*
Detector 14 -			*4*	*4*	*0*	*0*	*0.0*	*0*
Detector 15 -			*4*	*4*	*0*	*0*	*0.0*	*0*
Detector 16 -			*4*	*4*	*0*	*0*	*0.0*	*0*
Detector 17 -			*0*	*4*	*0*	*0*	*0.0*	*0*
Detector 18 -			*4*	*0*	*0*	*0*	*0.0*	*0*
Detector 19 -			*6*	*6*	*0*	*0*	*2.0*	*0*
Detector 20 -			*6*	*6*	*0*	*0*	*2.0*	*0*
Detector 21 -			*6*	*6*	*0*	*0*	*0.0*	*0*
Detector 22 -			*0*	*6*	*0*	*0*	*1.5*	*0*
Detector 23 -			*6*	*0*	*0*	*0*	*0.0*	*0*
Detector 24 -			*8*	*8*	*0*	*0*	*0.0*	*0*
Detector 25 -			*8*	*8*	*0*	*0*	*0.0*	*0*
Detector 26 -			*8*	*8*	*0*	*0*	*0.0*	*0*
Detector 27 -			*0*	*8*	*0*	*0*	*0.0*	*0*
Detector 28 -			*8*	*0*	*0*	*0*	*0.0*	*0*
Detector 29 -			*0*	*0*	*0*	*0*	*0.0*	*0*
Detector 30 -			*0*	*0*	*0*	*0*	*0.0*	*0*
Detector 31 -			*0*	*0*	*0*	*0*	*0.0*	*0*
Detector 32 -			*0*	*0*	*0*	*0*	*0.0*	*0*

yellow lock, detector inhibit, - X = On; call, extend, phase - 0 = none 1 - 8 = phase 1 - 8 ; delay time - 0 - 255 sec
stretch / disconnect time - 0.0 - 25.5 sec.; delay or disconnect Mode - 0 -13

Detector Plans (next/2/2/4/5)

	Loop Number									
	Plan Detectors	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 32, 0 = none, 1 -3 2 = detectors 1 - 32
Detector Plan 1	**Call Phase**									0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extend Phase	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	Switch Phase	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	Delay Time	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
	Stretch/Disconnect Time	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec
	Delay/ Disconnect Mode	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 13
Detector Plan 2	**Call Phase**									0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extend Phase	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	Switch Phase	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	Delay Time	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
	Stretch/Disconnect Time	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec
	Delay/ Disconnect Mode	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 13
Detector Plan 3	**Call Phase**									0 - 8, 0 = none, 1 - 8 = phase 1 - 8
	Extend Phase	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	Switch Phase	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	Delay Time	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
	Stretch/Disconnect Time	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec
	Delay/ Disconnect Mode	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 13

Detector Fail Monitor (next/2/2/4/3)					Detectors 33-64 (next/2/2/4/6)		
	Fail Monitor Enable	Recall Phase	Min Counts	Max Counts		Call Phase	Extend Phase
Detector 1 -		*0*	*0*	*0*	Detector 33 -	0	0
Detector 2 -		*0*	*0*	*0*	Detector 34 -	0	0
Detector 3 -		*0*	*0*	*0*	Detector 35 -	0	0
Detector 4 -		*0*	*0*	*0*	Detector 36 -	0	0
Detector 5 -		*0*	*0*	*0*	Detector 37 -	0	0
Detector 6 -		*0*	*0*	*0*	Detector 38 -	0	0
Detector 7 -		*0*	*0*	*0*	Detector 39 -	0	0
Detector 8 -		*0*	*0*	*0*	Detector 40 -	0	0
Detector 9 -		*0*	*0*	*0*	Detector 41 -	0	0
Detector 10 -		*0*	*0*	*0*	Detector 42 -	0	0
Detector 11 -		*0*	*0*	*0*	Detector 43 -	0	0
Detector 12 -		*0*	*0*	*0*	Detector 44 -	0	0
Detector 13 -		*0*	*0*	*0*	Detector 45 -	0	0
Detector 14 -		*0*	*0*	*0*	Detector 46 -	0	0
Detector 15 -		*0*	*0*	*0*	Detector 47 -	0	0
Detector 16 -		*0*	*0*	*0*	Detector 48 -	0	0
Detector 17 -		*0*	*0*	*0*	Detector 49 -	0	0
Detector 18 -		*0*	*0*	*0*	Detector 50 -	0	0
Detector 19 -		*0*	*0*	*0*	Detector 51 -	0	0
Detector 20 -		*0*	*0*	*0*	Detector 52 -	0	0
Detector 21 -		*0*	*0*	*0*	Detector 53 -	0	0
Detector 22 -		*0*	*0*	*0*	Detector 54 -	0	0
Detector 23 -		*0*	*0*	*0*	Detector 55 -	0	0
Detector 24 -		*0*	*0*	*0*	Detector 56 -	0	0
Detector 25 -		*0*	*0*	*0*	Detector 57 -	0	0
Detector 26 -		*0*	*0*	*0*	Detector 58 -	0	0
Detector 27 -		*0*	*0*	*0*	Detector 59 -	0	0
Detector 28 -		*0*	*0*	*0*	Detector 60 -	0	0
Detector 29 -		*0*	*0*	*0*	Detector 61 -	0	0
Detector 30 -		*0*	*0*	*0*	Detector 62 -	0	0
Detector 31 -		*0*	*0*	*0*	Detector 63 -	0	0
Detector 32 -		*0*	*0*	*0*	Detector 64 -	0	0
fail monitor enable - X = On, recall phase - 0 = none 1 - 8 = phase 1 - 8, min, max					call / extend phase - 0 = none 1 - 8 = phase 1 - 8		

Detector Fail Sample Period (all detectors)	*0*	0 - 255 minutes

Video Fail Inputs (next/2/2/4/3) -->	1	2	3	4	5	6	7	8	
Phase Recalled	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 = none, 1 - 8 = phase 1 - 8

System Detectors (next/2/2/4/4)									
System Detectors -->	1	2	3	4	5	6	7	8	
Local Detector	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 = none, 1 - 32 = phase 1 - 32

Overlaps / FYLTA (next/2/2/8)

Vehicle Overlaps		Phase or Movement	Phases 1	2	3	4	5	6	7	8	Extension Green	Clearance Yellow	Clearance Red
Overlaps	A		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	B		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	C		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	D		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	E		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	F		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	G		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	H		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	I		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	J		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	K		0	0	0	0	0	0	0	0	0.0	0.0	0.0
	L		0	0	0	0	0	0	0	0	0.0	0.0	0.0

A - D
0 = none
1 = overlap
2 = 60 FPM
3 = Not ped
4=Comp. Ph.
5=Prevent. Ext.
6=Not Veh.
7=Adv. FF

E - L
0 = no Overlap
1 = Overlap

Green,Yellow Red

Not Ped - Ped Overlaps (next/2/2/8/5)

Ped Overlaps ->		A	B	C	D	E	F	G	H
Overlaps	A								
	B								
	C								
	D								

X = Nor Ped Ped Overlap

Advance Warning (next/2/2/8/3)

	E	F	G	H	I	J	K	L	
Enable	0	0	0	0	0	0	0	0	0 = disabled, 1 = enabled
1st Conditional Overlap	0	0	0	0	0	0	0	0	0 = none, 1 - overlap E, 2 = overlap F, etc.
2nd Conditional Overlap	0	0	0	0	0	0	0	0	
Advance Deactivation Delay	0	0	0	0	0	0	0	0	0 - 99 seconds

Ped Overlaps (next/2/2/8/5)

Phase -->		1	2	3	4	5	6	7	8	Walk	Ped Clear	Ped Recall
Ped Overlap	A									0	0	
	B									0	0	
	C									0	0	
	D									0	0	
	E									0	0	
	F									0	0	
	G									0	0	
	H									0	0	

Phase, Ped Recall: X = on

Walk, Ped Clear: 0 - 255 seconds

Flashing Yellow Left Turn Arrow (FYLTA) (next/2/2/8/6)

Phase Pairs -->	1 - 2	3 - 4	5 - 6	7 - 8	
Enable	0	0	0	0	0 = off, 3 = 3 outputs, 4 = 4 outputs, 5 = 5 outputs
Even Omits Odd	0	0	0	0	0 = off, 1 = on, 2 = on, place call across barrier
Detector Switch Odd / Even	X	X	X	X	X = on, odd phase must be omitted
Red Transition	2.0	2.0	2.0	2.0	0.0 or 2.0 - 25.5 sec
Red Extension	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
Return to GLTA	0	0	0	0	0 = off, 1 = max out, 2 = yellow lock

Flashing Yellow Left Turn Arrow (FYLTA) - Continued on last page

Service Plans (next/2/2/6)

		1	2	3	4	5	6	7	8	
	Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Service Plan 1	**Call Mode**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Passage	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Yellow	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 or 3.0 - 25.5
	Red	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Pedestrian Clearance	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Service Plan 2	**Call Mode**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Passage	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Yellow	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 or 3.0 - 25.5
	Red	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Pedestrian Clearance	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Service Plan 3	**Call Mode**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Passage	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Yellow	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 or 3.0 - 25.5
	Red	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Pedestrian Clearance	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Service Plan 4	**Call Mode**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Passage	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Yellow	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 or 3.0 - 25.5
	Red	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Pedestrian Clearance	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Service Plan 5	**Call Mode**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Passage	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Yellow	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 or 3.0 - 25.5
	Red	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Pedestrian Clearance	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	
Service Plan 6	**Call Mode**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Passage	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Yellow	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 or 3.0 - 25.5
	Red	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec.
	Walk	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.
	Pedestrian Clearance	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.

