



CITY OF ENCINITAS HOUSING ELEMENT TRAFFIC IMPACT STUDY

APPENDICES

January 27, 2016

Prepared for



Prepared by

CHEN + RYAN
3900 5th Avenue, Suite 210
San Diego, CA 92103



Appendix A Roadway Traffic Counts, Intersection Turning Movement Counts, and Signal Timing Plans

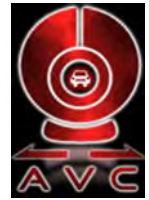
TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

CARLSBAD N-O AVENIDA ENCINAS

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	7		1				12:00	97		88				
00:15	8		5				12:15	114		95				
00:30	2		2				12:30	111		70				
00:45	2	19	3	11		30	12:45	121	443	88	341			784
01:00	4		0				13:00	106		95				
01:15	1		4				13:15	91		97				
01:30	1		1				13:30	113		128				
01:45	2	8	3	8		16	13:45	86	396	97	417			813
02:00	6		3				14:00	133		98				
02:15	1		1				14:15	100		89				
02:30	0		0				14:30	109		93				
02:45	0	7	0	4		11	14:45	106	448	98	378			826
03:00	1		4				15:00	113		115				
03:15	0		2				15:15	93		97				
03:30	0		1				15:30	112		106				
03:45	1	2	0	7		9	15:45	124	442	87	405			847
04:00	2		2				16:00	132		108				
04:15	1		2				16:15	147		98				
04:30	2		5				16:30	126		113				
04:45	4	9	2	11		20	16:45	134	539	100	419			958
05:00	4		8				17:00	156		110				
05:15	5		8				17:15	150		112				
05:30	5		18				17:30	139		117				
05:45	11	25	28	62		87	17:45	120	565	109	448			1013
06:00	14		36				18:00	104		107				
06:15	16		45				18:15	123		80				
06:30	32		94				18:30	91		83				
06:45	35	97	165	340		437	18:45	82	400	89	359			759
07:00	31		224				19:00	84		96				
07:15	49		307				19:15	81		58				
07:30	59		321				19:30	77		62				
07:45	53	192	269	1121		1313	19:45	85	327	74	290			617
08:00	60		207				20:00	61		52				
08:15	57		217				20:15	51		47				
08:30	57		156				20:30	33		20				
08:45	57	231	130	710		941	20:45	29	174	23	142			316
09:00	55		100				21:00	32		23				
09:15	70		96				21:15	32		26				
09:30	55		69				21:30	28		11				
09:45	74	254	91	356		610	21:45	21	113	19	79			192
10:00	60		84				22:00	17		11				
10:15	60		97				22:15	12		9				
10:30	69		85				22:30	12		9				
10:45	74	263	88	354		617	22:45	8	49	7	36			85
11:00	71		101				23:00	7		14				
11:15	92		118				23:15	12		9				
11:30	91		112				23:30	2		4				
11:45	103	357	112	443		800	23:45	6	27	5	32			59
Total Vol.	1464		3427			4891		3923		3346			7269	



Location: 2. Carlsbad Blvd, North of La Costa Ave

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

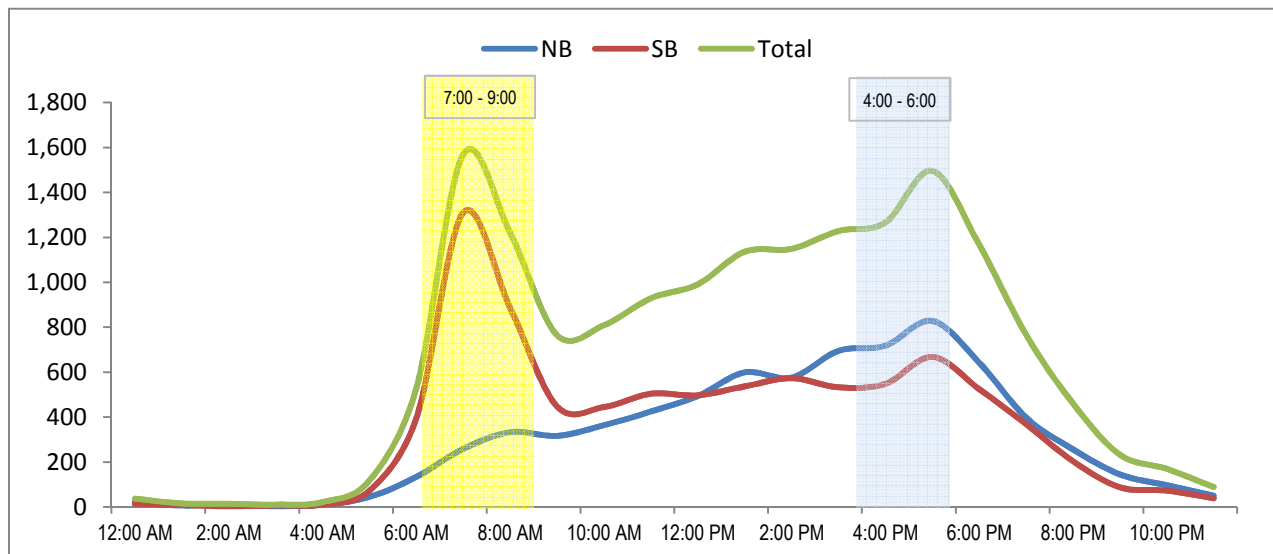
Analysts: DASH

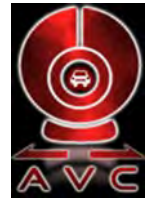
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						16,194				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		23	14	37		12:00 PM - 1:00 PM		494	497	991
1:00 AM - 2:00 AM		7	9	16		1:00 PM - 2:00 PM		599	537	1,136
2:00 AM - 3:00 AM		12	3	15		2:00 PM - 3:00 PM		576	573	1,149
3:00 AM - 4:00 AM		3	8	11		3:00 PM - 4:00 PM		695	533	1,228
4:00 AM - 5:00 AM		11	11	22		4:00 PM - 5:00 PM		718	548	1,266
5:00 AM - 6:00 AM		45	73	118		5:00 PM - 6:00 PM		828	668	1,496
6:00 AM - 7:00 AM		134	395	529		6:00 PM - 7:00 PM		643	525	1,168
7:00 AM - 8:00 AM		259	1,310	1,569		7:00 PM - 8:00 PM		398	369	767
8:00 AM - 9:00 AM		333	887	1,220		8:00 PM - 9:00 PM		257	204	461
9:00 AM - 10:00 AM		317	448	765	9:00 PM - 10:00 PM		145	88	233	
10:00 AM - 11:00 AM		364	445	809	10:00 PM - 11:00 PM		97	73	170	
11:00 AM - 12:00 PM		425	504	929	11:00 PM - 12:00 AM		50	39	89	
Total		1,933	4,107	6,040	Total		5,500	4,654	10,154	

24-Hour	NB	Volume	7,433	24-Hour	SB	Volume	8,761





Location: 3. Carlsbad Blvd, South of La Costa Ave

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

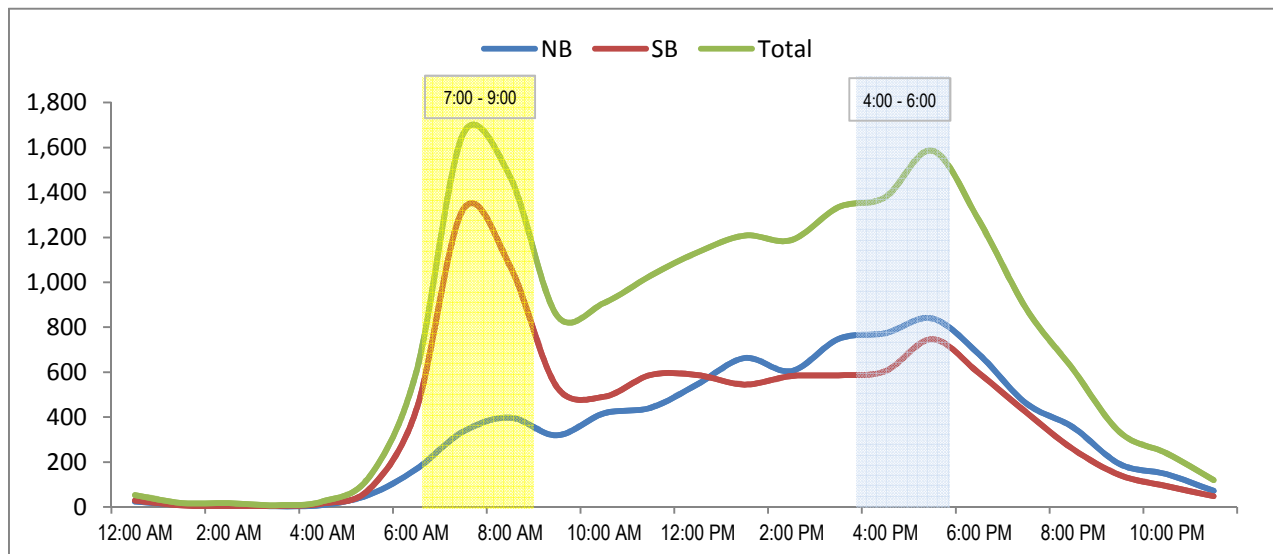
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						18,070				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		24	29	53		12:00 PM - 1:00 PM		547	587	1,134
1:00 AM - 2:00 AM		11	7	18		1:00 PM - 2:00 PM		663	545	1,208
2:00 AM - 3:00 AM		12	5	17		2:00 PM - 3:00 PM		605	583	1,188
3:00 AM - 4:00 AM		3	5	8		3:00 PM - 4:00 PM		748	586	1,334
4:00 AM - 5:00 AM		9	16	25		4:00 PM - 5:00 PM		774	605	1,379
5:00 AM - 6:00 AM		55	80	135		5:00 PM - 6:00 PM		839	747	1,586
6:00 AM - 7:00 AM		169	433	602		6:00 PM - 7:00 PM		679	595	1,274
7:00 AM - 8:00 AM		336	1,325	1,661		7:00 PM - 8:00 PM		462	422	884
8:00 AM - 9:00 AM		398	1,071	1,469		8:00 PM - 9:00 PM		355	258	613
9:00 AM - 10:00 AM		319	533	852		9:00 PM - 10:00 PM		191	142	333
10:00 AM - 11:00 AM		417	491	908	10:00 PM - 11:00 PM		146	93	239	
11:00 AM - 12:00 PM		442	588	1030	11:00 PM - 12:00 AM		72	48	120	
Total		2,195	4,583	6,778	Total		6,081	5,211	11,292	

24-Hour	NB	Volume	8,276	24-Hour	SB	Volume	9,794



TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

CARLSBAD N-O RANGE

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	11		3				12:00	139		140					
00:15	7		4				12:15	136		139					
00:30	6		5				12:30	123		142					
00:45	9	33	4	16		49	12:45	156	554	151	572			1126	
01:00	4		4				13:00	167		168					
01:15	1		3				13:15	148		140					
01:30	2		2				13:30	179		155					
01:45	5	12	5	14		26	13:45	156	650	132	595			1245	
02:00	5		3				14:00	172		168					
02:15	2		1				14:15	124		125					
02:30	3		0				14:30	140		145					
02:45	0	10	0	4		14	14:45	139	575	132	570			1145	
03:00	2		1				15:00	166		144					
03:15	0		2				15:15	152		158					
03:30	1		1				15:30	206		133					
03:45	1	4	0	4		8	15:45	193	717	121	556			1273	
04:00	1		1				16:00	185		142					
04:15	0		2				16:15	204		129					
04:30	5		0				16:30	170		121					
04:45	3	9	3	6		15	16:45	202	761	143	535			1296	
05:00	5		8				17:00	206		144					
05:15	15		15				17:15	237		128					
05:30	23		21				17:30	223		142					
05:45	14	57	22	66		123	17:45	167	833	139	553			1386	
06:00	23		40				18:00	185		148					
06:15	31		51				18:15	162		121					
06:30	55		88				18:30	151		133					
06:45	55	164	142	321		485	18:45	130	628	118	520			1148	
07:00	58		120				19:00	124		105					
07:15	71		331				19:15	100		88					
07:30	82		340				19:30	114		95					
07:45	104	315	321	1112		1427	19:45	107	445	84	372			817	
08:00	103		284				20:00	115		70					
08:15	88		291				20:15	93		55					
08:30	99		242				20:30	83		65					
08:45	82	372	226	1043		1415	20:45	72	363	84	274			637	
09:00	80		188				21:00	68		40					
09:15	92		151				21:15	65		35					
09:30	75		140				21:30	33		28					
09:45	90	337	151	630		967	21:45	31	197	22	125			322	
10:00	93		155				22:00	40		19					
10:15	102		121				22:15	45		20					
10:30	123		138				22:30	25		16					
10:45	123	441	156	570		1011	22:45	31	141	18	73			214	
11:00	101		140				23:00	25		11					
11:15	121		121				23:15	13		15					
11:30	137		168				23:30	19		19					
11:45	136	495	177	606		1101	23:45	14	71	12	57			128	
Total Vol.	2249		4392			6641		5935		4802			10737		
										Daily Totals					
								NB		SB		EB		WB	Combined
								8184		9194				17378	
AM								PM							
Split %		33.9%		66.1%		38.2%		55.3%		44.7%		61.8%			
Peak Hour		11:30		07:15		07:15		16:45		12:45		16:45			
Volume		548		1276		1636		868		614		1425			
P.H.F.		0.99		0.94		0.96		0.93		0.91		0.98			

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

N. COAST HWY 101 N-O CADMUS

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	13		6				12:00	161		153					
00:15	7		4				12:15	157		167					
00:30	11		6				12:30	161		177					
00:45	10	41	5	21		62	12:45	188	667	167	664		1331		
01:00	4		5				13:00	179		169					
01:15	6		5				13:15	210		143					
01:30	3		2				13:30	173		159					
01:45	3	16	8	20		36	13:45	171	733	168	639		1372		
02:00	3		6				14:00	197		157					
02:15	3		0				14:15	143		150					
02:30	0		1				14:30	198		189					
02:45	3	9	1	8		17	14:45	226	764	161	657		1421		
03:00	1		2				15:00	181		168					
03:15	0		3				15:15	202		146					
03:30	2		2				15:30	247		173					
03:45	2	5	0	7		12	15:45	267	897	135	622		1519		
04:00	1		1				16:00	260		152					
04:15	1		4				16:15	216		136					
04:30	3		1				16:30	243		131					
04:45	2	7	4	10		17	16:45	232	951	142	561		1512		
05:00	3		9				17:00	279		166					
05:15	9		16				17:15	273		161					
05:30	10		23				17:30	274		153					
05:45	14	36	29	77		113	17:45	184	1010	145	625		1635		
06:00	8		45				18:00	177		144					
06:15	26		66				18:15	208		143					
06:30	42		109				18:30	159		132					
06:45	35	111	163	383		494	18:45	156	700	122	541		1241		
07:00	46		229				19:00	133		110					
07:15	60		349				19:15	132		90					
07:30	59		342				19:30	123		105					
07:45	62	227	343	1263		1490	19:45	125	513	87	392		905		
08:00	67		301				20:00	124		91					
08:15	57		308				20:15	86		75					
08:30	76		256				20:30	76		60					
08:45	76	276	240	1105		1381	20:45	63	349	59	285		634		
09:00	65		169				21:00	70		58					
09:15	71		162				21:15	49		47					
09:30	99		149				21:30	46		26					
09:45	86	321	149	629		950	21:45	34	199	22	153		352		
10:00	114		151				22:00	39		28					
10:15	126		145				22:15	39		27					
10:30	157		133				22:30	26		22					
10:45	109	506	143	572		1078	22:45	32	136	20	97		233		
11:00	130		141				23:00	19		13					
11:15	163		131				23:15	21		11					
11:30	136		167				23:30	20		6					
11:45	175	604	185	624		1228	23:45	13	73	9	39		112		
Total Vol.	2159		4719			6878		6992		5275			12267		
										Daily Totals					
								NB		SB		EB	WB	Combined	
								9151		9994		19145			
AM								PM							
Split %	31.4%		68.6%			35.9%		57.0%		43.0%		64.1%			
Peak Hour	11:45		07:15			07:15		16:45		12:15		16:45			
Volume	654		1335			1583		1058		680		1680			
P.H.F.	0.93		0.96			0.97		0.95		0.96		0.94			

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

N. COAST HWY 101 N-O WEST H.

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	13		4				12:00	151		168				
00:15	6		1				12:15	192		142				
00:30	8		7				12:30	187		155				
00:45	7	34	3	15		49	12:45	184	714	148	613			1327
01:00	4		2				13:00	247		162				
01:15	4		1				13:15	202		144				
01:30	8		3				13:30	185		151				
01:45	2	18	4	10		28	13:45	172	806	165	622			1428
02:00	1		0				14:00	192		177				
02:15	2		3				14:15	210		154				
02:30	0		1				14:30	193		153				
02:45	3	6	0	4		10	14:45	223	818	151	635			1453
03:00	1		0				15:00	194		168				
03:15	1		2				15:15	206		177				
03:30	2		0				15:30	241		154				
03:45	2	6	2	4		10	15:45	200	841	142	641			1482
04:00	2		0				16:00	233		135				
04:15	4		3				16:15	229		158				
04:30	2		5				16:30	221		155				
04:45	4	12	8	16		28	16:45	213	896	161	609			1505
05:00	0		11				17:00	252		135				
05:15	10		19				17:15	275		144				
05:30	15		17				17:30	210		121				
05:45	13	38	25	72		110	17:45	186	923	101	501			1424
06:00	12		30				18:00	205		125				
06:15	26		45				18:15	185		111				
06:30	29		88				18:30	172		108				
06:45	26	93	168	331		424	18:45	179	741	79	423			1164
07:00	45		191				19:00	175		90				
07:15	57		226				19:15	140		84				
07:30	58		332				19:30	145		91				
07:45	51	211	305	1054		1265	19:45	125	585	65	330			915
08:00	55		289				20:00	133		55				
08:15	62		312				20:15	140		64				
08:30	71		268				20:30	106		45				
08:45	70	258	315	1184		1442	20:45	81	460	35	199			659
09:00	96		222				21:00	106		32				
09:15	88		189				21:15	83		26				
09:30	86		170				21:30	54		23				
09:45	115	385	152	733		1118	21:45	56	299	23	104			403
10:00	128		131				22:00	56		17				
10:15	116		128				22:15	44		14				
10:30	128		121				22:30	44		11				
10:45	126	498	135	515		1013	22:45	24	168	10	52			220
11:00	128		142				23:00	25		9				
11:15	151		126				23:15	24		6				
11:30	170		142				23:30	17		7				
11:45	170	619	130	540		1159	23:45	19	85	3	25			110
Total Vol.	2178		4478			6656		7336		4754			12090	
Daily Totals														
								NB	SB	EB	WB	Combined		
								9514	9232	18746				
AM														
Split %	32.7%		67.3%			35.5%		60.7%	39.3%	64.5%				
Peak Hour	11:45		07:30			07:30		16:30	14:45	16:30				
Volume	700		1238			1464		961	650	1556				
P.H.F.	0.91		0.93			0.94		0.93	0.92	0.93				

TUESDAY - JUNE 2ND, 2015

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N. COAST HWY 101 S-O WEST K.