Service Plans Cont.

	Phase -->	1	2	3	4	5	6	7	8	
Service Plan 7	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
	Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.

	Phase -->	1	2	3	4	5	6	7	8	
Service Plan 8	Call Mode	0	0	0	0	0	0	0	0	
	0 = actuated, 1 = omit, 2 = CNA, 3 = min recall, 4 = max recall, 5 = soft recall, 6 = ped recall, 7 = omit ped, 8 = red rest									
	Minimum Green	0	0	0	0	0	0	0	0	0 - 255 sec.
	Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 or 3.0 - 25.5
	Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec.
	Walk	0	0	0	0	0	0	0	0	0 - 255 sec.
	Pedestrian Clearance	0	0	0	0	0	0	0	0	0 - 255 sec.

Max Plans (next/2/2/7)

	Phase -->	1	2	3	4	5	6	7	8	
Max Plan 1	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 2	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 3	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 4	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 5	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 6	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 7	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec
Max Plan 8	Normal Max	0	0	0	0	0	0	0	0	0 - 255 sec
	Fail Max	0	0	0	0	0	0	0	0	
	Auto Max Adjust	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 - 25.5 sec
	Auto Max Limit	0	0	0	0	0	0	0	0	0 - 255 sec

Coordination Data (next/2/3)

Coordination Modes (next/2/3/1, next/2/3/4/1, next/2/3/4/3)

Flash Mode	*33*	0=off, 1=on, 33=time clock, 34=comm, 35=hardwire
Coordination Plan Mode	*33*	0=free, 1-32 = coord plan 1-32, 33=time clock, 34=comm, 35=hardwire
Offset Seeking Mode	*2*	0=add only, 1=dwell, 2=fastway
Late Ped	*0*	0 = off, 1 = on
Coord Walk Rest	*0*	0 = off, 1 = on, 2 = by TOD circuit 160, 3 = end of walk, 4 = coord ped during perms
Repeated Phase Service	*0*	0=off, 1=on (no coord ped), 2=on (beginning green coord ped), 3=on (coord ped always)
Zero Mode (TS2 only)	*1*	0=start of main street, 1=end of main street, 2=by TOD circuit 144

Phase -->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	0 = service allowed 1 = service prevented
Omit Phase During Repeated Phase Service	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Auto Permissive Min Green	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 seconds

Coordination Plans (next/2/3/2)

Coord Plan	**Coordination Phases**		**Cycle Length**	**Offset Time**	**Min Cycle Length Dwell Time**	**Permissive**	**Service Plan**	**Max Plan**
	Ring 1	**Ring 2**						
1 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
3 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
4 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
5 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
6 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
7 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
8 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
9 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
10 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
11 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
12 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
13 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
14 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
15 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
19 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
20 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
21 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
22 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
23 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
24 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
25 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
27 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
28 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
29 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
30 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
31 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
32 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	0 - 8		0 - 255 sec.				0 - 8	

Coordination Plans cont.

	* = Force Offs / Split Times (TS2)								* = Yield Points / Actuated Times (TS2)	
Coord Plan	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**Ring 1**	**Ring 2**
1 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
2 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
3 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
4 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
5 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
6 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
7 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
8 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
9 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
10 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
11 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
12 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
13 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
14 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
15 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
19 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
20 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
21 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
22 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
23 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
24 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
25 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
26 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
27 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
28 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
29 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
30 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
31 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
32 -	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	0 - 255 sec * = force offs and yield points									

Circuit Mapping (next/2/3/3)

Circuit Map	Coord Plan	Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit		Time Clock Circuit	
1	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
2	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
3	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
4	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
5	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
6	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
7	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
8	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
9	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
10	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
11	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
12	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
13	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
14	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
15	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
16	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
17	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
18	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
19	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U
20	34	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U	0	N/U

coord plan - 0 = free, 1 - 32 = coord plan 1 - 32, 33 = any, 34 none selected
time clock circuits - 0 = not used, or circuits 6 - 196

Dynamic Phase Length (next/2/3/4/4)

Phase -->		1	2	3	4	5	6	7	8	
Back Detector		0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Lane Factor		0	0	0	0	0	0	0	0	0 = none, 1.0 - 5.0
Check Out Detector		0	0	0	0	0	0	0	0	0 = none, 1-32 = detector 1-32
Coord Delta Force Off	Set A	0	0	0	0	0	0	0	0	0 - 255 sec
	Set B	0	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	0	
Free Delta Max	Set A	0	0	0	0	0	0	0	0	
	Set B	0	0	0	0	0	0	0	0	
	Set C	0	0	0	0	0	0	0	0	
	Set D	0	0	0	0	0	0	0	0	

Platoon Progression (next/2/3/4/5)

Entry Local Only			Master Local Only		
Platoon Max	0	0 - 255 sec	Smoothing Factor	0.0	0.0 - 1.0
Min Platoon Green	0	0 - 255 sec			
Entry Detector Gap	0.0	0.0 - 25.5			
Min Platoon Cycle	0	0 - 255 sec			

Inbound			Outbound		
Only for Entry Inbound Local or Master Local			Only for Entry Outbound Local or Master Local		
Entry IB Local also Last OB Local	0	0 - 50	Entry OB Local also Last IB Local	0	0 - 50
Speed	0	0 - 55 mph	Speed	0	0 - 55 mph
Distance from Entry Local	0	0 - 65000 feet	Distance from Entry Local	0	0 - 65000 feet

Entry Local Only				Entry Local Only			
Distance from Entry Local Detector	0	0 - 999 feet		Distance from Entry Local Detector	0	0 - 999 feet	
Entry Local Detector	0	0	0 - 32	Entry Local Detector	0	0	0 - 32

Master Local				Master Local			
Master Mid - System Critical Detectors	0	0	0 - 16	Master Mid - System Critical Detectors	0	0	0 - 16

Force Off Percents

Inbound	1	3	4	5	7	8	Outbound	1	3	4	5	7	8
Split 1	0	0	0	0	0	0	Split 1	0	0	0	0	0	0
Split 2	0	0	0	0	0	0	Split 2	0	0	0	0	0	0
	0 - 100 %							0 - 100 %					

Time of Day Data (next/2/4)

Day Program (next/2/4/1)

	Day Prog.	Time	Coord Plan	Coord Plan or Circuit		State On / Off		Day Prog.	Time	Coord Plan	Coord Plan or Circuit		State On/Off
1							51						
2							52						
3							53						
4							54						
5							55						
6							56						
7							57						
8							58						
9							59						
10							60						
11							61						
12							62						
13							63						
14							64						
15							65						
16							66						
17							67						
18							68						
19							69						
20							70						
21							71						
22							72						
23							73						
24							74						
25							75						
26							76						
27							77						
28							78						
29							79						
30							80						
31							81						
32							82						
33							83						
34							84						
35							85						
36							86						
37							87						
38							88						
39							89						
40							90						
41							91						
42							92						
43							93						
44							94						
45							95						
46							96						
47							97						
48							98						
49							99						
50							100						
	1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196		X = on		1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196		X = on