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	6		5				12:00	151		181					
00:15	5		5				12:15	184		155					
00:30	3		3				12:30	177		142					
00:45	1	15	4	17		32	12:45	170	682	168	646			1328	
01:00	3		2				13:00	191		177					
01:15	3		2				13:15	168		155					
01:30	2		1				13:30	184		169					
01:45	1	9	3	8		17	13:45	170	713	166	667			1380	
02:00	3		8				14:00	189		184					
02:15	0		1				14:15	191		154					
02:30	1		2				14:30	215		155					
02:45	2	6	3	14		20	14:45	202	797	142	635			1432	
03:00	1		1				15:00	219		162					
03:15	1		0				15:15	226		151					
03:30	2		1				15:30	235		188					
03:45	3	7	0	2		9	15:45	241	921	165	666			1587	
04:00	1		2				16:00	289		142					
04:15	0		6				16:15	262		152					
04:30	1		1				16:30	295		131					
04:45	1	3	4	13		16	16:45	312	1158	168	593			1751	
05:00	3		10				17:00	308		166					
05:15	15		20				17:15	302		178					
05:30	19		21				17:30	326		150					
05:45	20	57	40	91		148	17:45	284	1220	121	615			1835	
06:00	22		51				18:00	261		135					
06:15	38		55				18:15	255		174					
06:30	30		89				18:30	200		151					
06:45	36	126	151	346		472	18:45	149	865	132	592			1457	
07:00	44		189				19:00	151		111					
07:15	48		269				19:15	148		108					
07:30	68		362				19:30	132		91					
07:45	77	237	322	1142		1379	19:45	121	552	70	380			932	
08:00	81		321				20:00	111		88					
08:15	90		341				20:15	108		104					
08:30	77		289				20:30	91		84					
08:45	115	363	312	1263		1626	20:45	60	370	62	338			708	
09:00	121		216				21:00	59		50					
09:15	100		220				21:15	66		40					
09:30	109		160				21:30	55		35					
09:45	99	429	150	746		1175	21:45	50	230	41	166			396	
10:00	131		126				22:00	42		28					
10:15	122		141				22:15	41		29					
10:30	122		144				22:30	35		20					
10:45	149	524	168	579		1103	22:45	22	140	16	93			233	
11:00	151		151				23:00	19		15					
11:15	132		140				23:15	20		9					
11:30	140		162				23:30	16		8					
11:45	155	578	170	623		1201	23:45	8	63	5	37			100	
Total Vol.	2354		4844			7198		7711		5428			13139		
												Daily Totals			
								NB		SB		EB		WB	Combined
								10065		10272				20337	
AM								PM							
Split %		32.7%		67.3%		35.4%		58.7%		41.3%		64.6%			
Peak Hour		11:45		07:30		07:30		16:45		13:15		16:45			
Volume		667		1346		1662		1248		674		1910			
P.H.F.		0.91		0.93		0.96		0.98		0.92		0.99			

PROJECT: PTD15-0605-01

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	5		5				12:00	153		179			
00:15	5		6				12:15	196		144			
00:30	3		2				12:30	165		157			
00:45	2	15	5	18		33	12:45	176	690	153	633		1323
01:00	2		1				13:00	198		187			
01:15	3		3				13:15	163		161			
01:30	2		2				13:30	197		183			
01:45	2	9	4	10		19	13:45	188	746	153	684		1430
02:00	4		9				14:00	183		171			
02:15	1		1				14:15	196		151			
02:30	2		3				14:30	199		167			
02:45	1	8	3	16		24	14:45	209	787	166	655		1442
03:00	0		0				15:00	218		156			
03:15	1		2				15:15	236		158			
03:30	1		0				15:30	232		190			
03:45	3	5	0	2		7	15:45	252	938	156	660		1598
04:00	0		1				16:00	297		135			
04:15	1		7				16:15	278		159			
04:30	0		1				16:30	308		145			
04:45	1	2	5	14		16	16:45	294	1177	166	605		1782
05:00	4		12				17:00	312		157			
05:15	12		22				17:15	301		178			
05:30	18		17				17:30	338		147			
05:45	17	51	41	92		143	17:45	264	1215	143	625		1840
06:00	25		55				18:00	269		152			
06:15	31		49				18:15	258		166			
06:30	27		100				18:30	184		150			
06:45	39	122	163	367		489	18:45	165	876	144	612		1488
07:00	49		186				19:00	157		121			
07:15	42		275				19:15	146		98			
07:30	70		354				19:30	131		108			
07:45	74	235	323	1138		1373	19:45	132	566	96	423		989
08:00	85		313				20:00	100		85			
08:15	86		354				20:15	120		101			
08:30	71		286				20:30	89		79			
08:45	117	359	302	1255		1614	20:45	58	367	54	319		686
09:00	124		206				21:00	85		61			
09:15	97		222				21:15	58		53			
09:30	115		162				21:30	51		31			
09:45	98	434	155	745		1179	21:45	46	240	36	181		421
10:00	135		125				22:00	40		35			
10:15	117		139				22:15	49		27			
10:30	126		149				22:30	30		17			
10:45	153	531	169	582		1113	22:45	21	140	16	95		235
11:00	146		150				23:00	24		11			
11:15	129		155				23:15	18					

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

S. COAST HWY 101 N-O SAN ELIJO STATE BEACH

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	4		7				12:00	158		168					
00:15	3		5				12:15	168		171					
00:30	5		3				12:30	191		142					
00:45	4	16	4	19		35	12:45	188	705	151	632			1337	
01:00	2		2				13:00	184		188					
01:15	1		1				13:15	162		152					
01:30	4		3				13:30	184		166					
01:45	2	9	2	8		17	13:45	195	725	174	680			1405	
02:00	1		8				14:00	177		152					
02:15	2		2				14:15	215		148					
02:30	2		4				14:30	206		155					
02:45	1	6	1	15		21	14:45	226	824	144	599			1423	
03:00	0		1				15:00	202		142					
03:15	1		2				15:15	242		168					
03:30	2		3				15:30	268		195					
03:45	2	5	2	8		13	15:45	251	963	184	689			1652	
04:00	0		1				16:00	319		145					
04:15	0		6				16:15	308		155					
04:30	1		4				16:30	322		168					
04:45	0	1	2	13		14	16:45	284	1233	177	645			1878	
05:00	4		3				17:00	326		142					
05:15	10		18				17:15	305		135					
05:30	11		20				17:30	298		141					
05:45	18	43	33	74		117	17:45	284	1213	155	573			1786	
06:00	21		55				18:00	262		142					
06:15	33		68				18:15	251		155					
06:30	38		89				18:30	202		142					
06:45	42	134	151	363		497	18:45	181	896	135	574			1470	
07:00	55		168				19:00	168		128					
07:15	40		254				19:15	140		121					
07:30	68		329				19:30	121		111					
07:45	84	247	342	1093		1340	19:45	118	547	99	459			1006	
08:00	99		326				20:00	135		80					
08:15	84		336				20:15	111		70					
08:30	94		305				20:30	84		84					
08:45	121	398	289	1256		1654	20:45	68	398	66	300			698	
09:00	138		216				21:00	70		54					
09:15	105		242				21:15	50		40					
09:30	111		184				21:30	55		35					
09:45	121	475	144	786		1261	21:45	68	243	44	173			416	
10:00	123		131				22:00	70		28					
10:15	128		132				22:15	54		21					
10:30	142		142				22:30	35		19					
10:45	126	519	151	556		1075	22:45	22	181	15	83			264	
11:00	155		142				23:00	19		16					
11:15	142		162				23:15	10		8					
11:30	128		151				23:30	9		9					
11:45	155	580	184	639		1219	23:45	5	43	8	41			84	
Total Vol.	2433		4830			7263		7971		5448			13419		
												Daily Totals			
								NB		SB		EB		WB	Combined
								10404		10278				20682	
AM								PM							
Split %	33.5%		66.5%			35.1%		59.4%		40.6%				64.9%	
Peak Hour	11:45		07:30			07:45		16:15		15:15				16:15	
Volume	672		1333			1670		1240		692				1882	
P.H.F.	0.88		0.97			0.98		0.93		0.89				0.96	

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

N. HIGHWAY 101 N-O WEST CLIFF

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	6		3				12:00	168		161				
00:15	6		8				12:15	170		153				
00:30	2		1				12:30	164		142				
00:45	1	15	7	19		34	12:45	161	663	120	576			1239
01:00	2		2				13:00	171		163				
01:15	2		1				13:15	156		161				
01:30	1		5				13:30	178		159				
01:45	3	8	3	11		19	13:45	159	664	153	636			1300
02:00	2		7				14:00	154		149				
02:15	0		2				14:15	162		134				
02:30	2		2				14:30	168		164				
02:45	1	5	2	13		18	14:45	183	667	153	600			1267
03:00	0		1				15:00	208		159				
03:15	2		2				15:15	209		141				
03:30	2		2				15:30	210		187				
03:45	3	7	1	6		13	15:45	241	868	149	636			1504
04:00	0		0				16:00	270		124				
04:15	2		2				16:15	263		145				
04:30	0		3				16:30	320		128				
04:45	1	3	4	9		12	16:45	261	1114	135	532			1646
05:00	5		8				17:00	294		136				
05:15	11		15				17:15	304		153				
05:30	16		15				17:30	295		149				
05:45	12	44	27	65		109	17:45	245	1138	125	563			1701
06:00	23		42				18:00	273		119				
06:15	32		47				18:15	218		135				
06:30	26		82				18:30	161		111				
06:45	37	118	156	327		445	18:45	144	796	123	488			1284
07:00	45		169				19:00	118		100				
07:15	52		254				19:15	136		91				
07:30	66		342				19:30	103		87				
07:45	72	235	338	1103		1338	19:45	76	433	85	363			796
08:00	86		293				20:00	65		80				
08:15	81		325				20:15	68		91				
08:30	75		334				20:30	52		60				
08:45	120	362	277	1229		1591	20:45	40	225	42	273			498
09:00	112		204				21:00	43		68				
09:15	82		201				21:15	37		61				
09:30	101		161				21:30	28		34				
09:45	95	390	150	716		1106	21:45	30	138	28	191			329
10:00	120		118				22:00	31		32				
10:15	111		126				22:15	42		30				
10:30	113		133				22:30	21		16				
10:45	137	481	133	510		991	22:45	13	107	15	93			200
11:00	122		143				23:00	16		11				
11:15	118		142				23:15	17		12				
11:30	135		134				23:30	11		7				
11:45	128	503	164	583		1086	23:45	6	50	5	35			85
Total Vol.	2171		4591			6762		6863		4986			11849	
Daily Totals														
								NB	SB	EB	WB	Combined		
								9034	9577	18611				
AM														
Split %	32.1%		67.9%			36.3%		57.9%	42.1%	63.7%				
Peak Hour	11:45		07:30			07:45		16:30	14:45	16:30				
Volume	630		1298			1604		1179	640	1731				
P.H.F.	0.93		0.95			0.98		0.91	0.86	0.95				

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

HIGHWAY 101 N-O VIA DE LA VALLE

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB		
00:00	7		8				12:00	110		160					
00:15	3		7				12:15	107		230					
00:30	6		4				12:30	114		346					
00:45	3	19	7	26		45	12:45	125	456	338	1074			1530	
01:00	6		3				13:00	126		284					
01:15	3		4				13:15	153		203					
01:30	5		2				13:30	121		161					
01:45	4	18	6	15		33	13:45	148	548	183	831			1379	
02:00	1		2				14:00	117		149					
02:15	1		3				14:15	111		156					
02:30	1		0				14:30	130		147					
02:45	0	3	1	6		9	14:45	142	500	159	611			1111	
03:00	1		2				15:00	135		151					
03:15	0		0				15:15	122		112					
03:30	0		2				15:30	186		134					
03:45	5	6	3	7		13	15:45	227	670	153	550			1220	
04:00	1		2				16:00	278		156					
04:15	4		2				16:15	262		148					
04:30	1		8				16:30	270		132					
04:45	2	8	2	14		22	16:45	253	1063	167	603			1666	
05:00	5		4				17:00	237		144					
05:15	5		4				17:15	241		166					
05:30	8		13				17:30	240		140					
05:45	26	44	21	42		86	17:45	227	945	133	583			1528	
06:00	17		25				18:00	247		155					
06:15	29		31				18:15	186		136					
06:30	25		44				18:30	184		122					
06:45	32	103	81	181		284	18:45	167	784	100	513			1297	
07:00	43		98				19:00	127		113					
07:15	46		134				19:15	91		100					
07:30	63		167				19:30	92		75					
07:45	56	208	233	632		840	19:45	93	403	95	383			786	
08:00	78		209				20:00	50		82					
08:15	61		215				20:15	78		86					
08:30	61		235				20:30	65		86					
08:45	81	281	236	895		1176	20:45	52	245	84	338			583	
09:00	66		216				21:00	51		51					
09:15	70		144				21:15	42		58					
09:30	80		152				21:30	39		39					
09:45	91	307	128	640		947	21:45	36	168	35	183			351	
10:00	85		115				22:00	25		41					
10:15	81		115				22:15	20		47					
10:30	89		119				22:30	21		30					
10:45	92	347	87	436		783	22:45	16	82	31	149			231	
11:00	140		133				23:00	16		25					
11:15	137		125				23:15	10		18					
11:30	120		127				23:30	14		12					
11:45	98	495	135	520		1015	23:45	19	59	7	62			121	
Total Vol.	1839		3414			5253		5923		5880			11803		
												Daily Totals			
								NB		SB		EB		WB	Combined
								7762		9294				17056	
AM								PM							
Split %	35.0%		65.0%			30.8%		50.2%		49.8%				69.2%	
Peak Hour	11:00		08:15			11:45		16:00		12:15				12:30	
Volume	495		902			1300		1063		1198				1689	
P.H.F.	0.88		0.96			0.71		0.97		0.87				0.91	

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

N. VULCAN N-O SANFORD

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	0		2				12:00	30		22			
00:15	0		3				12:15	11		39			
00:30	0		5				12:30	22		37			
00:45	1	1	1	11		12	12:45	15	78	26	124		202
01:00	1		3				13:00	24		51			
01:15	1		4				13:15	18		23			
01:30	0		1				13:30	28		25			
01:45	0	2	0	8		10	13:45	16	86	41	140		226
02:00	0		2				14:00	32		31			
02:15	0		3				14:15	37		35			
02:30	0		1				14:30	36		32			
02:45	0	0	0	6		6	14:45	16	121	39	137		258
03:00	1		1				15:00	27		31			
03:15	1		2				15:15	23		38			
03:30	0		3				15:30	17		38			
03:45	0	2	0	6		8	15:45	30	97	41	148		245
04:00	0		0				16:00	49		40			
04:15	0		0				16:15	41		37			
04:30	0		0				16:30	39		52			
04:45	0	0	1	1		1	16:45	36	165	45	174		339
05:00	2		5				17:00	44		32			
05:15	2		5				17:15	46		52			
05:30	1		5				17:30	40		52			
05:45	6	11	4	19		30	17:45	24	154	43	179		333
06:00	6		8				18:00	14		33			
06:15	11		12				18:15	23		34			
06:30	5		21				18:30	20		40			
06:45	5	27	24	65		92	18:45	9	66	31	138		204
07:00	7		38				19:00	20		26			
07:15	9		66				19:15	14		23			
07:30	18		75				19:30	7		24			
07:45	29	63	124	303		366	19:45	11	52	20	93		145
08:00	28		91				20:00	1		25			
08:15	19		70				20:15	12		20			
08:30	21		57				20:30	7		12			
08:45	26	94	62	280		374	20:45	2	22	11	68		90
09:00	16		32				21:00	7		27			
09:15	21		43				21:15	2		16			
09:30	5		22				21:30	11		19			
09:45	15	57	18	115		172	21:45	6	26	6	68		94
10:00	14		21				22:00	3		8			
10:15	16		21				22:15	7		10			
10:30	12		19				22:30	7		8			
10:45	11	53	33	94		147	22:45	3	20	10	36		56
11:00	16		21				23:00	7		7			
11:15	28		27				23:15	2		6			
11:30	21		34				23:30	0		1			
11:45	11	76	26	108		184	23:45	3	12	1	15		27
Total Vol.	386		1016			1402		899		1320			2219
Daily Totals													
		NB		SB		EB		WB		Combined			
		1285		2336						3621			
AM													
Split %	27.5%		72.5%		38.7%		PM						
Peak Hour	07:45		07:30		07:30		16:45		16:30		16:45		
Volume	97		360		454		166		181		347		
P.H.F.	0.84		0.73		0.74		0.93		0.87		0.89		