Day Program cont.														
	Day Prog.	Time	Coord Plan	Coord Plan or Circuit		State On / Off		Day Prog.	Time	Coord Plan	Coord Plan or Circuit		State On / Off
101							151						
102							152						
103							153						
104							154						
105							155						
106							156						
107							157						
108							158						
109							159						
110							160						
111							161						
112							162						
113							163						
114							164						
115							165						
116							166						
117							167						
118							168						
119							169						
120							170						
121							171						
122							172						
123							173						
124							174						
125							175						
126							176						
127							177						
128							178						
129							179						
130							180						
131							181						
132							182						
133							183						
134							184						
135							185						
136							186						
137							187						
138							188						
139							189						
140							190						
141							191						
142							192						
143							193						
144							194						
145							195						
146							196						
147							197						
148							198						
149							199						
150							200						
	1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196		X = on		1 - 15	hh : mm	X = on	coord plan 0 - 32 or circuit 1-196		X = on

Week Program (next/2/4/2)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	3	1	1	1	1	1	2
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

0 = none, 1 - 15 = day plan

Exception Days (next/2/4/6)

	DOW	WOM	DOM	MOY	Day Prog.
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
	0-10	0 - 5	0-31	0-12	0 - 15

Year Program (next/2/4/3)

From Date	To Date	Week Program
01/01/2013	12/31/2013	1

New Years Day - Date - January 1st

Martin Luther King Day - DOW WOM - 3rd Monday of January

President's Day - DOW WOM - 3rd Monday February

Memorial Day - DOW WOM - Last Monday May

Fourth of July - Date - July 4th

Labor Day - DOW WOM - 1st Monday September

Columbus Day - DOW WOM - 2nd Monday October

Veteran's Day - Date - November 11th

Thanksgiving - DOW WOM - 4th Thursday November

Christmas - Date - December 25th

Time Clock References (next/2/4/5)

Synch reference Mode	0	0 = timed, 1 = by event
Synch Reference Time	00:00	00:00 - 23:59
Daylight Savings Enable	X	X = on
Reset Time	00:00	00:00 - 23:59

Exception day headings - DOW = Day of Week, WOM = Week of Month, DOM = Day of Month, MOY = Month of Year

Circuit Overrides (next/2/4/4)							
1 - Coord Line 1	CL1	*TOD*		51 - Ped Omit 3	PO3	*TOD*	
2 - Coord Line 2	CL2	*TOD*		52 - Ped Omit 4	PO4	*TOD*	
3 - Coord Line 4	CL4	*TOD*		53 - Ped Omit 5	PO5	*TOD*	
4 - Coord Line 8	CL8	*TOD*		54 - Ped Omit 6	PO6	*TOD*	
5 - Coord Line 16	C16	*TOD*		55 - Ped Omit 7	PO7	*TOD*	
6 - Coord Operation	CRD	*TOD*		56 - Ped Omit 8	PO8	*TOD*	
7 - Soft Flash	SFL	*TOD*		57 - Conditional Service	CVS	*TOD*	
8 - Enable System Relays	ESR	*On*		58 - Inhibit Simultaneous Gap Out	ISG	*On*	
9 - Call to Non Act 1	CN1	*TOD*		59 - Inhibit Hardwire	HWI	*TOD*	
10 - Call to Non Act 2	CN2	*TOD*		60 - Ped Override Mode	POM	*On*	
11 - Walk Rest Modifier	WRM	*TOD*		61 - Dual Entry	DLE	*On*	
12 - Min Recall	MIN	*TOD*		62 - Exclusive Ped	EPD	*TOD*	
13 - Max 2 Both Rings	MX2	*TOD*		63 - Call to Time Clock Mode	CTC	*TOD*	
14 - Coord Inhibit Max Ring 1, 2	IMT	*TOD*		64 - Dual Enhanced Ped	DEP	*TOD*	
15 - Not Used	N/U	*TOD*		65 - Service Plan 1	SP1	*TOD*	
16 - Call to Free	CTF	*TOD*		66 - Service Plan 2	SP2	*TOD*	
17 - TOD Output 1	TO1	*TOD*		67 - Service Plan 3	SP3	*TOD*	
18 - TOD Output 2	TO2	*TOD*		68 - Service Plan 4	SP4	*TOD*	
19 - TOD Output 3	TO3	*TOD*		69 - Service Plan 5	SP5	*TOD*	
20 - TOD Output 4	TO4	*TOD*		70 - Service Plan 6	SP6	*TOD*	
21 - TOD Output 5	TO5	*TOD*		71 - Service Plan 7	SP7	*TOD*	
22 - TOD Output 6	TO6	*TOD*		72 - Service Plan 8	SP8	*TOD*	
23 - TOD Output 7	TO7	*TOD*		73 - Max Plan 1	MP1	*TOD*	
24 - TOD Output 8	TO8	*TOD*		74 - Max Plan 2	MP2	*TOD*	
25 - Vehicle Call Phase 1	VC1	*TOD*	On / Off / TOD	75 - Max Plan 3	MP3	*TOD*	On / Off / TOD
26 - Vehicle Call Phase 2	VC2	*TOD*		76 - Max Plan 4	MP4	*TOD*	
27 - Vehicle Call Phase 3	VC3	*TOD*		77 - Max Plan 5	MP5	*TOD*	
28 - Vehicle Call Phase 4	VC4	*TOD*		78 - Max Plan 6	MP6	*TOD*	
29 - Vehicle Call Phase 5	VC5	*TOD*		79 - Max Plan 7	MP7	*TOD*	
30 - Vehicle Call Phase 6	VC6	*TOD*		80 - Max Plan 8	MP8	*TOD*	
31 - Vehicle Call Phase 7	VC7	*TOD*		81 - Transit Priority Max Group 1	TG1	*TOD*	
32 - Vehicle Call Phase 8	VC8	*TOD*		82 - Transit Priority Max Group 2	TG2	*TOD*	
33 - Ped Call Phase 1	PC1	*TOD*		83 - Transit Priority Max Group 3	TG3	*TOD*	
34 - Ped Call Phase 2	PC2	*TOD*		84 - Transit Priority Max Group 4	TG4	*TOD*	
35 - Ped Call Phase 3	PC3	*TOD*		85 - Transit Priority Max Group 5	TG5	*TOD*	
36 - Ped Call Phase 4	PC4	*TOD*		86 - Transit Priority Max Group 6	TG6	*TOD*	
37 - Ped Call Phase 5	PC5	*TOD*		87 - Transit Priority Max Group 7	TG7	*TOD*	
38 - Ped Call Phase 6	PC6	*TOD*		88 - Transit Priority Max Group 8	TG8	*TOD*	
39 - Ped Call Phase 7	PC7	*TOD*		89 - Inhibit Volume Density 1	IV1	*TOD*	
40 - Ped Call Phase 8	PC8	*TOD*		90 - Inhibit Volume Density 2	IV2	*TOD*	
41 - Vehicle Omit 1	VO1	*TOD*		91 - Inhibit Volume Density 3	Iv3	*TOD*	
42 - Vehicle Omit 2	VO2	*TOD*		92 - Inhibit Volume Density 4	IV4	*TOD*	
43 - Vehicle Omit 3	VO3	*TOD*		93 - Inhibit Volume Density 5	IV5	*TOD*	
44 - Vehicle Omit 4	VO4	*TOD*		94 - Inhibit Volume Density 6	IV6	*TOD*	
45 - Vehicle Omit 5	VO5	*TOD*		95 - Inhibit Volume Density 7	IV7	*TOD*	
46 - Vehicle Omit 6	VO6	*TOD*		96 - Inhibit Volume Density 8	IV8	*TOD*	
47 - Vehicle Omit 7	VO7	*TOD*		97 - Lag 1	LG1	*TOD*	
48 - Vehicle Omit 8	VO8	*TOD*		98 - Lag 3	LG3	*TOD*	
49 - Ped Omit 1	PO1	*TOD*		99 - Lag 5	LG5	*TOD*	
50 - Ped Omit 2	PO2	*TOD*		100 - Lag 7	LG7	*TOD*	