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

N. VULCAN S-O UNION

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	5		1				12:00	59		35				
00:15	4		1				12:15	43		33				
00:30	3		1				12:30	55		35				
00:45	1	13	2	5		18	12:45	52	209	67	170		379	
01:00	4		1				13:00	37		60				
01:15	2		0				13:15	50		42				
01:30	1		0				13:30	34		39				
01:45	2	9	3	4		13	13:45	53	174	39	180		354	
02:00	2		1				14:00	78		39				
02:15	0		0				14:15	83		39				
02:30	1		0				14:30	81		39				
02:45	0	3	0	1		4	14:45	70	312	58	175		487	
03:00	0		0				15:00	46		53				
03:15	1		0				15:15	62		46				
03:30	1		0				15:30	68		52				
03:45	1	3	0	0		3	15:45	64	240	49	200		440	
04:00	0		0				16:00	80		40				
04:15	0		0				16:15	66		48				
04:30	0		2				16:30	68		46				
04:45	0	0	2	4		4	16:45	79	293	54	188		481	
05:00	0		3				17:00	97		39				
05:15	0		3				17:15	93		34				
05:30	2		6				17:30	99		44				
05:45	4	6	7	19		25	17:45	76	365	41	158		523	
06:00	3		12				18:00	61		40				
06:15	2		11				18:15	72		34				
06:30	10		10				18:30	58		20				
06:45	12	27	37	70		97	18:45	54	245	22	116		361	
07:00	13		56				19:00	51		43				
07:15	19		65				19:15	36		28				
07:30	20		115				19:30	39		20				
07:45	70	122	157	393		515	19:45	37	163	19	110		273	
08:00	91		146				20:00	44		20				
08:15	15		179				20:15	34		20				
08:30	33		149				20:30	30		10				
08:45	24	163	120	594		757	20:45	31	139	14	64		203	
09:00	33		99				21:00	27		10				
09:15	36		46				21:15	29		11				
09:30	30		64				21:30	32		14				
09:45	27	126	43	252		378	21:45	17	105	16	51		156	
10:00	37		48				22:00	18		5				
10:15	34		34				22:15	22		10				
10:30	28		43				22:30	8		7				
10:45	33	132	36	161		293	22:45	10	58	7	29		87	
11:00	38		36				23:00	11		2				
11:15	47		34				23:15	9		7				
11:30	39		49				23:30	9		4				
11:45	33	157	48	167		324	23:45	2	31	2	15		46	
Total Vol.	761		1670			2431		2334		1456			3790	
								Daily Totals						
								NB	SB	EB	WB	Combined		
								3095	3126	6221				
AM								PM						
Split %	31.3%		68.7%		39.1%			61.6%		38.4%		60.9%		
Peak Hour	07:45		07:45		07:45			16:45		14:45		16:45		
Volume	209		631		840			368		209		539		
P.H.F.	0.57		0.88		0.89			0.93		0.90		0.94		

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

S. VULCAN S-O WEST D.

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	7		5				12:00	85		75				
00:15	4		4				12:15	102		110				
00:30	3		0				12:30	93		130				
00:45	7	21	3	12		33	12:45	107	387	112	427		814	
01:00	2		1				13:00	94		84				
01:15	3		3				13:15	83		91				
01:30	4		5				13:30	92		86				
01:45	3	12	1	10		22	13:45	103	372	86	347		719	
02:00	3		0				14:00	96		93				
02:15	1		1				14:15	103		90				
02:30	2		1				14:30	93		88				
02:45	0	6	0	2		8	14:45	94	386	87	358		744	
03:00	1		1				15:00	107		95				
03:15	1		1				15:15	103		81				
03:30	2		0				15:30	118		83				
03:45	1	5	3	5		10	15:45	114	442	92	351		793	
04:00	0		1				16:00	121		79				
04:15	1		2				16:15	120		111				
04:30	0		3				16:30	124		109				
04:45	5	6	4	10		16	16:45	125	490	93	392		882	
05:00	0		6				17:00	128		80				
05:15	8		10				17:15	138		109				
05:30	8		7				17:30	105		85				
05:45	12	28	14	37		65	17:45	104	475	81	355		830	
06:00	14		15				18:00	100		81				
06:15	15		16				18:15	88		71				
06:30	13		44				18:30	97		61				
06:45	31	73	69	144		217	18:45	85	370	69	282		652	
07:00	34		94				19:00	78		49				
07:15	47		139				19:15	58		70				
07:30	43		167				19:30	65		42				
07:45	54	178	135	535		713	19:45	60	261	49	210		471	
08:00	54		120				20:00	54		44				
08:15	51		157				20:15	72		35				
08:30	47		122				20:30	60		28				
08:45	64	216	150	549		765	20:45	58	244	24	131		375	
09:00	50		105				21:00	64		36				
09:15	69		97				21:15	46		25				
09:30	46		75				21:30	45		29				
09:45	65	230	71	348		578	21:45	26	181	13	103		284	
10:00	66		82				22:00	37		11				
10:15	51		61				22:15	23		22				
10:30	65		65				22:30	12		13				
10:45	79	261	71	279		540	22:45	16	88	7	53		141	
11:00	72		66				23:00	32		6				
11:15	71		81				23:15	15		6				
11:30	91		81				23:30	9		5				
11:45	77	311	72	300		611	23:45	7	63	5	22		85	
Total Vol.	1347		2231			3578		3759		3031			6790	
								Daily Totals						
								NB	SB	EB	WB	Combined		
								5106	5262	10368				
AM								PM						
Split %	37.6%		62.4%		34.5%			55.4%		44.6%		65.5%		
Peak Hour	11:45		07:30		07:30			16:30		12:15		16:30		
Volume	357		579		781			515		436		906		
P.H.F.	0.88		0.87		0.93			0.99		0.84		0.92		

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

S. VULCAN S-O EAST I.

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	7		8				12:00	79		64			
00:15	10		6				12:15	90		79			
00:30	4		6				12:30	92		65			
00:45	7	28	5	25		53	12:45	104	365	111	319		684
01:00	3		1				13:00	127		117			
01:15	8		4				13:15	107		105			
01:30	2		1				13:30	85		91			
01:45	1	14	4	10		24	13:45	89	408	80	393		801
02:00	5		6				14:00	77		78			
02:15	3		1				14:15	91		76			
02:30	5		0				14:30	90		90			
02:45	1	14	0	7		21	14:45	90	348	80	324		672
03:00	1		2				15:00	87		77			
03:15	0		0				15:15	90		90			
03:30	3		1				15:30	87		96			
03:45	1	5	0	3		8	15:45	100	364	66	329		693
04:00	1		2				16:00	104		87			
04:15	0		4				16:15	102		92			
04:30	2		1				16:30	119		84			
04:45	3	6	3	10		16	16:45	108	433	106	369		802
05:00	2		2				17:00	110		117			
05:15	4		1				17:15	106		103			
05:30	3		6				17:30	114		100			
05:45	12	21	9	18		39	17:45	115	445	90	410		855
06:00	9		6				18:00	112		100			
06:15	18		12				18:15	125		92			
06:30	13		17				18:30	94		69			
06:45	21	61	17	52		113	18:45	106	437	82	343		780
07:00	22		44				19:00	100		66			
07:15	34		70				19:15	91		68			
07:30	27		93				19:30	70		58			
07:45	52	135	139	346		481	19:45	57	318	66	258		576
08:00	46		206				20:00	66		47			
08:15	64		158				20:15	61		45			
08:30	54		202				20:30	42		58			
08:45	72	236	206	772		1008	20:45	45	214	41	191		405
09:00	54		153				21:00	54		35			
09:15	75		148				21:15	44		33			
09:30	67		103				21:30	49		41			
09:45	64	260	92	496		756	21:45	40	187	41	150		337
10:00	72		53				22:00	35		38			
10:15	83		66				22:15	20		16			
10:30	64		61				22:30	25		14			
10:45	62	281	64	244		525	22:45	25	105	23	91		196
11:00	64		66				23:00	17		14			
11:15	66		72				23:15	11		10			
11:30	54		72				23:30	14		8			
11:45	73	257	76	286		543	23:45	13	55	11	43		98
Total Vol.	1318		2269			3587		3679		3220			6899
Daily Totals													
								NB	SB	EB	WB	Combined	
								4997	5489	10486			
AM													
Split %	36.7%		63.3%			34.2%		53.3%	46.7%	65.8%			
Peak Hour	11:45		08:00			08:00		17:30	16:45	16:45			
Volume	334		772			1008		466	426	864			
P.H.F.	0.91		0.94			0.91		0.98	0.91	0.95			

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SAN ELIJO N-O VERDI

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	3		5				12:00	65		83			
00:15	6		2				12:15	102		178			
00:30	2		2				12:30	120		152			
00:45	4	15	3	12		27	12:45	102	389	117	530		919
01:00	2		2				13:00	73		72			
01:15	1		4				13:15	75		65			
01:30	2		3				13:30	68		55			
01:45	4	9	1	10		19	13:45	79	295	81	273		568
02:00	4		0				14:00	79		68			
02:15	1		0				14:15	75		73			
02:30	0		0				14:30	92		81			
02:45	1	6	3	3		9	14:45	101	347	64	286		633
03:00	0		1				15:00	80		83			
03:15	1		0				15:15	80		68			
03:30	0		0				15:30	104		75			
03:45	0	1	3	4		5	15:45	96	360	83	309		669
04:00	1		0				16:00	121		74			
04:15	4		0				16:15	99		87			
04:30	1		4				16:30	131		90			
04:45	1	7	2	6		13	16:45	112	463	69	320		783
05:00	1		6				17:00	104		75			
05:15	6		4				17:15	119		75			
05:30	7		10				17:30	103		69			
05:45	10	24	12	32		56	17:45	133	459	74	293		752
06:00	10		21				18:00	93		57			
06:15	17		22				18:15	97		67			
06:30	20		34				18:30	95		46			
06:45	24	71	54	131		202	18:45	57	342	43	213		555
07:00	16		79				19:00	67		46			
07:15	36		130				19:15	56		46			
07:30	42		167				19:30	53		30			
07:45	37	131	162	538		669	19:45	58	234	34	156		390
08:00	63		192				20:00	43		30			
08:15	73		202				20:15	47		31			
08:30	47		167				20:30	45		20			
08:45	54	237	132	693		930	20:45	32	167	27	108		275
09:00	58		110				21:00	38		14			
09:15	47		87				21:15	37		29			
09:30	59		60				21:30	34		21			
09:45	59	223	69	326		549	21:45	18	127	9	73		200
10:00	41		52				22:00	15		14			
10:15	53		68				22:15	14		12			
10:30	55		43				22:30	14		8			
10:45	59	208	57	220		428	22:45	7	50	5	39		89
11:00	71		70				23:00	13		4			
11:15	64		61				23:15	6		6			
11:30	65		57				23:30	5		4			
11:45	75	275	83	271		546	23:45	6	30	2	16		46
Total Vol.	1207		2246			3453		3263		2616			5879
								Daily Totals					
								NB	SB	EB	WB	Combined	
								4470	4862	9332			
AM								PM					
Split %	35.0%	65.0%	37.0%					55.5%	44.5%	63.0%			
Peak Hour	11:45	07:30	07:45					16:30	12:00	12:00			
Volume	362	723	943					466	530	919			
P.H.F.	0.75	0.89	0.86					0.86	0.74	0.82			

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SAXONY S-O LA COSTA

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	0		0				12:00	21		28			
00:15	2		0				12:15	23		19			
00:30	1		1				12:30	21		29			
00:45	3	6	2	3		9	12:45	21	86	24	100		186
01:00	0		0				13:00	22		20			
01:15	1		0				13:15	14		20			
01:30	0		0				13:30	22		15			
01:45	0	1	1	1		2	13:45	28	86	21	76		162
02:00	1		2				14:00	25		19			
02:15	0		1				14:15	24		19			
02:30	0		0				14:30	25		18			
02:45	0	1	1	4		5	14:45	17	91	35	91		182
03:00	0		0				15:00	26		14			
03:15	0		0				15:15	27		23			
03:30	0		0				15:30	26		27			
03:45	0	0	0	0			15:45	27	106	21	85		191
04:00	0		0				16:00	35		31			
04:15	0		1				16:15	34		36			
04:30	1		1				16:30	43		31			
04:45	0	1	0	2		3	16:45	38	150	30	128		278
05:00	0		0				17:00	40		31			
05:15	1		0				17:15	39		40			
05:30	1		3				17:30	44		43			
05:45	1	3	2	5		8	17:45	39	162	38	152		314
06:00	4		1				18:00	42		37			
06:15	6		3				18:15	44		23			
06:30	4		8				18:30	39		27			
06:45	7	21	11	23		44	18:45	28	153	17	104		257
07:00	14		17				19:00	19		20			
07:15	7		39				19:15	8		21			
07:30	13		27				19:30	14		22			
07:45	23	57	50	133		190	19:45	12	53	21	84		137
08:00	21		54				20:00	8		18			
08:15	29		76				20:15	14		14			
08:30	21		65				20:30	15		11			
08:45	25	96	52	247		343	20:45	10	47	14	57		104
09:00	30		78				21:00	13		14			
09:15	19		62				21:15	4		10			
09:30	21		31				21:30	4		6			
09:45	12	82	23	194		276	21:45	5	26	8	38		64
10:00	25		14				22:00	6		5			
10:15	23		30				22:15	4		7			
10:30	14		19				22:30	4		4			
10:45	20	82	23	86		168	22:45	3	17	6	22		39
11:00	21		20				23:00	0		4			
11:15	12		21				23:15	3		3			
11:30	18		21				23:30	5		4			
11:45	23	74	19	81		155	23:45	0	8	1	12		20
Total Vol.	424		779			1203		985		949			1934
								Daily Totals					
								NB	SB	EB	WB	Combined	
								1409	1728	3137			
AM								PM					
Split %	35.2%		64.8%			38.3%		50.9%	49.1%	61.7%			
Peak Hour	08:15		08:15			08:15		17:30	17:15	17:15			
Volume	105		271			376		169	158	322			
P.H.F.	0.88		0.87			0.87		0.95	0.92	0.93			

THURSDAY, AUGUST 27, 2015

CITY: ENCINITAS

PROJECT: PTD15-0828-01

SAXONY- BRITTANY & NORMANDY

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	1			12:00	15	14		
00:15	1	1			12:15	15	14		
00:30	2	0			12:30	15	18		
00:45	1	4	0	2	12:45	23	68	14	60
01:00	0	1			13:00	19	16		
01:15	0	0			13:15	20	19		
01:30	0	0			13:30	17	23		
01:45	1	1	0	1	13:45	18	74	15	73
02:00	0	0			14:00	17	13		
02:15	0	0			14:15	10	30		
02:30	0	0			14:30	26	41		
02:45	0	0	0	0	14:45	18	71	29	113
03:00	0	0			15:00	19	23		
03:15	1	0			15:15	25	39		
03:30	0	1			15:30	35	33		
03:45	0	1	0	1	15:45	22	101	32	127
04:00	0	0			16:00	26	32		
04:15	0	0			16:15	16	28		
04:30	0	1			16:30	25	30		
04:45	0	0	2	3	16:45	29	96	32	122
05:00	0	3			17:00	39	28		
05:15	0	3			17:15	32	40		
05:30	4	1			17:30	42	24		
05:45	0	4	9	16	17:45	38	151	18	110
06:00	5	9			18:00	24	11		
06:15	3	10			18:15	26	18		
06:30	5	12			18:30	24	9		
06:45	9	22	27	58	18:45	8	82	13	51
07:00	10	27			19:00	27	13		
07:15	13	52			19:15	26	11		
07:30	21	44			19:30	23	18		
07:45	23	67	49	172	19:45	16	92	7	49
08:00	15	84			20:00	20	13		
08:15	20	65			20:15	11	8		
08:30	14	63			20:30	15	5		
08:45	15	64	48	260	20:45	6	52	3	29
09:00	19	52			21:00	12	10		
09:15	17	42			21:15	7	2		
09:30	15	37			21:30	4	6		
09:45	12	63	40	171	21:45	7	30	7	25
10:00	14	31			22:00	6	3		
10:15	22	36			22:15	4	3		
10:30	21	19			22:30	6	2		
10:45	27	84	24	110	22:45	4	20	1	9
11:00	18	19			23:00	6	2		
11:15	15	15			23:15	3	0		
11:30	12	15			23:30	2	0		
11:45	18	63	24	73	23:45	0	11	0	2
Total Vol.	373	867			1240	848	770		

1618

Daily Totals

NB	SB	EB	WB	Combined
1221	1637			2858

AM

PM

Split %	30.1%	69.9%	43.4%	52.4%	47.6%	56.6%
Peak Hour	10:15	07:45	07:45	17:00	15:15	16:45
Volume	88	261	333	151	136	266
P.H.F.	0.81	0.78	0.84	0.92	0.87	0.92

PACIFIC TECHNICAL DATA

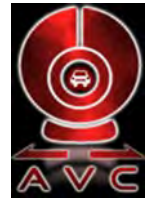
TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SAXONY S-O UNION

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	3		3				12:00	84		60			
00:15	5		4				12:15	80		63			
00:30	3		1				12:30	70		62			
00:45	2	13	1	9		22	12:45	72	306	63	248		554
01:00	1		0				13:00	83		59			
01:15	2		2				13:15	56		79			
01:30	1		1				13:30	68		60			
01:45	1	5	1	4		9	13:45	81	288	77	275		563
02:00	0		1				14:00	75		61			
02:15	0		0				14:15	54		57			
02:30	1		1				14:30	53		90			
02:45	0	1	0	2		3	14:45	56	238	79	287		525
03:00	1		1				15:00	91		62			
03:15	1		0				15:15	81		71			
03:30	2		0				15:30	85		74			
03:45	0	4	1	2		6	15:45	98	355	98	305		660
04:00	2		0				16:00	88		87			
04:15	1		1				16:15	100		84			
04:30	0		1				16:30	136		81			
04:45	2	5	22	24		29	16:45	99	423	86	338		761
05:00	0		16				17:00	144		83			
05:15	3		19				17:15	97		98			
05:30	6		17				17:30	88		80			
05:45	9	18	30	82		100	17:45	119	448	58	319		767
06:00	11		37				18:00	97		56			
06:15	29		62				18:15	67		62			
06:30	26		70				18:30	64		50			
06:45	26	92	96	265		357	18:45	59	287	81	249		536
07:00	35		110				19:00	69		41			
07:15	32		167				19:15	50		44			
07:30	53		191				19:30	47		30			
07:45	55	175	209	677		852	19:45	54	220	25	140		360
08:00	46		189				20:00	53		29			
08:15	31		137				20:15	47		25			
08:30	29		127				20:30	48		23			
08:45	45	151	145	598		749	20:45	30	178	25	102		280
09:00	45		129				21:00	37		17			
09:15	48		86				21:15	31		15			
09:30	58		75				21:30	23		14			
09:45	61	212	92	382		594	21:45	21	112	10	56		168
10:00	59		67				22:00	18		11			
10:15	62		59				22:15	12		16			
10:30	50		60				22:30	10		4			
10:45	59	230	68	254		484	22:45	10	50	5	36		86
11:00	63		62				23:00	19		3			
11:15	47		51				23:15	7		6			
11:30	55		55				23:30	3		3			
11:45	63	228	66	234		462	23:45	2	31	3	15		46
Total Vol.	1134		2533			3667		2936		2370			5306
								Daily Totals					
								NB	SB	EB	WB	Combined	
								4070	4903	8973			
AM								PM					
Split %	30.9%	69.1%		40.9%				55.3%	44.7%	59.1%			
Peak Hour	11:45	07:15		07:15				16:15	15:45	16:30			
Volume	297	756		942				479	350	824			
P.H.F.	0.88	0.90		0.89				0.80	0.89	0.91			