Circuit Overrides cont.							
101 - Inhibit Overlap A	**OLA**	*TOD*	On / Off / TOD	**151 - Coord Hold 7**	**HD7**	*TOD*	On / Off / TOD
102 - Inhibit Overlap B	**OLB**	*TOD*		**152 - Coord Hold 8**	**HD8**	*TOD*	
103 - Inhibit Overlap C	**OLC**	*TOD*		**153 - PE Priority Return B**	**PRB**	*TOD*	
104 - Inhibit Overlap D	**OLD**	*TOD*		**154 - PE Priority Return C**	**PRC**	*TOD*	
105 - Enable Schedule A Phone 1	**AT1**	*TOD*		**155 - PE Priority Return D**	**PRD**	*TOD*	
106 - Enable Schedule A Phone 2	**AT2**	*TOD*		**156 - PE Priority Return E**	**PRE**	*TOD*	
107 - Enable Schedule B Phone 1	**BT1**	*TOD*		**157 - Platoon Inbound**	**PPI**	*TOD*	
108 - Enable Schedule B Phone 2	**BT2**	*TOD*		**158 - Platoon Outbound**	**PPO**	*TOD*	
109 - Enable Schedule C Phone 1	**CT1**	*TOD*		**159 - Platoon Spl 2**	**PS2**	*TOD*	
110 - Enable Schedule C Phone 2	**CT2**	*TOD*		**160 - Coord Walk Rest**	**CWR**	*TOD*	
111 - Enable Volume to Call Phone 1	**VT1**	*TOD*		**161 - Dynamic Phase Length Short Inhibit 1**	**SI1**	*TOD*	
112 - Enable Volume to Call Phone 2	**VT2**	*TOD*		**162 - Dynamic Phase Length Short Inhibit 2**	**SI2**	*TOD*	
113 - Enable Volume Logging	**EVL**	***On***		**163 - Dynamic Phase Length Short Inhibit 3**	**SI3**	*TOD*	
114 - Enable MOE Logging	**EML**	***On***		**164 - Dynamic Phase Length Short Inhibit 4**	**SI4**	*TOD*	
115 - Detector Low Threshold Inhibit	**DLI**	*TOD*		**165 - Dynamic Phase Length Short Inhibit 5**	**SI5**	*TOD*	
116 - Detector Continue Presence Inhibit	**DPI**	*TOD*		**166 - Dynamic Phase Length Short Inhibit 6**	**SI6**	*TOD*	
117 - Inhibit Detector Based on Programming	**IND**	*TOD*		**167 - Dynamic Phase Length Short Inhibit 7**	**SI7**	*TOD*	
118 - Inhibit Detector Delay	**IDD**	*TOD*		**168 - Dynamic Phase Length Short Inhibit 8**	**SI8**	*TOD*	
119 - Inhibit Conditional Ped	**ICP**	*TOD*		**169 - Coord Late Left Turn 1**	**CT1**	*TOD*	
120 - Inhibit Transit Priority	**ITP**	*TOD*		**170 - Coord Late Left Turn 3**	**CT3**	*TOD*	
121 - Red Rest Ring 1,2	**RRM**	*TOD*		**171 - Coord Late Left Turn 5**	**CT5**	*TOD*	
122 - Not Used	**N/U**	*TOD*		**172 - Coord Late Left Turn 7**	**CT7**	*TOD*	
123 - Omit Red Clear Ring 1,2	**ORC**	*TOD*		**173 - Dynamic Phase Length Enable A**	**DPA**	*TOD*	
124 - Not Used	**N/U**	*TOD*		**174 - Dynamic Phase Length Enable B**	**DPB**	*TOD*	
125 - Ped Recycle Ring 1,2	**PCY**	*TOD*		**175 - Dynamic Phase Length Enable C**	**DPC**	*TOD*	
126 - Not Used	**N/U**	*TOD*		**176 - Dynamic Phase Length Enable D**	**DPD**	*TOD*	
127 - Enable MOE Log to Call Phone 1	**MT1**	*TOD*		**177 - Proactive Plan Select Average**	**PSA**	*TOD*	
128 - Enable MOE Log to Call Phone 2	**MT2**	*TOD*		**178 - Proactive Plan Select Inbound**	**PSI**	*TOD*	
129 - Transit Inhibit Short Time 1	**IS1**	*TOD*		**179 - Proactive Plan Select Outbound**	**PSO**	*TOD*	
130 - Transit Inhibit Short Time 2	**IS2**	*TOD*		**180 - Split Variant Inbound**	**SVI**	*TOD*	
131 - Transit Inhibit Short Time 3	**IS3**	*TOD*		**181 - Split Variant Outbound**	**SVO**	*TOD*	
132 - Transit Inhibit Short Time 4	**IS4**	*TOD*		**182 - Disable Coord Walk Rest Ring 1**	**DW1**	*TOD*	
133 - Transit Inhibit Short Time 5	**IS5**	*TOD*		**183 - Disable Coord Walk Rest Ring 2**	**DW2**	*TOD*	
134 - Transit Inhibit Short Time 6	**IS6**	*TOD*		**184 - Proactive Plan Select New Look**	**NLK**	*TOD*	
135 - Transit Inhibit Short Time 7	**IS7**	*TOD*		**185 - Disable Red Clearance Extension**	**DRX**	*TOD*	
136 - Transit Inhibit Short Time 8	**IS8**	*TOD*		**186 - Detector Plan Line 1**	**DL1**	*TOD*	
137 - Enable Transit Priority Logging	**ETL**	*TOD*		**187 - Detector Plan Line 2**	**DL2**	*TOD*	
138 - Disable Flashing Yellow Arrow 1	**DF1**	*TOD*		**188 - Disable LRT 1 Vertical Flashing Bar**	**DV1**	*TOD*	
139 - Disable Flashing Yellow Arrow 3	**DF3**	*TOD*		**189 - Disable LRT 2 Vertical Flashing Bar**	**DV2**	*TOD*	
140 - Disable Flashing Yellow Arrow 5	**DF5**	*TOD*		**190 - Disable LRT 3 Vertical Flashing Bar**	**DV3**	*TOD*	
141 - Disable Flashing Yellow Arrow 7	**DF7**	*TOD*		**191 - Disable LRT 4 Vertical Flashing Bar**	**DV4**	*TOD*	
142 - Disable Auto Max	**DAM**	*TOD*		**192 - Datakey Enable**	**DKE**	***On***	
143 - Disable Repeat Phase Service	**DRS**	*TOD*		**193 - Dynamic Phase Reversal Enable 1**	**DR1**	*TOD*	
144 - Coord End of Main Street	**EMS**	*TOD*		**194 - Dynamic Phase Reversal Enable 3**	**DR3**	*TOD*	
145 - Coord Hold 1	**HD1**	*TOD*		**195 - Dynamic Phase Reversal Enable 5**	**DR5**	*TOD*	
146 - Coord Hold 2	**HD2**	*TOD*		**196 - Dynamic Phase Reversal Enable 7**	**DR7**	*TOD*	
147 - Coord Hold 3	**HD3**	*TOD*		**197 - Enable Coord Logging**	**ECL**	*TOD*	
148 - Coord Hold 4	**HD4**	*TOD*		**198 - Disable Gap FYLTA 1,3,5,7**	**DGF**	*TOD*	
149 - Coord Hold 5	**HD5**	*TOD*		**199 - Coordination Auto Walk**	**CAW**	*TOD*	
150 - Coord Hold 6	**HD6**	*TOD*		**200 - Enable Coordinated Auto Max**	**ECM**	*TOD*	

Preemption Data (next/2/5)

Sequence (next/2/5/1 - 8)

Sequences / Intervals		Instruction	Phases Serviced	Interval Time	Hold On Input	Outputs On	Output Mode
1	1	0	2	0	X		0
	2	98		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0
2	1	0	4	0	X		0
	2	98		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0
3	1	0	6	0	X		0
	2	98		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0
4	1	0		0			0
	2	0		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0
5	1	0		0			0
	2	0		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0

Instructions
0 - Service Phases
1-9 = Special Interval 1-9
10 - Preempt Sequence Allows FYLTA
11 - Preempt Interval Disables FYLTA
15 - Alternate Trap Protection
90 - Go to all Red
91 - Soft Flash On
92 - Soft Flash Off
93 - Enable Ped
94 - Disable Peds
95 - Priority Return
96 - Enable Coordination with peds
97 - Enable Coordination without peds
98 - Return with NO Calls
99 - Return with Vehicle Calls
100 - jump to step in Interval Time
101 - Use Interval Time as Resetable Gap Timer
196 - Coord Re-synch with Peds
197 - Coord Re-synch without Peds
200 - Light Rail Train phase without Peds
201 - Light Rail Train phase with Peds
202 - Return to highest queue/delay phase (this uses the Dynamic Phase Length Back Detectors)
216 - Light Rail Train Coord Re-synch with Peds
217 - Light Rail Train Coord Re-synch without Peds

Phases Serviced - phases 1 - 8
Interval Time - 0 - 255 sec or interval 1 - 10
Hold on Input - X = on
Outputs On - output 1 - 8

Output Modes -
0 = all steady on
1 = all flash together
2 = odd flashes WIG, even flashes WAG
3 = 1 - 4 steady on, 5 - 8 all flash together

Sequence cont.							
Sequences / Intervals		Instruction	Phases Serviced	Interval Time	Hold On Input	Outputs On	Output Mode
6	1	0		0			0
	2	0		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0
7	1	0		0			0
	2	0		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0
8	1	0		0			0
	2	0		0			0
	3	0		0			0
	4	0		0			0
	5	0		0			0
	6	0		0			0
	7	0		0			0
	8	0		0			0
	9	0		0			0
	10	0		0			0

Sequence Timing (next/2/5/0)										
	Sequence -- >	1	2	3	4	5	6	7	8	
	Input Memory									X = on
	Input Priority	6	6	6	0	0	0	0	0	0 = lowest, - 8 = highest
Entry (Transition) Parameters	Min Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Walk	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0 would time the normal function time
	Ped Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Overlap Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 - 25.5 sec
	Overlap Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Delay to Preempt	0	0	0	0	0	0	0	0	0 - 255 sec
	Delay Ped Omit	0	0	0	0	0	0	0	0	
	Delay Phase Omit	0	0	0	0	0	0	0	0	
	Min Reservice	0	0	0	0	0	0	0	0	0 - 255 min
Overlap Inhibits	A									X = inhibit
	B									
	C									
	D									
Exit Parameters	Exit to Coord Plan Offset by X	0	0	0	0	0	0	0	0	0 - 20
	Exit Coord Plan Time	0	0	0	0	0	0	0	0	0 - 60 min
	Exit to Max Plan	0	0	0	0	0	0	0	0	0 - 8
	Exit Free Time	0	0	0	0	0	0	0	0	0 - 60 min
	Override Time	0	0	0	0	0	0	0	0	
	Fail Time	0	0	0	0	0	0	0	0	
	Exit Mode Time	0	0	0	0	0	0	0	0	

Priority Return and Special Intervals (next/2/5/0/6, next/2/5/9)													
Phase / Overlap -->		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**A**	**B**	**C**	**D**
Priority Return	**Enable**	*0*	0 = disabled, 1 = enabled, 2 = enabled, skip preemption phases on exit										
	A (max)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 100% of currently used max			
	B (max)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*				
	C (max)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*				
	D (max)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*				
	E (max)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*				
	Ped Clear	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 100% of currently used ped clearance			
Queue Delay Recovery		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec.			
Special Intervals	**1**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	2	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	3	*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*
	5	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	6	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	7	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	8	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	9	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

0 = Dark
1 = green don't walk
2 = green walk
3 = green flashing don't walk
4 = yellow
5 = red
6 = flashing yellow WIG
7 = flashing yellow WAG
8 = flashing red WIG
9 = flashing red WAG
10 = walk only
11=flashing don't walk only

Light Rail Train (next/2/5/0/7)						
Light Rail Train -->	**1**	**2**	**3**	**4**	
Associated Preempt	*0*	*0*	*0*	*0*	0 = none, preempt 1 - 8
Time to Green	*0*	*0*	*0*	*0*	0 - 255 sec
Horizontal Bar Flash Time	*0.0*	*0.0*	*0.0*	*0.0*	0.0 - 25.5 sec
Vertical Bar Flash Time	*0.0*	*0.0*	*0.0*	*0.0*	
Min Duration	*0*	*0*	*0*	*0*	0 - 255 sec

Communications Data (next/2/6)

1st Central Phone Number		**2nd Central Phone Number**	
Modem Setup String		**Intersection Name**	*West Union @ Albertsons*
Subnet Mask	*255.0.0.0*		
IP (ethernet) Port	*5*		
Central Port	*4*		
System Mode	*0*		
System Port	*1*	**Alternate System Port**	*0*

System ID	*0*	**AB3418e Physical Address**	*0*		**IP Address**	*0.0.0.0*
Local ID	*0*	**AB3418e Group Address**	*0*		**Gateway Address**	*0.0.0.0*

Baud Rates		**Flow Control**	**Port Use**
Port 1 (Slot A2 Upper)	*0*	*1*	*Suggested Use - FSK*
Port 2 (Slot A2 Lower)	*0*	*1*	*Suggested Use - Not Used*
Port 3 (Slot A1 Upper)	*0*	*0*	*Suggested Use - Modem to Central*
Port 4 (Slot A1 Lower or C50S)	*2*	*N\U*	*Suggested Use - RS232 to Laptop*
0 = 1200, 1 = 2400, 2 = 9600, 3 = 19200 baud		0 = off, 1 = on	

Reports

Volume Log Period	*15*	0-255 min. or below	**MOE Log Period**	*15*	below

0 = disabled, 1,2,3,4,5,6,10,12,15,20,30,60 minutes

Function Schedule Mapping (next/2/6/7)

Alarm 1	*0*		**Soft Flash**	*1*	
Alarm 2	*0*		**Manual Control Enable (MCE)**	*4*	
Alarm 3	*0*		**Emergency or Railroad Preempt**	*1*	
Alarm 4	*0*		**Not Used**	*0*	
Alarm 5	*0*	0 = none	**Cycle Failure**	*2*	0 = none
Not Used	*0*	1 = schedule A	**Coordination Failure**	*2*	1 = schedule A
Not Used	*0*	2 = schedule B	**Keyboard use / Data Changed**	*3*	2 = schedule B
Not Used	*0*	3 = schedule C	**Coord Running / Free**	*2*	3 = schedule C
Not Used	*0*	4 = schedule R	**Cabinet Door**	*3*	4 = schedule R
Power On / Off	*1*		**Extended Ped Pushbutton**	*0*	
Checksum Failure	*4*		**Monitor Status**	*4*	
Video / Detector Failure	*4*				
Master to Local Comm Lost	*0*				

Miscellaneous Data

Transit Priority (next/2/7)

	1	2	3	4	5	6	7	8	
Phases									Phases 1 - 8 (max of 2 compatible phases)
PE Enable (6.25Hz TP call on PE)									X = 6.25 Hz signal will activate TP
Priority	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 8, 8 = highest
Memory									X = on
Delay Time	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
Minimum Reservice Time (per input)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 min
Override Time	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
Bus Extend	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0 - 255 sec
Minimum Reservice Time (all inputs)	*0*	0 - 255 min							
Free Operation Mode	*0*	0 = use shortest of max 1 or 2, 1 - 8 = use max time of group 1 - 8, 9 = use time of day							

Transit Priority Alternate Force Off Plans

Current Coord Plan	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Alternate TP Force Off Plan	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Current Coord Plan	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Alternate TP Force Off Plan	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

0 = none
17 - 32 = coord plan 17 - 32

Group Timing

	Phase -->	1	2	3	4	5	6	7	8
Group 1	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 2	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 3	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 4	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 5	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 6	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 7	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Group 8	**Max Times**	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	Walk Times	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

0 - 255 sec
0 would time the normal function time

Truck Priority (next/2/7/9)

Truck Priority-->	**1**	**2**	**3**	**4**	
Associated Transit Priority	*0*	*0*	*0*	*0*	0 = none 1 - 8 = transit priority 1 - 8
Leading Detector	*0*	*0*	*0*	*0*	0 = none, 1 - 32 = detector 1 - 32
Trailing Detector	*0*	*0*	*0*	*0*	
Stop Bar Distance	*0*	*0*	*0*	*0*	0 - 999 feet
Trap Distance	*0*	*0*	*0*	*0*	0.0 - 99.9 feet
Minimum Speed	*0*	*0*	*0*	*0*	0 - 100 mph
Minimum Length	*0*	*0*	*0*	*0*	0 - 255 feet
Downhill Grade	*0*	*0*	*0*	*0*	0 - 20 %
Uphill Grade	*0*	*0*	*0*	*0*	
Undersized Vehicle					X = Enabled

Change I/O		X = On (After a download with a power on - off cycle)