Location: 30. Quail Garde Dr north of Leucadia Blvd

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

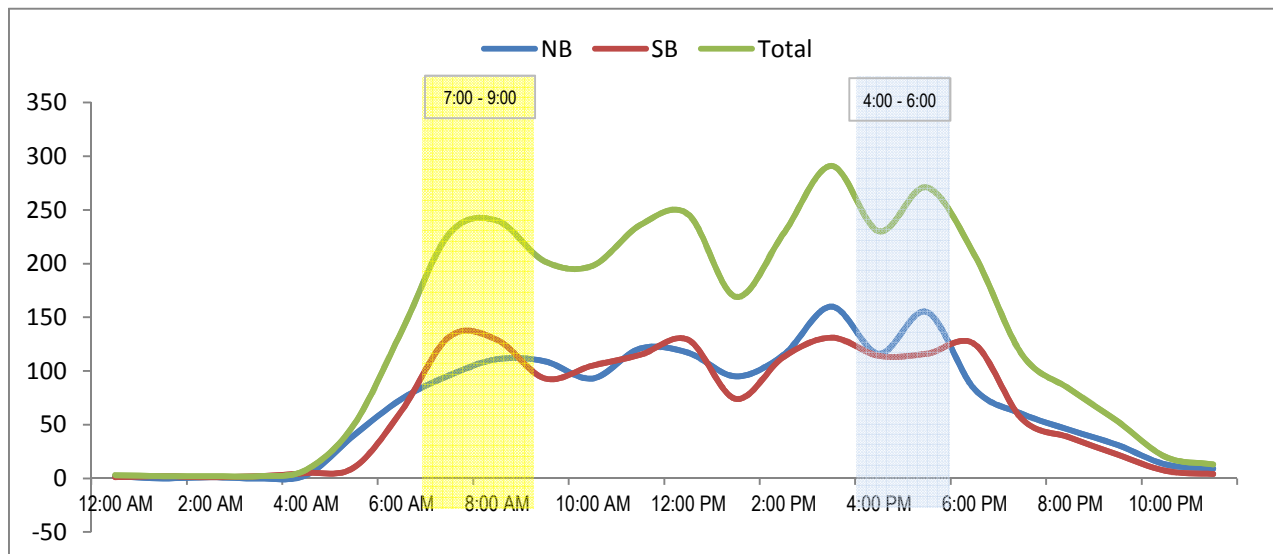
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						3,235				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		2	1	3		12:00 PM - 1:00 PM		117	129	246
1:00 AM - 2:00 AM		0	2	2		1:00 PM - 2:00 PM		95	74	169
2:00 AM - 3:00 AM		1	1	2		2:00 PM - 3:00 PM		115	113	228
3:00 AM - 4:00 AM		0	2	2		3:00 PM - 4:00 PM		160	131	291
4:00 AM - 5:00 AM		3	5	8		4:00 PM - 5:00 PM		116	114	230
5:00 AM - 6:00 AM		40	10	50		5:00 PM - 6:00 PM		155	116	271
6:00 AM - 7:00 AM		74	63	137		6:00 PM - 7:00 PM		83	125	208
7:00 AM - 8:00 AM		96	132	228		7:00 PM - 8:00 PM		60	55	115
8:00 AM - 9:00 AM		111	129	240		8:00 PM - 9:00 PM		45	38	83
9:00 AM - 10:00 AM		109	93	202	9:00 PM - 10:00 PM		31	22	53	
10:00 AM - 11:00 AM		93	105	198	10:00 PM - 11:00 PM		13	7	20	
11:00 AM - 12:00 PM		121	115	236	11:00 PM - 12:00 AM		9	4	13	
Total		650	658	1,308	Total		999	928	1,927	

24-Hour	NB	Volume	1,649	24-Hour	SB	Volume	1,586



TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

QUAIL GARDENS N-O EKE RANCH

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	0		2				12:00	61		43			
00:15	2		1				12:15	54		48			
00:30	3		0				12:30	58		62			
00:45	2	7	3	6		13	12:45	55	228	63	216		444
01:00	0		0				13:00	66		48			
01:15	0		1				13:15	62		48			
01:30	0		1				13:30	67		57			
01:45	0	0	1	3		3	13:45	78	273	59	212		485
02:00	0		1				14:00	74		43			
02:15	0		0				14:15	82		61			
02:30	0		0				14:30	74		81			
02:45	1	1	1	2		3	14:45	93	323	64	249		572
03:00	0		0				15:00	89		59			
03:15	1		1				15:15	143		82			
03:30	1		1				15:30	98		64			
03:45	1	3	0	2		5	15:45	106	436	87	292		728
04:00	0		1				16:00	82		53			
04:15	1		2				16:15	104		57			
04:30	0		3				16:30	125		53			
04:45	3	4	5	11		15	16:45	109	420	74	237		657
05:00	2		5				17:00	117		63			
05:15	3		9				17:15	115		86			
05:30	3		5				17:30	94		70			
05:45	6	14	21	40		54	17:45	77	403	68	287		690
06:00	7		21				18:00	88		51			
06:15	18		23				18:15	64		49			
06:30	28		40				18:30	57		44			
06:45	22	75	66	150		225	18:45	45	254	45	189		443
07:00	38		99				19:00	57		32			
07:15	42		158				19:15	41		37			
07:30	78		182				19:30	41		18			
07:45	76	234	135	574		808	19:45	43	182	36	123		305
08:00	43		157				20:00	38		22			
08:15	55		116				20:15	27		18			
08:30	56		77				20:30	27		29			
08:45	39	193	124	474		667	20:45	32	124	18	87		211
09:00	42		97				21:00	29		20			
09:15	47		69				21:15	24		16			
09:30	37		63				21:30	15		16			
09:45	39	165	59	288		453	21:45	12	80	14	66		146
10:00	34		77				22:00	10		13			
10:15	46		60				22:15	8		8			
10:30	40		61				22:30	7		1			
10:45	38	158	60	258		416	22:45	15	40	8	30		70
11:00	47		56				23:00	6		7			
11:15	58		56				23:15	8		4			
11:30	58		52				23:30	5		5			
11:45	59	222	59	223		445	23:45	2	21	2	18		39
Total Vol.	1076		2031			3107		2784		2006			4790
								Daily Totals					
								NB	SB	EB	WB	Combined	
								3860	4037	7897			
AM								PM					
Split %	34.6%		65.4%			39.3%		58.1%	41.9%	60.7%			
Peak Hour	07:30		07:15			07:15		16:30	16:45	16:30			
Volume	252		632			871		466	293	742			
P.H.F.	0.81		0.87			0.84		0.94	0.85	0.92			

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

WESTLAKE S-O ENCINTAS

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	3		3				12:00	78		82			
00:15	2		1				12:15	59		65			
00:30	2		0				12:30	71		82			
00:45	2	9	3	7		16	12:45	75	283	98	327		610
01:00	0		1				13:00	85		73			
01:15	0		2				13:15	70		83			
01:30	0		1				13:30	94		79			
01:45	3	3	5	9		12	13:45	88	337	69	304		641
02:00	0		0				14:00	91		56			
02:15	0		1				14:15	78		70			
02:30	0		0				14:30	103		81			
02:45	0	0	1	2		2	14:45	99	371	78	285		656
03:00	0		0				15:00	103		108			
03:15	0		0				15:15	184		89			
03:30	3		3				15:30	141		87			
03:45	0	3	0	3		6	15:45	127	555	81	365		920
04:00	1		0				16:00	105		80			
04:15	1		1				16:15	111		102			
04:30	2		2				16:30	132		78			
04:45	8	12	3	6		18	16:45	121	469	105	365		834
05:00	6		4				17:00	144		98			
05:15	11		2				17:15	122		106			
05:30	7		4				17:30	96		102			
05:45	13	37	11	21		58	17:45	86	448	91	397		845
06:00	12		23				18:00	84		82			
06:15	22		25				18:15	78		79			
06:30	25		31				18:30	58		65			
06:45	34	93	55	134		227	18:45	65	285	61	287		572
07:00	52		86				19:00	70		62			
07:15	74		156				19:15	49		61			
07:30	103		269				19:30	52		53			
07:45	99	328	151	662		990	19:45	36	207	47	223		430
08:00	88		138				20:00	31		36			
08:15	61		121				20:15	36		34			
08:30	72		84				20:30	22		40			
08:45	80	301	96	439		740	20:45	24	113	23	133		246
09:00	70		89				21:00	35		28			
09:15	59		75				21:15	19		31			
09:30	54		61				21:30	20		28			
09:45	74	257	67	292		549	21:45	15	89	18	105		194
10:00	64		70				22:00	8		17			
10:15	68		49				22:15	10		17			
10:30	76		56				22:30	9		7			
10:45	62	270	58	233		503	22:45	11	38	13	54		92
11:00	62		45				23:00	2		8			
11:15	60		47				23:15	3		3			
11:30	91		68				23:30	2		3			
11:45	62	275	68	228		503	23:45	1	8	2	16		24
Total Vol.	1588		2036			3624		3203		2861			6064
								Daily Totals					
								NB	SB	EB	WB	Combined	
								4791	4897			9688	
AM								PM					
Split %	43.8%		56.2%			37.4%		52.8%		47.2%			62.6%
Peak Hour	07:15		07:15			07:15		15:15		16:45			15:00
Volume	364		714			1078		557		411			920
P.H.F.	0.88		0.66			0.72		0.79		0.97			0.84

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

NARDO N-O MELBA

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	1		0				12:00	35		30			
00:15	2		0				12:15	29		44			
00:30	1		0				12:30	31		35			
00:45	1	5	0	0		5	12:45	41	136	40	149		285
01:00	0		1				13:00	42		55			
01:15	0		0				13:15	32		42			
01:30	0		0				13:30	53		58			
01:45	1	1	1	2		3	13:45	51	178	65	220		398
02:00	0		0				14:00	41		40			
02:15	0		0				14:15	52		35			
02:30	0		0				14:30	39		42			
02:45	0	0	0	0			14:45	50	182	51	168		350
03:00	0		0				15:00	52		97			
03:15	0		0				15:15	121		84			
03:30	3		1				15:30	63		66			
03:45	0	3	0	1		4	15:45	58	294	54	301		595
04:00	0		0				16:00	51		68			
04:15	0		0				16:15	57		54			
04:30	1		0				16:30	40		44			
04:45	3	4	0	0		4	16:45	53	201	51	217		418
05:00	9		0				17:00	63		68			
05:15	5		1				17:15	53		42			
05:30	4		1				17:30	48		38			
05:45	5	23	0	2		25	17:45	52	216	55	203		419
06:00	5		6				18:00	41		41			
06:15	11		8				18:15	44		40			
06:30	12		5				18:30	50		29			
06:45	21	49	7	26		75	18:45	37	172	35	145		317
07:00	28		17				19:00	37		41			
07:15	34		79				19:15	29		22			
07:30	53		91				19:30	34		26			
07:45	60	175	58	245		420	19:45	26	126	28	117		243
08:00	46		37				20:00	26		19			
08:15	31		32				20:15	18		26			
08:30	31		21				20:30	28		20			
08:45	40	148	24	114		262	20:45	20	92	15	80		172
09:00	31		27				21:00	23		16			
09:15	20		22				21:15	16		11			
09:30	31		38				21:30	10		9			
09:45	33	115	28	115		230	21:45	12	61	2	38		99
10:00	25		28				22:00	5		4			
10:15	27		21				22:15	12		3			
10:30	33		38				22:30	5		0			
10:45	19	104	20	107		211	22:45	7	29	1	8		37
11:00	35		34				23:00	6		2			
11:15	31		44				23:15	5		1			
11:30	41		41				23:30	2		0			
11:45	29	136	26	145		281	23:45	1	14	1	4		18
Total Vol.	763		757			1520		1701		1650			3351
								Daily Totals					
								NB	SB	EB	WB	Combined	
								2464	2407	4871			
AM								PM					
Split %	50.2%		49.8%		31.2%			50.8%	49.2%		68.8%		
Peak Hour	07:15		07:15		07:15			15:00	15:00		15:00		
Volume	193		265		458			294	301		595		
P.H.F.	0.80		0.73		0.80			0.62	0.78		0.73		

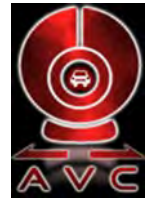
TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

MACKINNON S-O SANTA FE

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	2		3				12:00	25		29			
00:15	2		1				12:15	21		29			
00:30	4		3				12:30	39		31			
00:45	0	8	1	8		16	12:45	28	113	38	127		240
01:00	2		2				13:00	30		34			
01:15	1		0				13:15	36		32			
01:30	1		1				13:30	27		45			
01:45	2	6	1	4		10	13:45	43	136	24	135		271
02:00	3		6				14:00	35		23			
02:15	1		0				14:15	43		28			
02:30	0		1				14:30	28		53			
02:45	0	4	0	7		11	14:45	72	178	42	146		324
03:00	0		0				15:00	48		50			
03:15	0		0				15:15	54		63			
03:30	2		2				15:30	52		64			
03:45	0	2	2	4		6	15:45	48	202	68	245		447
04:00	1		0				16:00	50		56			
04:15	1		0				16:15	54		56			
04:30	3		2				16:30	47		48			
04:45	4	9	1	3		12	16:45	46	197	57	217		414
05:00	6		3				17:00	61		70			
05:15	6		4				17:15	57		77			
05:30	12		5				17:30	60		72			
05:45	13	37	6	18		55	17:45	62	240	82	301		541
06:00	11		9				18:00	45		55			
06:15	24		21				18:15	44		65			
06:30	19		19				18:30	37		51			
06:45	29	83	22	71		154	18:45	44	170	53	224		394
07:00	27		47				19:00	44		36			
07:15	58		51				19:15	41		40			
07:30	64		77				19:30	25		42			
07:45	46	195	90	265		460	19:45	31	141	32	150		291
08:00	57		86				20:00	34		35			
08:15	48		104				20:15	12		33			
08:30	48		52				20:30	22		50			
08:45	44	197	39	281		478	20:45	26	94	33	151		245
09:00	38		42				21:00	11		20			
09:15	38		21				21:15	13		28			
09:30	31		18				21:30	12		34			
09:45	20	127	15	96		223	21:45	16	52	26	108		160
10:00	25		30				22:00	7		19			
10:15	32		39				22:15	13		26			
10:30	26		21				22:30	6		11			
10:45	30	113	25	115		228	22:45	4	30	19	75		105
11:00	28		27				23:00	4		6			
11:15	30		27				23:15	8		8			
11:30	46		36				23:30	8		17			
11:45	49	153	26	116		269	23:45	1	21	7	38		59
Total Vol.	934		988			1922		1574		1917			3491
										Daily Totals			
								NB	SB	EB	WB	Combined	
								2508	2905	5413			
AM								PM					
Split %	48.6%		51.4%			35.5%		45.1%	54.9%	64.5%			
Peak Hour	07:15		07:30			07:30		17:00	17:00	17:00			
Volume	225		357			572		240	301	541			
P.H.F.	0.88		0.86			0.94		0.98	0.92	0.94			



Location: 91. Garden View Rd. north of Via Cantebria

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

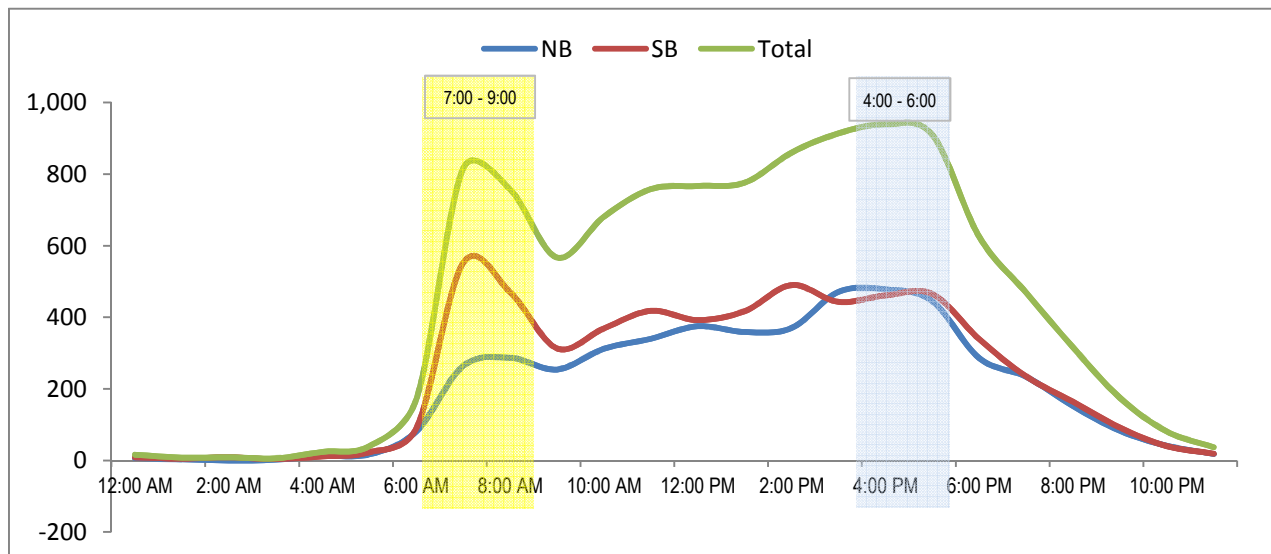
Analysts: DASH

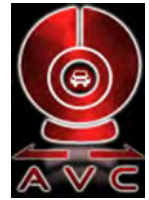
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						10,722				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		7	9	16		12:00 PM - 1:00 PM		375	392	767
1:00 AM - 2:00 AM		3	5	8		1:00 PM - 2:00 PM		359	417	776
2:00 AM - 3:00 AM		0	9	9		2:00 PM - 3:00 PM		370	490	860
3:00 AM - 4:00 AM		2	4	6		3:00 PM - 4:00 PM		471	443	914
4:00 AM - 5:00 AM		13	11	24		4:00 PM - 5:00 PM		478	461	939
5:00 AM - 6:00 AM		17	23	40		5:00 PM - 6:00 PM		445	465	910
6:00 AM - 7:00 AM		81	90	171		6:00 PM - 7:00 PM		286	339	625
7:00 AM - 8:00 AM		264	552	816		7:00 PM - 8:00 PM		234	235	469
8:00 AM - 9:00 AM		287	470	757		8:00 PM - 9:00 PM		152	164	316
9:00 AM - 10:00 AM		254	313	567		9:00 PM - 10:00 PM		83	92	175
10:00 AM - 11:00 AM		312	369	681	10:00 PM - 11:00 PM		41	40	81	
11:00 AM - 12:00 PM		340	418	758	11:00 PM - 12:00 AM		18	19	37	
Total		1,580	2,273	3,853	Total		3,312	3,557	6,869	