Inputs (Non Default I/O is offset to the right) (next/2/8/1)											
C1-39	*101*	*VD9*	**C1-55**	*15*	*VD5*	**C1-67**	*22*	*PED2*	**C11-15**	*254*	*N/U*
C1-40	*113*	*VD19*	**C1-56**	*11*	*VD1*	**C1-68**	*26*	*PED6*	**C11-16**	*254*	*N/U*
C1-41	*106*	*VD14*	**C1-57**	*17*	*VD7*	**C1-69**	*24*	*PED4*	**C11-17**	*254*	*N/U*
C1-42	*118*	*VD24*	**C1-58**	*13*	*VD3*	**C1-70**	*28*	*PED8*	**C11-18**	*254*	*N/U*
C1-43	*102*	*VD10*	**C1-59**	*16*	*VD6*	**C1-71**	*151*	*PE1*	**C11-19**	*254*	*N/U*
C1-44	*114*	*VD20*	**C1-60**	*12*	*VD2*	**C1-72**	*152*	*PE2*	**C11-20**	*254*	*N/U*
C1-45	*107*	*VD15*	**C1-61**	*18*	*VD8*	**C1-73**	*153*	*PE3*	**C11-21**	*254*	*N/U*
C1-46	*161*	*VD25*	**C1-62**	*14*	*VD4*	**C1-74**	*154*	*PE4*	**C11-22**	*254*	*N/U*
C1-47	*105*	*VD13*	**C11-10**	*254*	*N/U*	**C1-75**	*254*	*N/U*	**C11-23**	*254*	*N/U*
C1-48	*117*	*VD23*	**C11-11**	*254*	*N/U*	**C1-76**	*104*	*VD12*	**C11-24**	*254*	*N/U*
C1-49	*112*	*VD18*	**C11-12**	*254*	*N/U*	**C1-77**	*116*	*VD22*	**C11-25**	*254*	*N/U*
C1-50	*164*	*VD28*	**C11-13**	*254*	*N/U*	**C1-78**	*111*	*VD17*	**C11-26**	*254*	*N/U*
C1-51	*199*	*PEDI*	**C1-63**	*103*	*VD11*	**C1-79**	*163*	*VD27*	**C11-27**	*254*	*N/U*
C1-52	*155*	*PE5*	**C1-64**	*115*	*VD21*	**C1-80**	*82*	*IADV*	**C11-28**	*254*	*N/U*
C1-53	*85*	*MCE*	**C1-65**	*108*	*VD16*	**C1-81**	*137*	*MONS*	**C11-29**	*254*	*N/U*
C1-54	*254*	*N/U*	**C1-66**	*162*	*VD26*	**C1-82**	*62*	*ST1*	**C11-30**	*254*	*N/U*

Outputs (Non Default I/O is offset to the right) (next/2/8/2)											
C1-2	*44*	*4DWK*	**C1-19**	*48*	*8DWK*	**C1-35**	*131*	*TO1*	**C1-91**	*41*	*1DWK*
C1-3	*64*	*4WLK*	**C1-20**	*68*	*8WLK*	**C1-36**	*132*	*TO2*	**C1-93**	*61*	*1WLK*
C1-4	*14*	*4RED*	**C1-21**	*18*	*8RED*	**C1-37**	*133*	*TO3*	**C1-94**	*106*	*OLBR*
C1-5	*24*	*4YEL*	**C1-22**	*28*	*8YEL*	**C1-38**	*134*	*TO4*	**C1-95**	*105*	*OLBY*
C1-6	*34*	*4GRN*	**C1-23**	*38*	*8GRN*	**C1-100**	*53*	*3PCL*	**C1-96**	*104*	*OLBG*
C1-7	*13*	*3RED*	**C1-24**	*17*	*7RED*	**C1-101**	*51*	*1PCL*	**C1-97**	*103*	*OLAR*
C1-8	*23*	*3YEL*	**C1-25**	*27*	*7YEL*	**C1-102**	*187*	*SFL*	**C1-98**	*102*	*OLAY*
C1-9	*33*	*3GRN*	**C1-26**	*37*	*7GRN*	**C1-103**	*147*	*WDOG*	**C1-99**	*101*	*OLAG*
C1-10	*42*	*2DWK*	**C1-27**	*46*	*6DWK*	**C1-83**	*43*	*3DWK*	**C11-1**	*254*	*N/U*
C1-11	*62*	*2WLK*	**C1-28**	*66*	*6WLK*	**C1-84**	*63*	*3WLK*	**C11-2**	*254*	*N/U*
C1-12	*12*	*2RED*	**C1-29**	*16*	*6RED*	**C1-85**	*116*	*OLDR*	**C11-3**	*254*	*N/U*
C1-13	*22*	*2YEL*	**C1-30**	*26*	*6YEL*	**C1-86**	*115*	*OLDY*	**C11-4**	*254*	*N/U*
C1-15	*32*	*2GRN*	**C1-31**	*36*	*6GRN*	**C1-87**	*114*	*OLDG*	**C11-5**	*254*	*N/U*
C1-16	*11*	*1RED*	**C1-32**	*15*	*5RED*	**C1-88**	*113*	*OLCR*	**C11-6**	*254*	*N/U*
C1-17	*21*	*1YEL*	**C1-33**	*25*	*5YEL*	**C1-89**	*112*	*OLCY*	**C11-7**	*254*	*N/U*
C1-18	*31*	*1GRN*	**C1-34**	*35*	*5GRN*	**C1-90**	*111*	*OLCG*	**C11-8**	*254*	*N/U*

Internal Logic (next/2/9)			
Step	**Inst.**	**Description**	**Comment**
1	*212*	Hold a Phase if Test(s) are True	Place hold on Phase 6 when Relay 1 is set
2	*6*	Phase - 6	
3	*35*	System Relay 1-8 - Tested for Set	
4	*1*	Relay - 1	
5	*20*	AND - Another Test	
6	*24*	NOT - Invert result of next test	
7	*29*	Preemption Active Test	
8	*9*	Any Preempt	
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Internal Logic cont.			
Step	**Inst.**	**Description**	**Comment**
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Internal Logic cont.			
Step	**Inst.**	**Description**	**Comment**
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Internal Logic cont.			
Step	**Inst.**	**Description**	**Comment**
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Internal Logic cont.			
Step	**Inst.**	**Description**	**Comment**
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256			

FYLTA - Continued (next/2/2/8/6)						
	Phase Pairs -->	**1 - 2**	**3 - 4**	**5 - 6**	**7 - 8**	
Gap-Dependent FYLTA (next/2/2/8/6-A)	**Detector Input**	*0*	*0*	*0*	*0*	0 = disable, 1 - 64 detectors
	Min Delay	*0.0*	*0.0*	*0.0*	*0.0*	0 - 255 sec
	Detector Gap	*0*	*0*	*0*	*0*	0 - 25.5 sec
	Max Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Not Ped	*0*	*0*	*0*	*0*	0 - 255 sec

FYLTA Gap-Dependent Plans (next/2/2/8/6)						
	Phase Pairs -->	**1 - 2**	**3 - 4**	**5 - 6**	**7 - 8**	
FYLTA Gap-Dependent Plan A	**Detector Input**	*0*	*0*	*0*	*0*	0 = disable, 1 - 64 detectors
	Min Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Detector Gap	*0.0*	*0.0*	*0.0*	*0.0*	0 - 25.5 sec
	Max Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Not Ped	*0*	*0*	*0*	*0*	0 - 255 sec
FYLTA Gap-Dependent Plan B	**Detector Input**	*0*	*0*	*0*	*0*	0 = disable, 1 - 64 detectors
	Min Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Detector Gap	*0.0*	*0.0*	*0.0*	*0.0*	0 - 25.5 sec
	Max Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Not Ped	*0*	*0*	*0*	*0*	0 - 255 sec
FYLTA Gap-Dependent Plan C	**Detector Input**	*0*	*0*	*0*	*0*	0 = disable, 1 - 64 detectors
	Min Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Detector Gap	*0.0*	*0.0*	*0.0*	*0.0*	0 - 25.5 sec
	Max Delay	*0*	*0*	*0*	*0*	0 - 255 sec

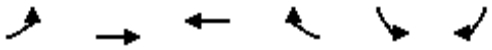
	Not Ped	*0*	*0*	*0*	*0*	0 - 255 sec
FYLTA Gap-Dependent Plan D	**Detector Input**	*0*	*0*	*0*	*0*	0 = disable, 1 - 64 detectors
	Min Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Detector Gap	*0.0*	*0.0*	*0.0*	*0.0*	0 - 25.5 sec
	Max Delay	*0*	*0*	*0*	*0*	0 - 255 sec
	Not Ped	*0*	*0*	*0*	*0*	0 - 255 sec

Attachment C 2021 Background traffic conditions worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	538	0	0	899	0	0
Future Volume (Veh/h)	538	0	0	899	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	648	0	0	1083	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.70	
vC, conflicting volume			648		1731	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			648		1830	324
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			947		49	678