24-Hour	NB	Volume	4,892	24-Hour	SB	Volume	5,830





Location: 90. Garden View Rd. south of Via Cantebria

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

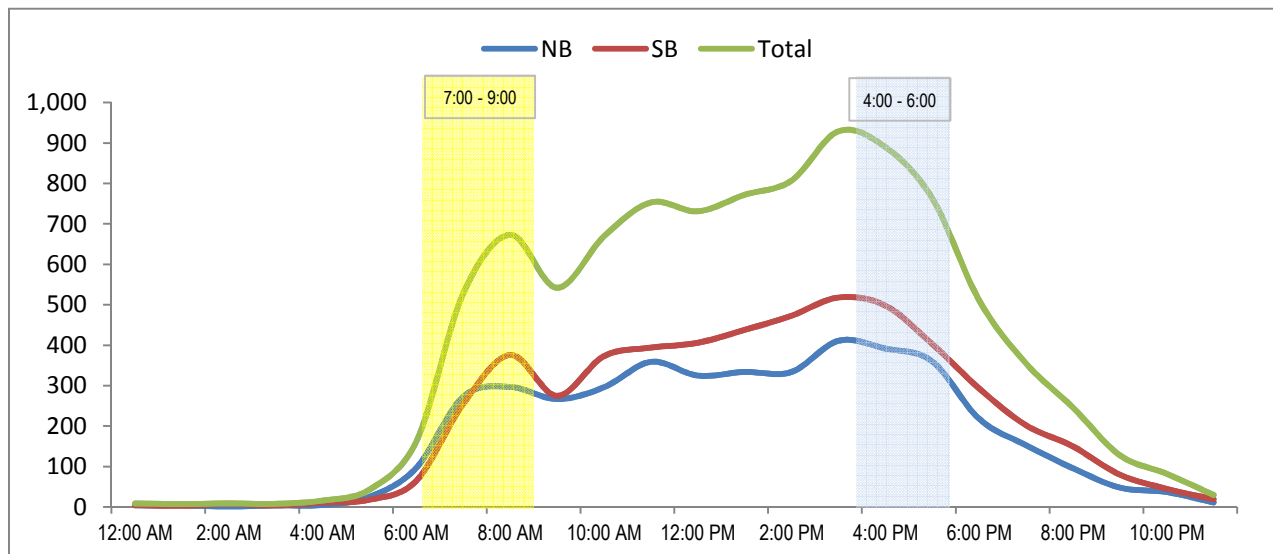
Analysts: DASH

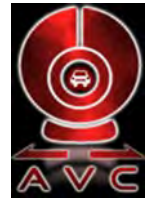
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						9,663				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		4	5	9		12:00 PM - 1:00 PM		325	406	731
1:00 AM - 2:00 AM		4	3	7		1:00 PM - 2:00 PM		334	438	772
2:00 AM - 3:00 AM		1	8	9		2:00 PM - 3:00 PM		334	473	807
3:00 AM - 4:00 AM		4	4	8		3:00 PM - 4:00 PM		411	518	929
4:00 AM - 5:00 AM		5	11	16		4:00 PM - 5:00 PM		392	498	890
5:00 AM - 6:00 AM		25	18	43		5:00 PM - 6:00 PM		360	403	763
6:00 AM - 7:00 AM		97	65	162		6:00 PM - 7:00 PM		218	293	511
7:00 AM - 8:00 AM		273	255	528		7:00 PM - 8:00 PM		153	202	355
8:00 AM - 9:00 AM		297	376	673		8:00 PM - 9:00 PM		96	150	246
9:00 AM - 10:00 AM		267	275	542	9:00 PM - 10:00 PM		48	80	128	
10:00 AM - 11:00 AM		296	373	669	10:00 PM - 11:00 PM		37	45	82	
11:00 AM - 12:00 PM		359	394	753	11:00 PM - 12:00 AM		11	19	30	
Total		1,632	1,787	3,419	Total		2,719	3,525	6,244	

24-Hour	NB	Volume	4,351	24-Hour	SB	Volume	5,312





Location: 35. Town Center Place south of Leucadia Blvd

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

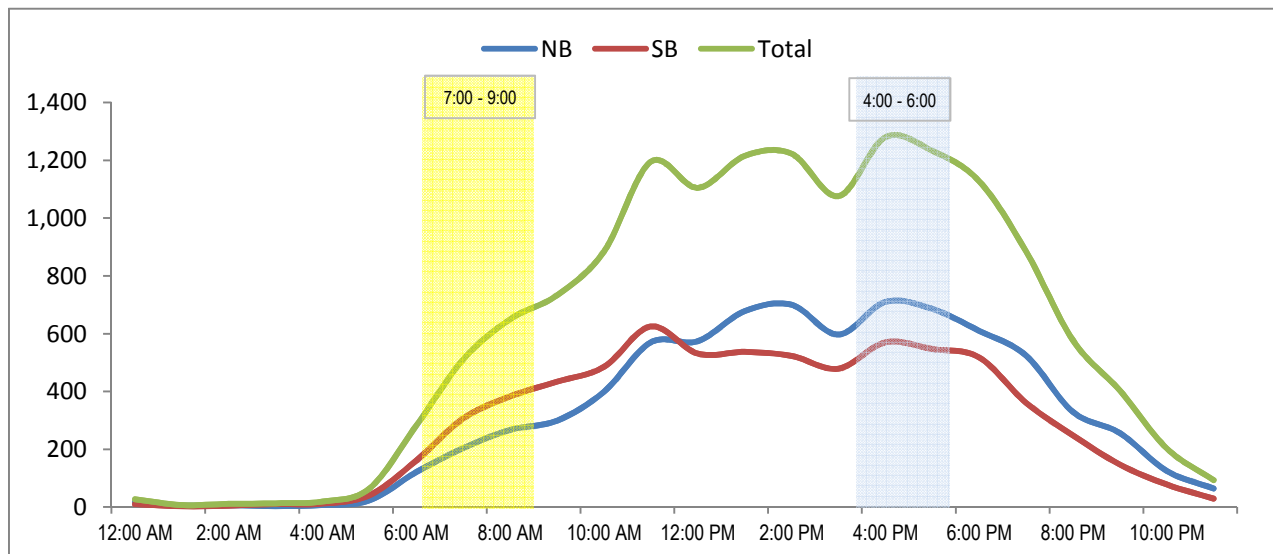
Analysts: DASH

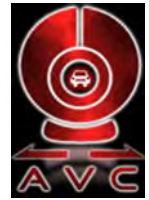
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						14,817				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		17	10	27		12:00 PM - 1:00 PM		574	531	1,105
1:00 AM - 2:00 AM		5	2	7		1:00 PM - 2:00 PM		678	537	1,215
2:00 AM - 3:00 AM		6	5	11		2:00 PM - 3:00 PM		700	523	1,223
3:00 AM - 4:00 AM		3	10	13		3:00 PM - 4:00 PM		597	479	1,076
4:00 AM - 5:00 AM		7	12	19		4:00 PM - 5:00 PM		710	570	1,280
5:00 AM - 6:00 AM		23	41	64		5:00 PM - 6:00 PM		686	547	1,233
6:00 AM - 7:00 AM		121	161	282		6:00 PM - 7:00 PM		610	518	1,128
7:00 AM - 8:00 AM		204	307	511		7:00 PM - 8:00 PM		524	361	885
8:00 AM - 9:00 AM		267	383	650		8:00 PM - 9:00 PM		329	248	577
9:00 AM - 10:00 AM		299	434	733	9:00 PM - 10:00 PM		256	147	403	
10:00 AM - 11:00 AM		399	485	884	10:00 PM - 11:00 PM		125	78	203	
11:00 AM - 12:00 PM		570	625	1195	11:00 PM - 12:00 AM		64	29	93	
Total		1,921	2,475	4,396	Total		5,853	4,568	10,421	

24-Hour	NB	Volume	7,774	24-Hour	SB	Volume	7,043





Location: 36. Via Cantebria east of Garden View Rd

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

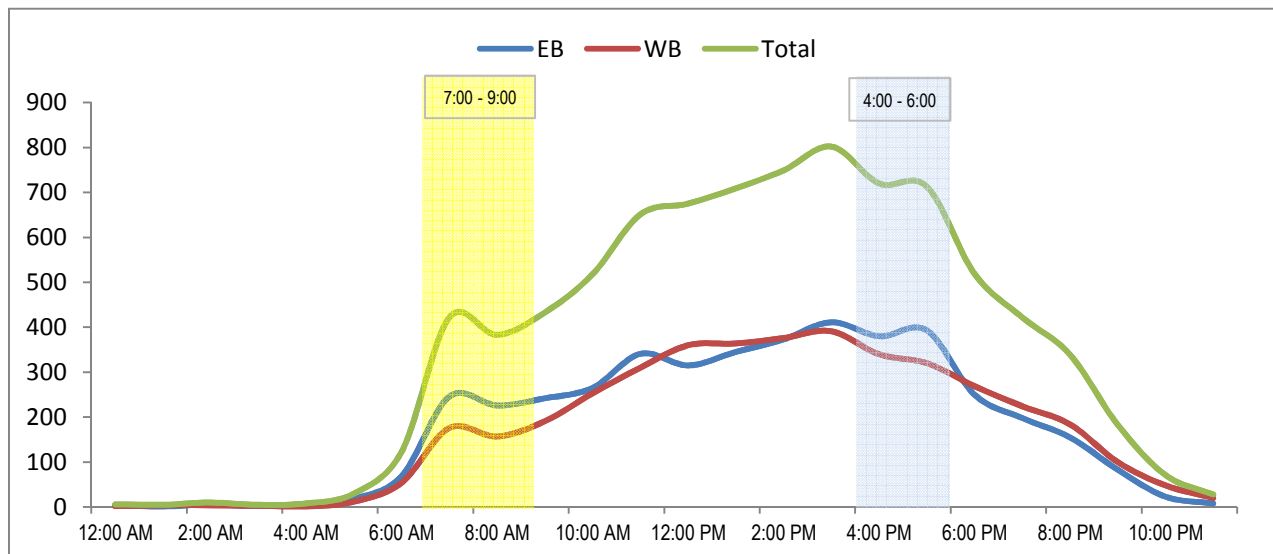
Analysts: DASH

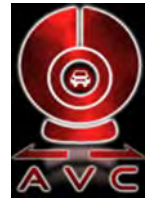
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						8,524				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		4	2	6		12:00 PM - 1:00 PM		315	360	675
1:00 AM - 2:00 AM		1	4	5		1:00 PM - 2:00 PM		345	364	709
2:00 AM - 3:00 AM		6	4	10		2:00 PM - 3:00 PM		373	376	749
3:00 AM - 4:00 AM		2	3	5		3:00 PM - 4:00 PM		411	391	802
4:00 AM - 5:00 AM		7	1	8		4:00 PM - 5:00 PM		380	340	720
5:00 AM - 6:00 AM		18	12	30		5:00 PM - 6:00 PM		393	320	713
6:00 AM - 7:00 AM		69	54	123		6:00 PM - 7:00 PM		250	269	519
7:00 AM - 8:00 AM		246	176	422		7:00 PM - 8:00 PM		198	224	422
8:00 AM - 9:00 AM		226	157	383		8:00 PM - 9:00 PM		155	184	339
9:00 AM - 10:00 AM		242	191	433		9:00 PM - 10:00 PM		83	100	183
10:00 AM - 11:00 AM		265	253	518	10:00 PM - 11:00 PM		23	48	71	
11:00 AM - 12:00 PM		341	310	651	11:00 PM - 12:00 AM		8	20	28	
Total		1,427	1,167	2,594	Total		2,934	2,996	5,930	

24-Hour	EB	Volume	4,361	24-Hour	WB	Volume	4,163





Location: 37. Via Cantebria west of Garden View Rd

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

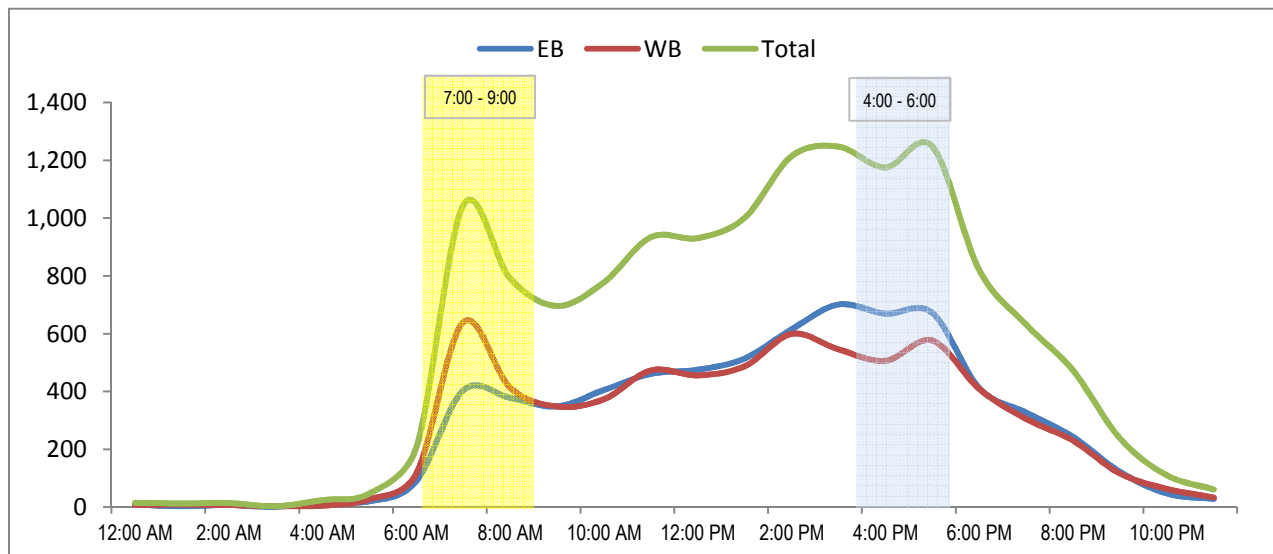
Analysts: DASH

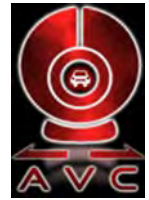
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						13,715				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		8	7	15		12:00 PM - 1:00 PM		475	456	931
1:00 AM - 2:00 AM		3	9	12		1:00 PM - 2:00 PM		514	487	1,001
2:00 AM - 3:00 AM		7	7	14		2:00 PM - 3:00 PM		615	599	1,214
3:00 AM - 4:00 AM		0	3	3		3:00 PM - 4:00 PM		701	546	1,247
4:00 AM - 5:00 AM		19	5	24		4:00 PM - 5:00 PM		669	506	1,175
5:00 AM - 6:00 AM		20	27	47		5:00 PM - 6:00 PM		672	576	1,248
6:00 AM - 7:00 AM		90	116	206		6:00 PM - 7:00 PM		412	409	821
7:00 AM - 8:00 AM		404	640	1,044		7:00 PM - 8:00 PM		327	305	632
8:00 AM - 9:00 AM		378	413	791		8:00 PM - 9:00 PM		243	230	473
9:00 AM - 10:00 AM		348	348	696		9:00 PM - 10:00 PM		122	116	238
10:00 AM - 11:00 AM		405	373	778	10:00 PM - 11:00 PM		47	63	110	
11:00 AM - 12:00 PM		461	473	934	11:00 PM - 12:00 AM		28	33	61	
Total		2,143	2,421	4,564	Total		4,825	4,326	9,151	

24-Hour	EB	Volume	6,968	24-Hour	WB	Volume	6,747





Location: 38. Via Cantabria north of Encinites Blvd

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

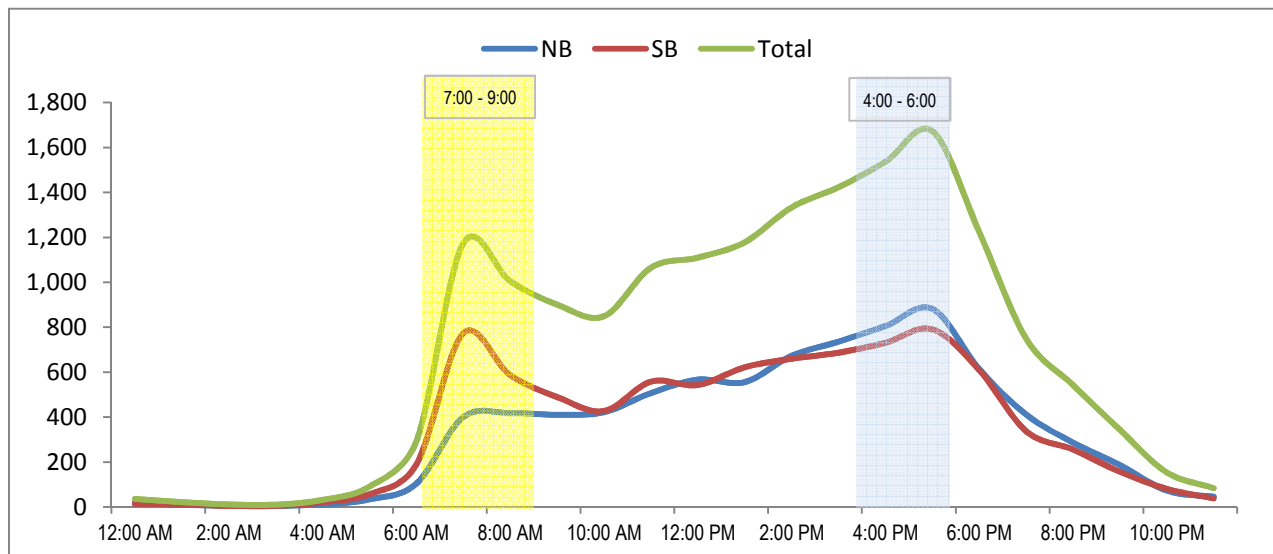
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						16,842				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		21	15	36		12:00 PM - 1:00 PM		567	543	1,110
1:00 AM - 2:00 AM		10	12	22		1:00 PM - 2:00 PM		556	622	1,178
2:00 AM - 3:00 AM		7	5	12		2:00 PM - 3:00 PM		673	660	1,333
3:00 AM - 4:00 AM		6	5	11		3:00 PM - 4:00 PM		736	687	1,423
4:00 AM - 5:00 AM		11	21	32		4:00 PM - 5:00 PM		805	731	1,536
5:00 AM - 6:00 AM		34	57	91		5:00 PM - 6:00 PM		882	791	1,673
6:00 AM - 7:00 AM		104	189	293		6:00 PM - 7:00 PM		614	610	1,224
7:00 AM - 8:00 AM		400	773	1,173		7:00 PM - 8:00 PM		412	338	750
8:00 AM - 9:00 AM		418	587	1,005		8:00 PM - 9:00 PM		287	256	543
9:00 AM - 10:00 AM		411	490	901		9:00 PM - 10:00 PM		187	157	344
10:00 AM - 11:00 AM		422	427	849	10:00 PM - 11:00 PM		73	81	154	
11:00 AM - 12:00 PM		507	558	1065	11:00 PM - 12:00 AM		46	38	84	
Total		2,351	3,139	5,490	Total		5,838	5,514	11,352	

24-Hour	NB	Volume	8,189	24-Hour	SB	Volume	8,653



TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

BALOUR N-O MELBA

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB						
00:00	6		5				12:00	58		48									
00:15	0		4				12:15	62		70									
00:30	1		0				12:30	59		44									
00:45	2	9	2	11		20	12:45	65	244	46	208		452						
01:00	2		1				13:00	56		57									
01:15	2		3				13:15	46		64									
01:30	1		0				13:30	95		70									
01:45	0	5	3	7		12	13:45	72	269	49	240		509						
02:00	2		1				14:00	78		62									
02:15	0		1				14:15	86		90									
02:30	1		1				14:30	88		66									
02:45	1	4	1	4		8	14:45	88	340	89	307		647						
03:00	0		0				15:00	76		108									
03:15	1		1				15:15	152		96									
03:30	0		2				15:30	108		79									
03:45	0	1	1	4		5	15:45	64	400	73	356		756						
04:00	3		0				16:00	95		73									
04:15	2		2				16:15	74		65									
04:30	5		0				16:30	83		66									
04:45	6	16	0	2		18	16:45	74	326	55	259		585						
05:00	4		1				17:00	82		86									
05:15	2		2				17:15	82		85									
05:30	6		3				17:30	83		64									
05:45	14	26	8	14		40	17:45	85	332	88	323		655						
06:00	16		13				18:00	71		71									
06:15	25		14				18:15	73		90									
06:30	23		7				18:30	69		70									
06:45	36	100	28	62		162	18:45	63	276	45	276		552						
07:00	61		67				19:00	65		47									
07:15	105		125				19:15	56		31									
07:30	117		159				19:30	43		42									
07:45	99	382	115	466		848	19:45	35	199	37	157		356						
08:00	63		60				20:00	41		29									
08:15	49		90				20:15	33		38									
08:30	66		73				20:30	35		40									
08:45	89	267	74	297		564	20:45	25	134	45	152		286						
09:00	64		65				21:00	23		43									
09:15	56		44				21:15	14		19									
09:30	55		47				21:30	14		20									
09:45	49	224	41	197		421	21:45	14	65	12	94		159						
10:00	44		43				22:00	10		16									
10:15	48		40				22:15	7		10									
10:30	43		34				22:30	8		11									
10:45	40	175	47	164		339	22:45	8	33	8	45		78						
11:00	61		39				23:00	5		9									
11:15	58		54				23:15	7		8									
11:30	83		42				23:30	5		2									
11:45	57	259	80	215		474	23:45	2	19	4	23		42						
Total Vol.	1468		1443		2911		2637		2440		5077								
														Daily Totals					
															NB	SB	EB	WB	Combined
															4105	3883	7988		
AM														PM					
Split %	50.4%		49.6%		36.4%		51.9%		48.1%		63.6%								
Peak Hour	07:15		07:00		07:00		14:45		14:45		14:45								
Volume	384		466		848		424		372		796								
P.H.F.	0.82		0.73		0.77		0.77		0.86		0.80								

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LAKE N-O WOODLAKE

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	4		3				12:00	47		35			
00:15	2		0				12:15	40		52			
00:30	0		1				12:30	48		48			
00:45	1	7	1	5		12	12:45	38	173	32	167		340
01:00	2		0				13:00	47		44			
01:15	1		2				13:15	46		48			
01:30	0		0				13:30	59		52			
01:45	1	4	1	3		7	13:45	49	201	67	211		412
02:00	1		2				14:00	64		36			
02:15	0		0				14:15	57		48			
02:30	1		1				14:30	60		62			
02:45	2	4	3	6		10	14:45	86	267	70	216		483
03:00	1		0				15:00	100		79			
03:15	0		0				15:15	71		46			
03:30	0		1				15:30	60		63			
03:45	0	1	1	2		3	15:45	55	286	64	252		538
04:00	0		1				16:00	84		53			
04:15	2		0				16:15	95		62			
04:30	2		1				16:30	68		67			
04:45	4	8	0	2		10	16:45	77	324	72	254		578
05:00	6		5				17:00	84		53			
05:15	4		4				17:15	95		54			
05:30	7		11				17:30	49		67			
05:45	15	32	19	39		71	17:45	50	278	59	233		511
06:00	5		27				18:00	63		63			
06:15	17		17				18:15	40		73			
06:30	25		32				18:30	56		47			
06:45	36	83	47	123		206	18:45	44	203	54	237		440
07:00	53		87				19:00	43		53			
07:15	61		98				19:15	28		33			
07:30	36		151				19:30	34		44			
07:45	38	188	83	419		607	19:45	29	134	37	167		301
08:00	45		88				20:00	25		29			
08:15	47		112				20:15	22		32			
08:30	53		96				20:30	20		24			
08:45	54	199	86	382		581	20:45	49	116	28	113		229
09:00	47		65				21:00	30		25			
09:15	28		49				21:15	19		11			
09:30	48		35				21:30	11		10			
09:45	46	169	40	189		358	21:45	15	75	20	66		141
10:00	34		42				22:00	8		10			
10:15	35		27				22:15	5		11			
10:30	41		39				22:30	8		2			
10:45	45	155	36	144		299	22:45	6	27	1	24		51
11:00	57		49				23:00	5		7			
11:15	39		35				23:15	3		1			
11:30	48		33				23:30	2		3			
11:45	49	193	43	160		353	23:45	0	10	3	14		24
Total Vol.	1043		1474			2517		2094		1954			4048
								Daily Totals					
								NB	SB	EB	WB	Combined	
								3137	3428	6565			
AM								PM					
Split %	41.4%	58.6%	38.3%					51.7%	48.3%	61.7%			
Peak Hour	08:15	07:30	07:00					16:00	17:30	16:00			
Volume	201	434	607					324	262	578			
P.H.F.	0.93	0.72	0.81					0.83	0.90	0.92			

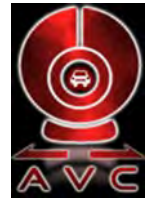
THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

EL CAMINO REAL N-O ARENAL

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	24		15				12:00	321		442			
00:15	41		9				12:15	316		330			
00:30	21		7				12:30	352		374			
00:45	20	106	14	45		151	12:45	307	1296	345	1491		2787
01:00	16		17				13:00	363		370			
01:15	17		8				13:15	363		357			
01:30	11		4				13:30	347		348			
01:45	6	50	11	40		90	13:45	366	1439	365	1440		2879
02:00	6		12				14:00	359		349			
02:15	9		5				14:15	356		385			
02:30	9		5				14:30	321		355			
02:45	7	31	9	31		62	14:45	419	1455	383	1472		2927
03:00	8		8				15:00	369		383			
03:15	5		7				15:15	383		355			
03:30	7		7				15:30	395		438			
03:45	7	27	11	33		60	15:45	366	1513	402	1578		3091
04:00	10		11				16:00	408		442			
04:15	17		13				16:15	421		406			
04:30	12		34				16:30	413		432			
04:45	14	53	37	95		148	16:45	420	1662	438	1718		3380
05:00	32		59				17:00	474		481			
05:15	25		44				17:15	469		466			
05:30	26		69				17:30	489		533			
05:45	52	135	66	238		373	17:45	433	1865	483	1963		3828
06:00	84		135				18:00	439		495			
06:15	78		163				18:15	418		415			
06:30	95		208				18:30	400		377			
06:45	130	387	263	769		1156	18:45	363	1620	324	1611		3231
07:00	224		340				19:00	354		286			
07:15	206		426				19:15	325		227			
07:30	235		504				19:30	325		266			
07:45	304	969	543	1813		2782	19:45	263	1267	195	974		2241
08:00	411		485				20:00	199		180			
08:15	351		468				20:15	196		148			
08:30	354		444				20:30	187		148			
08:45	342	1458	465	1862		3320	20:45	201	783	139	615		1398
09:00	362		417				21:00	201		121			
09:15	345		372				21:15	203		112			
09:30	278		370				21:30	195		115			
09:45	256	1241	337	1496		2737	21:45	197	796	102	450		1246
10:00	293		344				22:00	140		77			
10:15	248		336				22:15	137		74			
10:30	278		280				22:30	105		46			
10:45	281	1100	342	1302		2402	22:45	88	470	53	250		720
11:00	276		294				23:00	79		39			
11:15	300		370				23:15	86		43			
11:30	302		323				23:30	43		32			
11:45	328	1206	340	1327		2533	23:45	53	261	17	131		392
Total Vol.	6763		9051			15814		14427		13693			28120
										Daily Totals			
								NB	SB	EB	WB	Combined	
								21190	22744	43934			
AM								PM					
Split %	42.8%		57.2%			36.0%		51.3%	48.7%	64.0%			
Peak Hour	08:00		07:30			07:45		17:00	17:15	17:00			
Volume	1458		2000			3360		1865	1977	3828			
P.H.F.	0.89		0.92			0.94		0.98	0.93	0.94			



Location: 23. El Camino Real north of Mountain Vista Dr

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

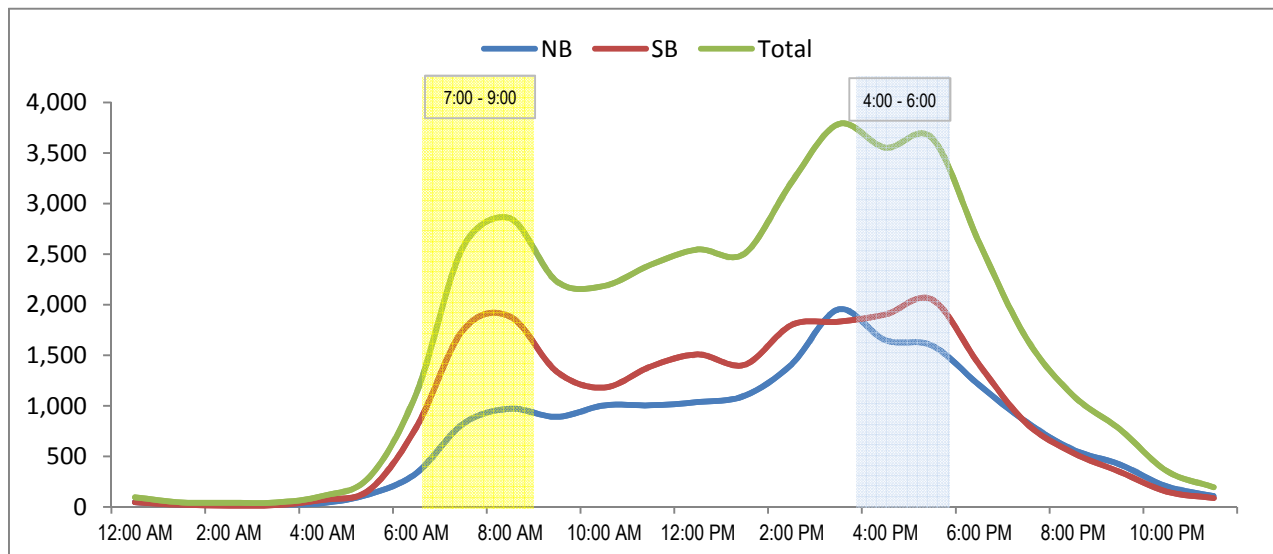
Analysts: DASH

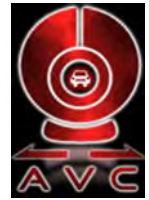
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						39,969				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		49	47	96		12:00 PM - 1:00 PM		1,038	1,509	2,547
1:00 AM - 2:00 AM		24	22	46		1:00 PM - 2:00 PM		1,100	1,407	2,507
2:00 AM - 3:00 AM		27	15	42		2:00 PM - 3:00 PM		1,411	1,800	3,211
3:00 AM - 4:00 AM		25	19	44		3:00 PM - 4:00 PM		1,954	1,833	3,787
4:00 AM - 5:00 AM		39	71	110		4:00 PM - 5:00 PM		1,650	1,904	3,554
5:00 AM - 6:00 AM		127	170	297		5:00 PM - 6:00 PM		1,596	2,051	3,647
6:00 AM - 7:00 AM		335	789	1,124		6:00 PM - 7:00 PM		1,206	1,409	2,615
7:00 AM - 8:00 AM		824	1,753	2,577		7:00 PM - 8:00 PM		843	831	1,674
8:00 AM - 9:00 AM		972	1,883	2,855		8:00 PM - 9:00 PM		567	537	1,104
9:00 AM - 10:00 AM		892	1,337	2,229		9:00 PM - 10:00 PM		421	348	769
10:00 AM - 11:00 AM		1,005	1,181	2,186	10:00 PM - 11:00 PM		204	152	356	
11:00 AM - 12:00 PM		1,006	1,390	2396	11:00 PM - 12:00 AM		108	88	196	
Total		5,325	8,677	14,002	Total		12,098	13,869	25,967	

24-Hour	NB	Volume	17,423	24-Hour	SB	Volume	22,546





Location: 22. El Camino Real south of Mountain Vista Dr

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

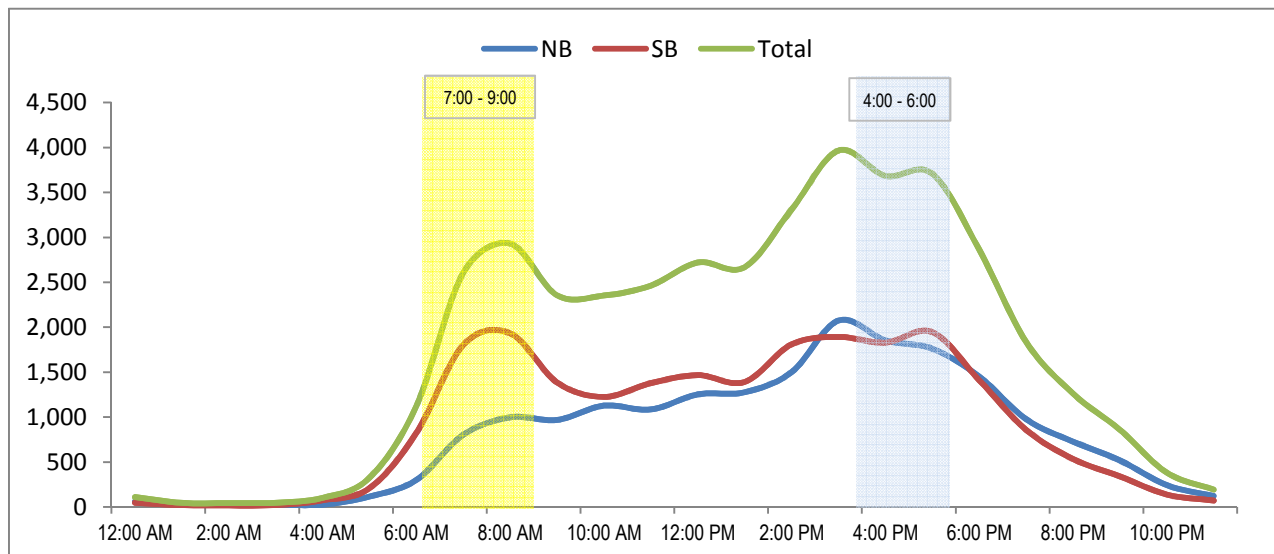
Analysts: DASH

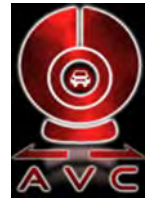
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						41,968				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		61	49	110		12:00 PM - 1:00 PM		1,253	1,467	2,720
1:00 AM - 2:00 AM		25	22	47		1:00 PM - 2:00 PM		1,277	1,392	2,669
2:00 AM - 3:00 AM		27	17	44		2:00 PM - 3:00 PM		1,500	1,810	3,310
3:00 AM - 4:00 AM		26	22	48		3:00 PM - 4:00 PM		2,074	1,892	3,966
4:00 AM - 5:00 AM		27	75	102		4:00 PM - 5:00 PM		1,855	1,829	3,684
5:00 AM - 6:00 AM		116	209	325		5:00 PM - 6:00 PM		1,762	1,946	3,708
6:00 AM - 7:00 AM		301	823	1,124		6:00 PM - 7:00 PM		1,452	1,412	2,864
7:00 AM - 8:00 AM		803	1,803	2,606		7:00 PM - 8:00 PM		978	860	1,838
8:00 AM - 9:00 AM		998	1,933	2,931		8:00 PM - 9:00 PM		728	535	1,263
9:00 AM - 10:00 AM		969	1,386	2,355		9:00 PM - 10:00 PM		519	341	860
10:00 AM - 11:00 AM		1,128	1,225	2,353	10:00 PM - 11:00 PM		244	139	383	
11:00 AM - 12:00 PM		1,085	1,379	2464	11:00 PM - 12:00 AM		122	72	194	
Total		5,566	8,943	14,509	Total		13,764	13,695	27,459	