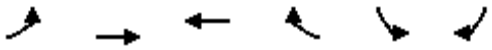
Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	432	216	1083
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.25	0.13	0.64
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	96	552	933	69	89	151
v/c Ratio	0.31	0.21	0.68	0.06	0.41	0.54
Control Delay	7.9	3.7	9.5	2.1	30.2	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.9	3.7	9.5	2.1	30.2	17.9
Queue Length 50th (ft)	8	22	115	1	32	19
Queue Length 95th (ft)	45	69	383	14	61	54
Internal Link Dist (ft)		139	280		110	
Turn Bay Length (ft)	100			175	100	100
Base Capacity (vph)	314	2585	1375	1181	950	894
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.21	0.68	0.06	0.09	0.17

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	458	774	57	74	125
Future Volume (vph)	80	458	774	57	74	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1863	1583	1770	1583
Flt Permitted	0.23	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	431	3539	1863	1583	1770	1583
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	96	552	933	69	89	151
RTOR Reduction (vph)	0	0	0	12	0	84
Lane Group Flow (vph)	96	552	933	57	89	67
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Actuated Green, G (s)	48.1	48.1	48.6	48.6	8.1	8.1
Effective Green, g (s)	48.1	48.1	48.6	48.6	8.1	8.1
Actuated g/C Ratio	0.73	0.73	0.74	0.74	0.12	0.12
Clearance Time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Lane Grp Cap (vph)	315	2590	1378	1170	218	195
v/s Ratio Prot		0.16	c0.50			
v/s Ratio Perm	0.22			0.04	c0.05	0.04
v/c Ratio	0.30	0.21	0.68	0.05	0.41	0.34
Uniform Delay, d1	3.0	2.8	4.5	2.3	26.6	26.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.0	1.3	0.0	1.2	1.0
Delay (s)	3.6	2.8	5.8	2.3	27.8	27.4
Level of Service	A	A	A	A	C	C
Approach Delay (s)		2.9	5.6		27.5	
Approach LOS		A	A		C	

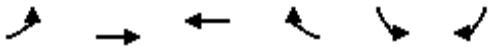
Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	65.7	Sum of lost time (s)	9.5
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1076	0	0	635	0	0
Future Volume (Veh/h)	1076	0	0	635	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1098	0	0	648	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.82	
vC, conflicting volume			1098		1746	549
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1098		1801	549
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			643		59	485

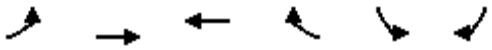
Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	732	366	648
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.43	0.22	0.38
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	127	971	510	88	160	137
v/c Ratio	0.31	0.53	0.52	0.10	0.42	0.30
Control Delay	9.2	8.2	9.1	2.5	15.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	8.2	9.1	2.5	15.6	4.9
Queue Length 50th (ft)	10	48	46	0	25	0
Queue Length 95th (ft)	58	161	188	18	67	26
Internal Link Dist (ft)		139	280		110	
Turn Bay Length (ft)	100			175	100	100
Base Capacity (vph)	785	3451	1820	1549	1633	1471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.28	0.28	0.06	0.10	0.09

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	124	952	500	86	157	134
Future Volume (vph)	124	952	500	86	157	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	1863	1583	1770	1583
Flt Permitted	0.43	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	805	3539	1863	1583	1770	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	127	971	510	88	160	137
RTOR Reduction (vph)	0	0	0	41	0	107
Lane Group Flow (vph)	127	971	510	47	160	30
Turn Type	Perm	NA	NA	Perm	Perm	Perm
Protected Phases		2	6			
Permitted Phases	2			6	4	4
Actuated Green, G (s)	19.3	19.3	19.8	19.8	8.1	8.1
Effective Green, g (s)	19.3	19.3	19.8	19.8	8.1	8.1
Actuated g/C Ratio	0.52	0.52	0.54	0.54	0.22	0.22
Clearance Time (s)	5.5	5.5	5.0	5.0	4.0	4.0
Vehicle Extension (s)	3.1	3.1	3.1	3.1	2.9	2.9
Lane Grp Cap (vph)	421	1851	999	849	388	347
v/s Ratio Prot		c0.27	0.27			
v/s Ratio Perm	0.16			0.03	c0.09	0.02
v/c Ratio	0.30	0.52	0.51	0.06	0.41	0.09
Uniform Delay, d1	5.0	5.8	5.5	4.1	12.4	11.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.3	0.5	0.0	0.7	0.1
Delay (s)	5.4	6.1	5.9	4.1	13.0	11.6
Level of Service	A	A	A	A	B	B
Approach Delay (s)		6.0	5.6		12.4	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	36.9	Sum of lost time (s)	9.5
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Attachment D 2021 Total traffic conditions worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	519	27	0	907	0	0
Future Volume (Veh/h)	519	27	0	907	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	625	33	0	1093	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.62	
vC, conflicting volume			658		1734	329
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			658		1880	329
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			939		40	673

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	417	241	1093
Volume Left	0	0	0
Volume Right	0	33	0
cSH	1700	1700	1700
Volume to Capacity	0.25	0.14	0.64
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	529	59	899	69	43	46	89	151
v/c Ratio	0.39	0.22	0.10	0.72	0.06	0.17	0.08	0.32	0.34
Control Delay	12.8	5.3	6.0	13.1	1.9	20.1	0.2	21.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	5.3	6.0	13.1	1.9	20.1	0.2	21.9	7.0
Queue Length 50th (ft)	11	27	5	149	0	9	0	19	1
Queue Length 95th (ft)	57	75	25	405	12	36	0	62	34
Internal Link Dist (ft)		139		280			94		110
Turn Bay Length (ft)	100		175		175			100	
Base Capacity (vph)	327	3124	764	1644	1405	591	953	651	837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.17	0.08	0.55	0.05	0.07	0.05	0.14	0.18

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	439	0	49	746	57	36	0	38	74	0	125
Future Volume (vph)	80	439	0	49	746	57	36	0	38	74	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539		1805	1863	1583	1770	1615		1770	1583	
Flt Permitted	0.20	1.00		0.46	1.00	1.00	0.66	1.00		0.73	1.00	
Satd. Flow (perm)	370	3539		866	1863	1583	1231	1615		1354	1583	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	96	529	0	59	899	69	43	0	46	89	0	151
RTOR Reduction (vph)	0	0	0	0	0	25	0	38	0	0	120	0
Lane Group Flow (vph)	96	529	0	59	899	44	43	8	0	89	31	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	2%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	31.6	31.6		31.6	31.6	31.6	8.7	8.7		8.7	8.7	
Effective Green, g (s)	31.6	31.6		31.6	31.6	31.6	8.7	8.7		8.7	8.7	
Actuated g/C Ratio	0.63	0.63		0.63	0.63	0.63	0.17	0.17		0.17	0.17	
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.1	3.1		3.1	3.1	3.1	2.9	2.9		2.9	2.9	
Lane Grp Cap (vph)	234	2245		549	1182	1004	215	282		236	276	
v/s Ratio Prot		0.15			c0.48			0.00			0.02	
v/s Ratio Perm	0.26			0.07		0.03	0.03			c0.07		
v/c Ratio	0.41	0.24		0.11	0.76	0.04	0.20	0.03		0.38	0.11	
Uniform Delay, d1	4.5	3.9		3.6	6.4	3.4	17.6	17.0		18.2	17.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.1		0.1	3.0	0.0	0.4	0.0		1.0	0.2	
Delay (s)	5.7	4.0		3.7	9.4	3.4	18.0	17.1		19.1	17.5	
Level of Service	A	A		A	A	A	B	B		B	B	
Approach Delay (s)		4.2			8.7			17.5			18.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	49.8	Sum of lost time (s)	9.5
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

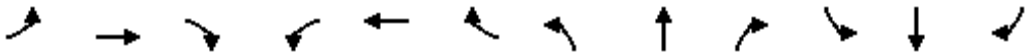
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1047	40	0	645	0	0
Future Volume (Veh/h)	1047	40	0	645	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1068	41	0	658	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.82	
vC, conflicting volume			1109		1746	554
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1109		1802	554
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			637		59	481

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	712	397	658
Volume Left	0	0	0
Volume Right	0	41	0
cSH	1700	1700	1700
Volume to Capacity	0.42	0.23	0.39
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	942	47	491	88	30	54	160	137
v/c Ratio	0.32	0.53	0.18	0.53	0.11	0.09	0.10	0.45	0.20
Control Delay	10.7	9.5	10.0	10.9	2.8	11.7	0.4	16.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.7	9.5	10.0	10.9	2.8	11.7	0.4	16.5	0.6
Queue Length 50th (ft)	14	61	5	61	0	5	0	27	0
Queue Length 95th (ft)	63	172	29	202	20	19	1	73	0
Internal Link Dist (ft)		139		280			94		110
Turn Bay Length (ft)	100		175		175			100	
Base Capacity (vph)	776	3402	493	1791	1525	677	938	731	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.28	0.10	0.27	0.06	0.04	0.06	0.22	0.13