24-Hour	NB	Volume	19,330	24-Hour	SB	Volume	22,638





Location: 21. El Camino Real north of Santa Fe Dr

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

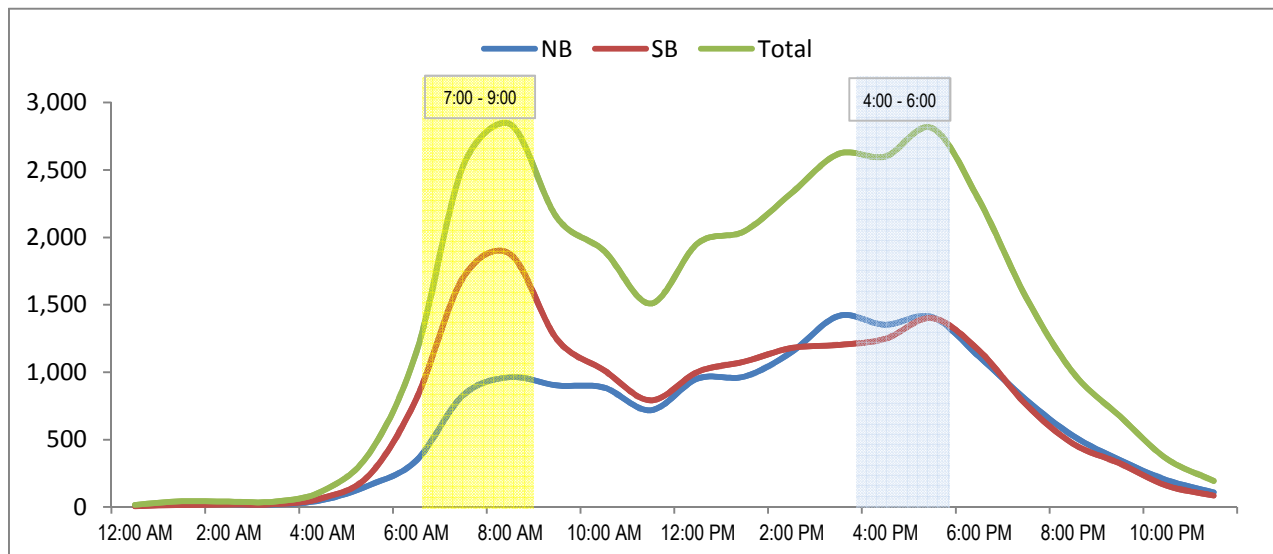
Analysts: DASH

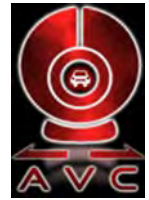
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						33,151				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		10	6	16		12:00 PM - 1:00 PM		953	1,003	1,956
1:00 AM - 2:00 AM		27	16	43		1:00 PM - 2:00 PM		968	1,079	2,047
2:00 AM - 3:00 AM		21	19	40		2:00 PM - 3:00 PM		1,149	1,180	2,329
3:00 AM - 4:00 AM		19	22	41		3:00 PM - 4:00 PM		1,417	1,202	2,619
4:00 AM - 5:00 AM		52	67	119		4:00 PM - 5:00 PM		1,352	1,248	2,600
5:00 AM - 6:00 AM		162	238	400		5:00 PM - 6:00 PM		1,409	1,401	2,810
6:00 AM - 7:00 AM		345	803	1,148		6:00 PM - 7:00 PM		1,115	1,160	2,275
7:00 AM - 8:00 AM		830	1,703	2,533		7:00 PM - 8:00 PM		796	760	1,556
8:00 AM - 9:00 AM		963	1,877	2,840		8:00 PM - 9:00 PM		528	470	998
9:00 AM - 10:00 AM		902	1,244	2,146		9:00 PM - 10:00 PM		349	324	673
10:00 AM - 11:00 AM		886	1,015	1,901	10:00 PM - 11:00 PM		200	158	358	
11:00 AM - 12:00 PM		718	791	1509	11:00 PM - 12:00 AM		109	85	194	
Total		4,935	7,801	12,736	Total		10,345	10,070	20,415	

24-Hour	NB	Volume	15,280	24-Hour	SB	Volume	17,871





Location: 20. El Camino Real south of Santa Fe Dr

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

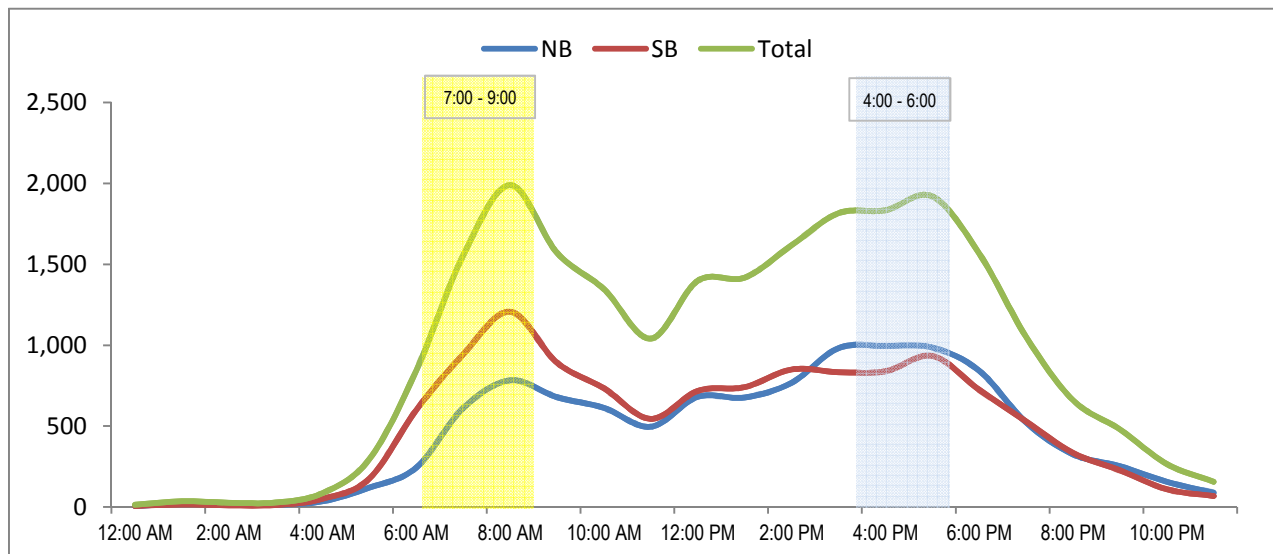
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						23,024				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		7	7	14		12:00 PM - 1:00 PM		681	718	1,399
1:00 AM - 2:00 AM		20	16	36		1:00 PM - 2:00 PM		677	741	1,418
2:00 AM - 3:00 AM		16	11	27		2:00 PM - 3:00 PM		768	850	1,618
3:00 AM - 4:00 AM		15	13	28		3:00 PM - 4:00 PM		982	834	1,816
4:00 AM - 5:00 AM		35	51	86		4:00 PM - 5:00 PM		995	839	1,834
5:00 AM - 6:00 AM		120	176	296		5:00 PM - 6:00 PM		986	934	1,920
6:00 AM - 7:00 AM		244	600	844		6:00 PM - 7:00 PM		843	725	1,568
7:00 AM - 8:00 AM		612	944	1,556		7:00 PM - 8:00 PM		523	529	1,052
8:00 AM - 9:00 AM		783	1,207	1,990		8:00 PM - 9:00 PM		326	335	661
9:00 AM - 10:00 AM		679	892	1,571		9:00 PM - 10:00 PM		253	227	480
10:00 AM - 11:00 AM		613	734	1,347	10:00 PM - 11:00 PM		156	110	266	
11:00 AM - 12:00 PM		496	545	1041	11:00 PM - 12:00 AM		88	68	156	
Total		3,640	5,196	8,836	Total		7,278	6,910	14,188	

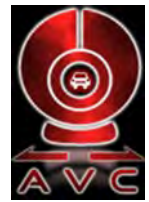
24-Hour	NB	Volume	10,918	24-Hour	SB	Volume	12,106



24 Hour Segment Count



Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 47. Village Park Way, North of Encinitas Blvd

Orientation: North-South

Date of Count: Thursday, June 04, 2015

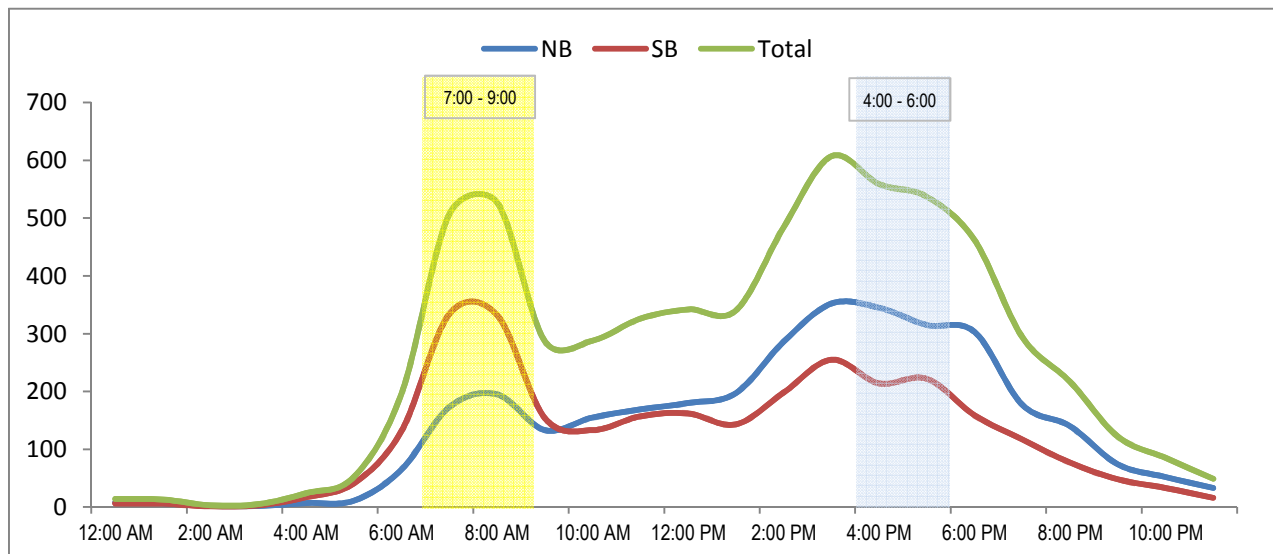
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						6,341				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		8	6	14		12:00 PM - 1:00 PM		180	162	342
1:00 AM - 2:00 AM		7	6	13		1:00 PM - 2:00 PM		197	143	340
2:00 AM - 3:00 AM		2	1	3		2:00 PM - 3:00 PM		286	198	484
3:00 AM - 4:00 AM		2	3	5		3:00 PM - 4:00 PM		352	255	607
4:00 AM - 5:00 AM		7	17	24		4:00 PM - 5:00 PM		345	214	559
5:00 AM - 6:00 AM		11	41	52		5:00 PM - 6:00 PM		315	222	537
6:00 AM - 7:00 AM		65	132	197		6:00 PM - 7:00 PM		303	159	462
7:00 AM - 8:00 AM		173	334	507		7:00 PM - 8:00 PM		177	117	294
8:00 AM - 9:00 AM		195	332	527		8:00 PM - 9:00 PM		140	77	217
9:00 AM - 10:00 AM		133	154	287		9:00 PM - 10:00 PM		74	48	122
10:00 AM - 11:00 AM		155	133	288	10:00 PM - 11:00 PM		52	33	85	
11:00 AM - 12:00 PM		169	157	326	11:00 PM - 12:00 AM		33	16	49	
Total		927	1,316	2,243	Total		2,454	1,644	4,098	

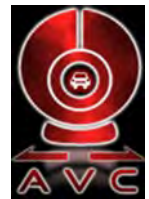
24-Hour	NB	Volume	3,381	24-Hour	SB	Volume	2,960



24 Hour Segment Count



Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 41. Rancho Santa Fe Rd, South of Los Otas Ct

Orientation: North-South

Date of Count: Wednesday, June 03, 2015

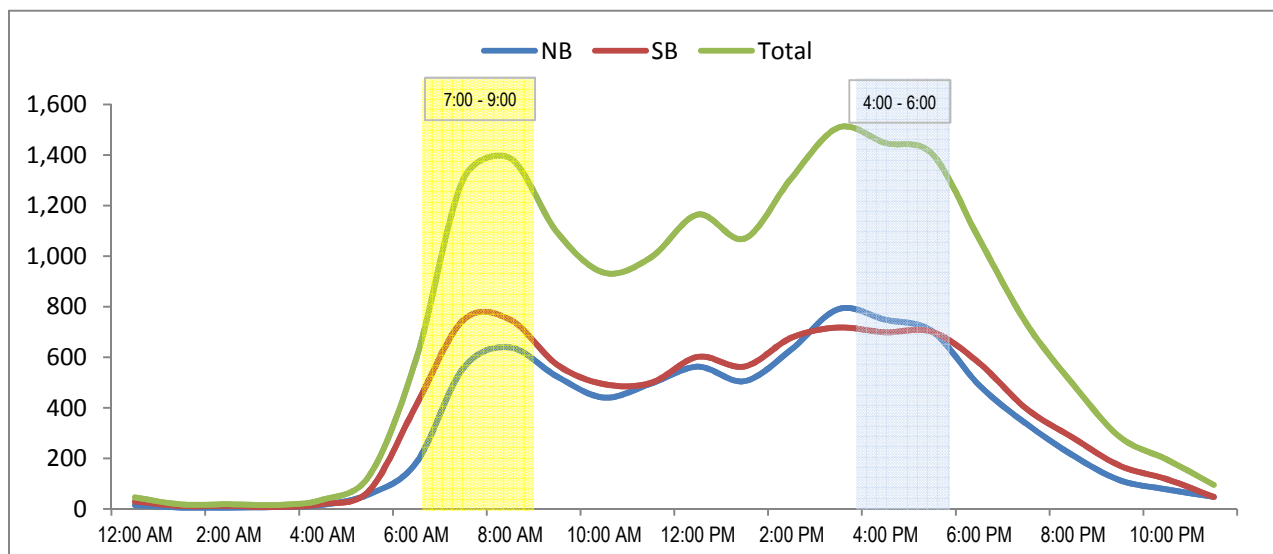
Analysts: DASH

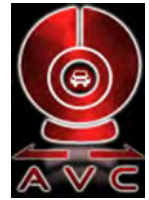
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						17,363				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		16	30	46		12:00 PM - 1:00 PM		563	602	1,165
1:00 AM - 2:00 AM		6	12	18		1:00 PM - 2:00 PM		506	564	1,070
2:00 AM - 3:00 AM		6	13	19		2:00 PM - 3:00 PM		632	678	1,310
3:00 AM - 4:00 AM		8	8	16		3:00 PM - 4:00 PM		791	718	1,509
4:00 AM - 5:00 AM		17	20	37		4:00 PM - 5:00 PM		749	699	1,448
5:00 AM - 6:00 AM		59	74	133		5:00 PM - 6:00 PM		703	701	1,404
6:00 AM - 7:00 AM		184	412	596		6:00 PM - 7:00 PM		490	578	1,068
7:00 AM - 8:00 AM		557	747	1,304		7:00 PM - 8:00 PM		338	398	736
8:00 AM - 9:00 AM		639	749	1,388		8:00 PM - 9:00 PM		212	282	494
9:00 AM - 10:00 AM		524	571	1,095		9:00 PM - 10:00 PM		114	171	285
10:00 AM - 11:00 AM		441	494	935	10:00 PM - 11:00 PM		78	118	196	
11:00 AM - 12:00 PM		496	499	995	11:00 PM - 12:00 AM		48	48	96	
Total		2,953	3,629	6,582	Total		5,224	5,557	10,781	