Intersection Summary



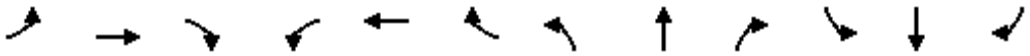
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	923	0	46	481	86	29	0	53	157	0	134
Future Volume (vph)	124	923	0	46	481	86	29	0	53	157	0	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539		1805	1863	1583	1770	1615		1770	1583	
Flt Permitted	0.43	1.00		0.27	1.00	1.00	0.67	1.00		0.72	1.00	
Satd. Flow (perm)	806	3539		512	1863	1583	1247	1615		1345	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	127	942	0	47	491	88	30	0	54	160	0	137
RTOR Reduction (vph)	0	0	0	0	0	44	0	40	0	0	100	0
Lane Group Flow (vph)	127	942	0	47	491	44	30	14	0	160	37	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	2%	0%	0%	2%	0%	2%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	20.9	20.9		20.9	20.9	20.9	11.1	11.1		11.1	11.1	
Effective Green, g (s)	20.9	20.9		20.9	20.9	20.9	11.1	11.1		11.1	11.1	
Actuated g/C Ratio	0.50	0.50		0.50	0.50	0.50	0.27	0.27		0.27	0.27	
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.1	3.1		3.1	3.1	3.1	2.9	2.9		2.9	2.9	
Lane Grp Cap (vph)	405	1782		257	938	797	333	431		359	423	
v/s Ratio Prot		c0.27			0.26			0.01			0.02	
v/s Ratio Perm	0.16			0.09		0.03	0.02			c0.12		
v/c Ratio	0.31	0.53		0.18	0.52	0.06	0.09	0.03		0.45	0.09	
Uniform Delay, d1	6.1	7.0		5.6	6.9	5.3	11.4	11.2		12.6	11.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.3		0.4	0.5	0.0	0.1	0.0		0.8	0.1	
Delay (s)	6.5	7.3		6.0	7.5	5.3	11.5	11.3		13.5	11.5	
Level of Service	A	A		A	A	A	B	B		B	B	
Approach Delay (s)		7.2			7.1			11.4			12.6	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	9.5
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	96	529	59	899	69	43	46	89	151
v/c Ratio	0.29	0.24	0.09	0.83	0.07	0.27	0.08	0.43	0.32
Control Delay	5.8	7.7	4.2	23.8	3.8	32.7	0.3	35.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	7.7	4.2	23.8	3.8	32.7	0.3	35.6	1.8
Queue Length 50th (ft)	8	52	5	308	1	18	0	38	0
Queue Length 95th (ft)	30	104	20	#639	19	43	0	75	0
Internal Link Dist (ft)		139		280			94		110
Turn Bay Length (ft)	100		175		175			100	
Base Capacity (vph)	369	2354	725	1208	1048	330	794	429	684
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.22	0.08	0.74	0.07	0.13	0.06	0.21	0.22

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	439	0	49	746	57	36	0	38	74	0	125
Future Volume (vph)	80	439	0	49	746	57	36	0	38	74	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5	5.5	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539		1805	1863	1583	1770	1615		1770	1583	
Flt Permitted	0.13	1.00		0.46	1.00	1.00	0.56	1.00		0.73	1.00	
Satd. Flow (perm)	236	3539		866	1863	1583	1041	1615		1354	1583	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	96	529	0	59	899	69	43	0	46	89	0	151
RTOR Reduction (vph)	0	0	0	0	0	26	0	39	0	0	128	0
Lane Group Flow (vph)	96	529	0	59	899	43	43	7	0	89	23	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	2%	0%	0%	2%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	51.6	45.4		45.8	42.5	42.5	11.0	11.0		11.0	11.0	
Effective Green, g (s)	51.6	45.4		45.8	42.5	42.5	11.0	11.0		11.0	11.0	
Actuated g/C Ratio	0.70	0.62		0.63	0.58	0.58	0.15	0.15		0.15	0.15	
Clearance Time (s)	4.0	5.5		4.0	5.5	5.5	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.1		2.5	3.1	3.1	2.9	2.9		2.9	2.9	
Lane Grp Cap (vph)	296	2194		584	1081	919	156	242		203	237	
v/s Ratio Prot	c0.03	0.15		0.00	c0.48			0.00			0.01	
v/s Ratio Perm	0.20			0.06		0.03	0.04			c0.07		
v/c Ratio	0.32	0.24		0.10	0.83	0.05	0.28	0.03		0.44	0.10	
Uniform Delay, d1	9.7	6.2		5.3	12.4	6.6	27.6	26.5		28.3	26.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.1		0.1	5.6	0.0	0.9	0.0		1.4	0.2	
Delay (s)	10.2	6.3		5.4	18.1	6.6	28.5	26.6		29.7	27.0	
Level of Service	B	A		A	B	A	C	C		C	C	
Approach Delay (s)		6.9			16.6			27.5			28.0	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

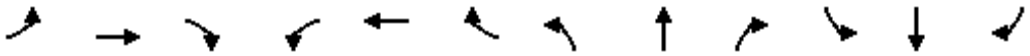
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1047	40	0	645	0	0
Future Volume (Veh/h)	1047	40	0	645	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1068	41	0	658	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	309			219		
pX, platoon unblocked					0.78	
vC, conflicting volume			1109		1746	554
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1109		1815	554
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			637		56	481

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	712	397	658
Volume Left	0	0	0
Volume Right	0	41	0
cSH	1700	1700	1700
Volume to Capacity	0.42	0.23	0.39
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	942	47	491	88	30	54	160	137
v/c Ratio	0.26	0.53	0.11	0.68	0.13	0.10	0.09	0.50	0.19
Control Delay	6.5	12.0	6.0	20.6	4.2	18.5	0.3	25.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.5	12.0	6.0	20.6	4.2	18.5	0.3	25.0	0.6
Queue Length 50th (ft)	13	69	4	123	0	7	0	41	0
Queue Length 95th (ft)	44	230	20	280	25	29	0	111	0
Internal Link Dist (ft)		139		280			94		110
Turn Bay Length (ft)	100		175		175			100	
Base Capacity (vph)	549	3049	541	1605	1376	577	885	623	968
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.31	0.09	0.31	0.06	0.05	0.06	0.26	0.14

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	923	0	46	481	86	29	0	53	157	0	134
Future Volume (vph)	124	923	0	46	481	86	29	0	53	157	0	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		4.0	5.5	5.5	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539		1805	1863	1583	1770	1615		1770	1583	
Flt Permitted	0.29	1.00		0.29	1.00	1.00	0.67	1.00		0.72	1.00	
Satd. Flow (perm)	541	3539		548	1863	1583	1247	1615		1345	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	127	942	0	47	491	88	30	0	54	160	0	137
RTOR Reduction (vph)	0	0	0	0	0	52	0	42	0	0	106	0
Lane Group Flow (vph)	127	942	0	47	491	36	30	12	0	160	31	0
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	2%	0%	0%	2%	0%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)	31.4	25.5		23.6	21.6	21.6	12.1	12.1		12.1	12.1	
Effective Green, g (s)	31.4	25.5		23.6	21.6	21.6	12.1	12.1		12.1	12.1	
Actuated g/C Ratio	0.59	0.48		0.44	0.41	0.41	0.23	0.23		0.23	0.23	
Clearance Time (s)	4.0	5.5		4.0	5.5	5.5	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.5	3.1		2.5	3.1	3.1	2.9	2.9		2.9	2.9	
Lane Grp Cap (vph)	456	1699		290	757	643	284	368		306	360	
v/s Ratio Prot	c0.03	0.27		0.01	c0.26			0.01			0.02	
v/s Ratio Perm	0.13			0.07		0.02	0.02			c0.12		
v/c Ratio	0.28	0.55		0.16	0.65	0.06	0.11	0.03		0.52	0.09	
Uniform Delay, d1	5.9	9.8		8.4	12.7	9.6	16.2	16.0		18.0	16.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.4		0.2	1.9	0.0	0.2	0.0		1.5	0.1	
Delay (s)	6.2	10.2		8.6	14.6	9.6	16.4	16.0		19.5	16.2	
Level of Service	A	B		A	B	A	B	B		B	B	
Approach Delay (s)		9.7			13.5			16.1			18.0	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			