24-Hour	NB	Volume	8,177	24-Hour	SB	Volume	9,186





Location: 42. Rancho Santa Fe Rd north of Lone Jack Rd

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

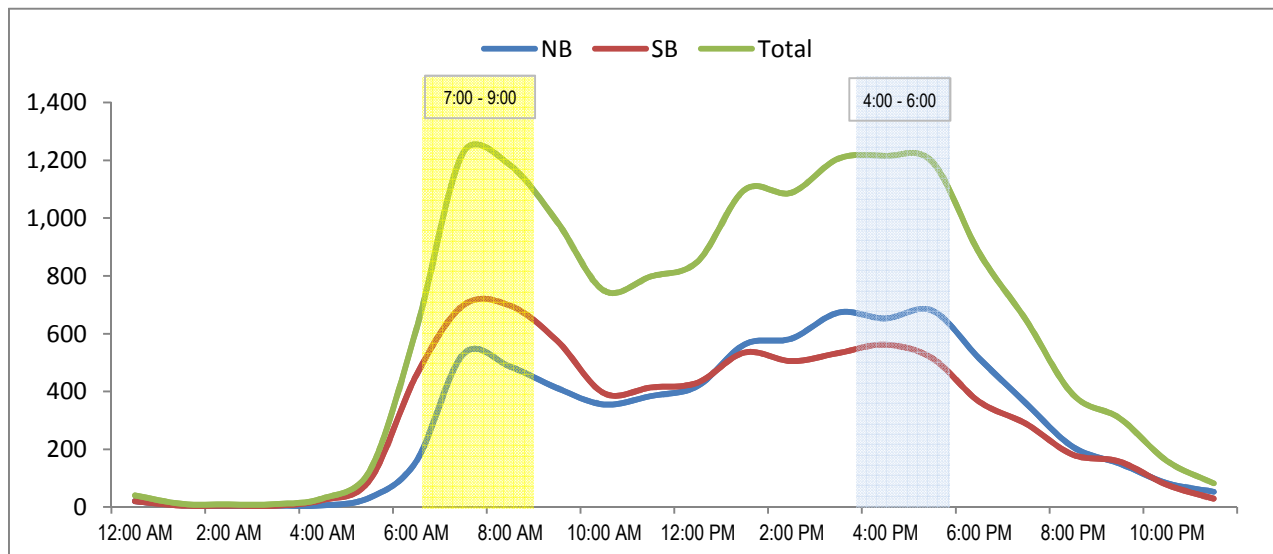
Analysts: DASH

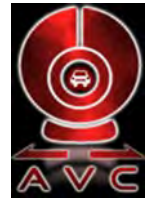
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						14,901				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		20	20	40		12:00 PM - 1:00 PM		419	431	850
1:00 AM - 2:00 AM		6	5	11		1:00 PM - 2:00 PM		563	535	1,098
2:00 AM - 3:00 AM		4	5	9		2:00 PM - 3:00 PM		583	505	1,088
3:00 AM - 4:00 AM		5	5	10		3:00 PM - 4:00 PM		673	533	1,206
4:00 AM - 5:00 AM		6	24	30		4:00 PM - 5:00 PM		653	562	1,215
5:00 AM - 6:00 AM		32	92	124		5:00 PM - 6:00 PM		680	515	1,195
6:00 AM - 7:00 AM		159	456	615		6:00 PM - 7:00 PM		515	365	880
7:00 AM - 8:00 AM		529	698	1,227		7:00 PM - 8:00 PM		359	288	647
8:00 AM - 9:00 AM		486	697	1,183		8:00 PM - 9:00 PM		208	181	389
9:00 AM - 10:00 AM		412	576	988	9:00 PM - 10:00 PM		150	157	307	
10:00 AM - 11:00 AM		355	394	749	10:00 PM - 11:00 PM		83	77	160	
11:00 AM - 12:00 PM		384	414	798	11:00 PM - 12:00 AM		53	29	82	
Total		2,398	3,386	5,784	Total		4,939	4,178	9,117	

24-Hour	NB	Volume	7,337	24-Hour	SB	Volume	7,564





Location: 43.Rancho Santa Fe Rd south of Lone Jack Rd

Orientation: North-South

Date of Count: Tuesday, June 02, 2015

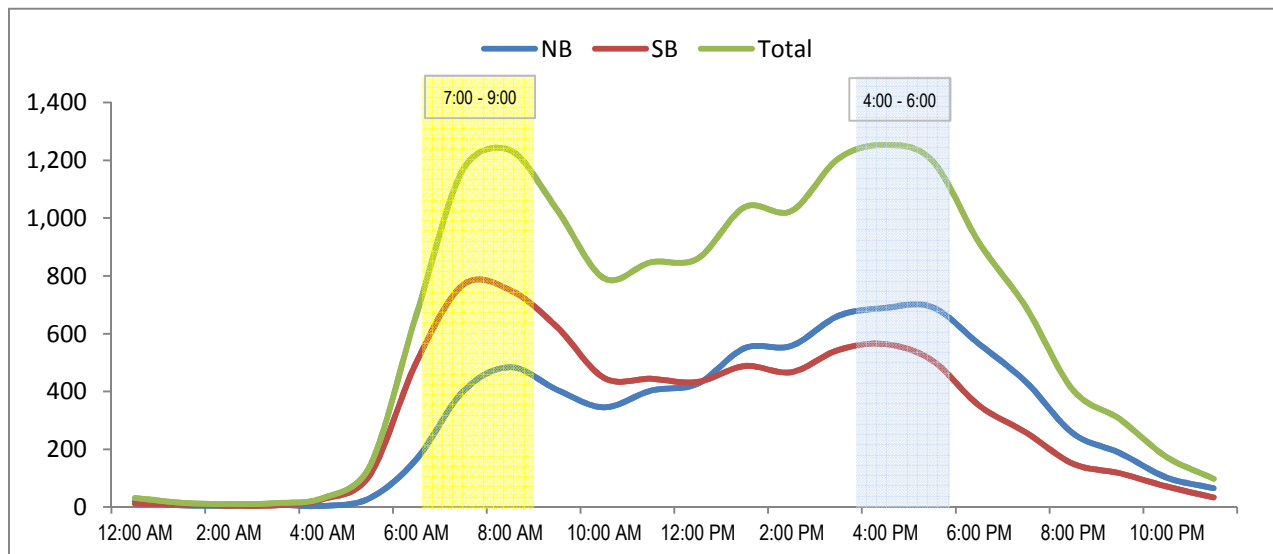
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						15,146				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		19	12	31		12:00 PM - 1:00 PM		427	433	860
1:00 AM - 2:00 AM		6	9	15		1:00 PM - 2:00 PM		550	488	1,038
2:00 AM - 3:00 AM		5	5	10		2:00 PM - 3:00 PM		558	467	1,025
3:00 AM - 4:00 AM		8	6	14		3:00 PM - 4:00 PM		662	544	1,206
4:00 AM - 5:00 AM		4	27	31		4:00 PM - 5:00 PM		689	564	1,253
5:00 AM - 6:00 AM		30	109	139		5:00 PM - 6:00 PM		692	507	1,199
6:00 AM - 7:00 AM		165	501	666		6:00 PM - 7:00 PM		564	351	915
7:00 AM - 8:00 AM		401	769	1,170		7:00 PM - 8:00 PM		433	258	691
8:00 AM - 9:00 AM		484	751	1,235		8:00 PM - 9:00 PM		255	150	405
9:00 AM - 10:00 AM		406	623	1,029	9:00 PM - 10:00 PM		187	117	304	
10:00 AM - 11:00 AM		345	447	792	10:00 PM - 11:00 PM		102	71	173	
11:00 AM - 12:00 PM		403	444	847	11:00 PM - 12:00 AM		65	33	98	
Total		2,276	3,703	5,979	Total		5,184	3,983	9,167	

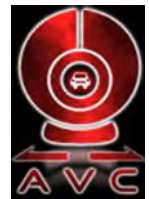
24-Hour	NB	Volume	7,460	24-Hour	SB	Volume	7,686



24 Hour Segment Count



Accurate Video Counts Inc
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(619) 987-5136



Location: 44. Rancho Santa Fe Rd, South of 8th St

Orientation: North-South

Date of Count: Wednesday, June 03, 2015

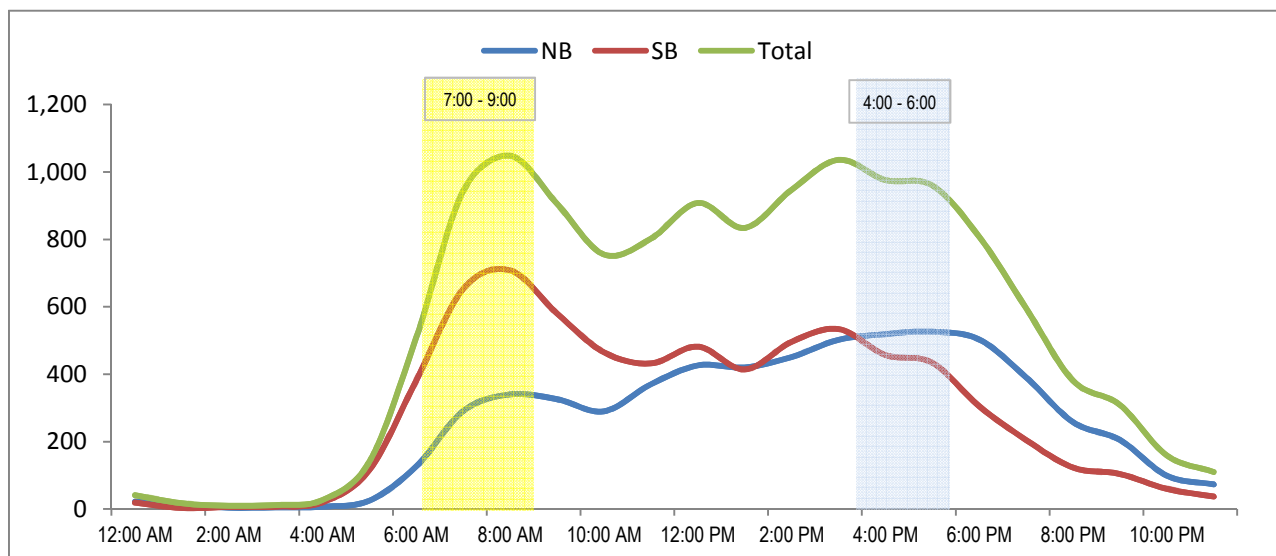
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						13,236				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		22	19	41		12:00 PM - 1:00 PM		426	482	908
1:00 AM - 2:00 AM		14	3	17		1:00 PM - 2:00 PM		420	414	834
2:00 AM - 3:00 AM		4	6	10		2:00 PM - 3:00 PM		451	496	947
3:00 AM - 4:00 AM		5	7	12		3:00 PM - 4:00 PM		502	534	1,036
4:00 AM - 5:00 AM		7	20	27		4:00 PM - 5:00 PM		519	457	976
5:00 AM - 6:00 AM		25	116	141		5:00 PM - 6:00 PM		526	434	960
6:00 AM - 7:00 AM		127	382	509		6:00 PM - 7:00 PM		503	305	808
7:00 AM - 8:00 AM		291	653	944		7:00 PM - 8:00 PM		391	205	596
8:00 AM - 9:00 AM		340	708	1,048		8:00 PM - 9:00 PM		258	123	381
9:00 AM - 10:00 AM		326	580	906		9:00 PM - 10:00 PM		205	104	309
10:00 AM - 11:00 AM		290	465	755		10:00 PM - 11:00 PM		99	60	159
11:00 AM - 12:00 PM		370	432	802	11:00 PM - 12:00 AM		73	37	110	
Total		1,821	3,391	5,212	Total		4,373	3,651	8,024	

24-Hour	NB	Volume	6,194	24-Hour	SB	Volume	7,042



TUESDAY - JUNE 9TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

MANCHESTER E-O I-5 NB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			18	2	12:00			200	100			
00:15			14	5	12:15			203	116			
00:30			16	2	12:30			184	108			
00:45			9	57	1	10	67	190	777	107	431	1208
01:00			12	2	13:00			183	96			
01:15			9	3	13:15			204	110			
01:30			6	2	13:30			191	105			
01:45			9	36	1	8	44	237	815	125	436	1251
02:00			10	1	14:00			223	81			
02:15			6	2	14:15			220	86			
02:30			2	2	14:30			248	116			
02:45			3	21	1	6	27	266	957	112	395	1352
03:00			2	2	15:00			269	159			
03:15			2	3	15:15			188	168			
03:30			2	2	15:30			150	135			
03:45			10	16	0	7	23	220	827	112	574	1401
04:00			7	2	16:00			232	129			
04:15			5	3	16:15			276	95			
04:30			6	4	16:30			286	149			
04:45			18	36	8	17	53	293	1087	114	487	1574
05:00			24	10	17:00			281	114			
05:15			20	10	17:15			359	83			
05:30			22	12	17:30			297	102			
05:45			42	108	14	46	154	321	1258	83	382	1640
06:00			48	18	18:00			289	73			
06:15			61	42	18:15			276	104			
06:30			96	99	18:30			279	100			
06:45			123	328	118	277	605	308	1152	74	351	1503
07:00			119	185	19:00			195	71			
07:15			126	188	19:15			179	59			
07:30			148	185	19:30			145	62			
07:45			183	576	155	713	1289	119	638	52	244	882
08:00			191	192	20:00			126	44			
08:15			189	196	20:15			113	45			
08:30			181	154	20:30			130	44			
08:45			169	730	149	691	1421	115	484	24	157	641
09:00			152	121	21:00			144	39			
09:15			178	154	21:15			99	53			
09:30			159	156	21:30			106	26			
09:45			184	673	108	539	1212	83	432	30	148	580
10:00			158	130	22:00			80	29			
10:15			161	56	22:15			58	13			
10:30			144	103	22:30			66	13			
10:45			180	643	100	389	1032	47	251	8	63	314
11:00			186	92	23:00			48	16			
11:15			192	91	23:15			40	12			
11:30			154	115	23:30			27	3			
11:45			207	739	105	403	1142	29	144	5	36	180

Total Vol.	3963	3106	7069	8822	3704	12526
Daily Totals						
		NB	SB	EB	WB	Combined
				12785	6810	19595
AM						PM
Split %	56.1%	43.9%	36.1%	70.4%	29.6%	63.9%
Peak Hour	11:45	07:30	07:45	17:15	14:45	16:30
Volume	794	728	1441	1266	574	1679
P.H.F.	0.96	0.93	0.94	0.88	0.85	0.95

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

MANCHESTER BTN I-5 NB & I-5 SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			8	9	12:00			138	210				
00:15			10	16	12:15			176	291				
00:30			7	9	12:30			190	254				
00:45			6	31	6	40	71	175	679	262	1017	1696	
01:00			6	6	13:00			168	230				
01:15			7	10	13:15			186	252				
01:30			4	3	13:30			168	257				
01:45			5	22	4	23	45	175	697	270	1009	1706	
02:00			5	4	14:00			167	225				
02:15			1	5	14:15			180	251				
02:30			3	4	14:30			183	291				
02:45			2	11	4	17	28	188	718	280	1047	1765	
03:00			3	5	15:00			172	315				
03:15			5	6	15:15			190	315				
03:30			7	8	15:30			160	234				
03:45			8	23	10	29	52	159	681	239	1103	1784	
04:00			5	6	16:00			171	268				
04:15			11	15	16:15			166	247				
04:30			18	21	16:30			149	320				
04:45			30	64	33	75	139	180	666	281	1116	1782	
05:00			43	54	17:00			181	272				
05:15			49	58	17:15			178	243				
05:30			71	84	17:30			163	256				
05:45			84	247	103	299	546	138	660	231	1002	1662	
06:00			106	132	18:00			147	228				
06:15			145	186	18:15			143	267				
06:30			214	266	18:30			128	254				
06:45			184	649	282	866	1515	135	553	214	963	1516	
07:00			135	367	19:00			127	175				
07:15			135	380	19:15			121	174				
07:30			111	356	19:30			118	179				
07:45			51	432	402	1505	1937	104	470	135	663	1133	
08:00			77	403	20:00			84	114				
08:15			55	410	20:15			72	116				
08:30			53	441	20:30			83	107				
08:45			85	270	435	1689	1959	76	315	108	445	760	
09:00			169	310	21:00			82	109				
09:15			169	309	21:15			76	108				
09:30			180	312	21:30			59	86				
09:45			189	707	276	1207	1914	48	265	70	373	638	
10:00			172	278	22:00			50	69				
10:15			176	242	22:15			30	48				
10:30			163	259	22:30			32	47				
10:45			160	671	261	1040	1711	20	132	32	196	328	
11:00			153	250	23:00			28	42				
11:15			153	239	23:15			15	29				
11:30			204	279	23:30			13	12				
11:45			172	682	268	1036	1718	9	65	14	97	162	
Total Vol.			3809	7826	11635				5901	9031	14932		
						Daily Totals							
						NB	SB	EB	WB	Combined			
											9710	16857	26567
AM						PM							
Split %	32.7%				67.3%	43.8%	39.5%				60.5%	56.2%	
Peak Hour	09:30				08:00	08:30	14:30				14:30	14:30	
Volume	717				1689	1971	733				1201	1934	
P.H.F.	0.95				0.96	0.95	0.96				0.95	0.96	

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

MANCHESTER S-O SAN ELIJO LAGOON NAT. CTR.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	4	12:00			53	230			
00:15			3	5	12:15			81	136			
00:30			3	2	12:30			82	55			
00:45			4	10	4	15	25	73	289	62	483	772
01:00			2	2	13:00			58	52			
01:15			0	4	13:15			56	58			
01:30			0	0	13:30			47	52			
01:45			0	2	0	6	8	47	208	71	233	441
02:00			1	0	14:00			60	53			
02:15			0	0	14:15			53	65			
02:30			0	0	14:30			52	88			
02:45			0	1	1	1	2	58	223	63	269	492
03:00			0	0	15:00			55	73			
03:15			0	2	15:15			76	74			
03:30			1	1	15:30			59	54			
03:45			1	2	0	3	5	48	238	59	260	498
04:00			1	0	16:00			71	56			
04:15			0	2	16:15			59	51			
04:30			3	1	16:30			49	82			
04:45			6	10	2	5	15	57	236	79	268	504
05:00			3	7	17:00			60	63			
05:15			4	7	17:15			69	69			
05:30			10	8	17:30			72	58			
05:45			3	20	16	38	58	45	246	74	264	510
06:00			21	25	18:00			46	58			
06:15			18	23	18:15			53	63			
06:30			36	28	18:30			40	64			
06:45			40	115	48	124	239	57	196	68	253	449
07:00			56	47	19:00			39	42			
07:15			80	65	19:15			39	50			
07:30			106	58	19:30			22	38			
07:45			115	357	69	239	596	33	133	37	167	300
08:00			104	75	20:00			33	32			
08:15			148	83	20:15			30	29			
08:30			143	99	20:30			27	28			
08:45			105	500	106	363	863	28	118	19	108	226
09:00			72	47	21:00			18	24			
09:15			69	68	21:15			23	22			
09:30			59	48	21:30			18	22			
09:45			48	248	44	207	455	15	74	15	83	157
10:00			50	52	22:00			17	15			
10:15			49	41	22:15			8	16			
10:30			44	54	22:30			11	10			
10:45			46	189	60	207	396	6	42	9	50	92
11:00			36	59	23:00			4	7			
11:15			50	55	23:15			5	10			
11:30			46	51	23:30			6	5			
11:45			51	183	104	269	452	1	16	5	27	43
Total Vol.			1637	1477	3114				2019	2465	4484	
						Daily Totals						
						NB	SB	EB	WB	Combined		
									3656	3942	7598	
AM						PM						
Split %	52.6%				47.4%	41.0%	45.0%			55.0%	59.0%	
Peak Hour	07:45				11:45	08:00	12:15			12:00	12:00	
Volume	510				525	863	294			483	772	
P.H.F.	0.86				0.57	0.89	0.90			0.53	0.68	

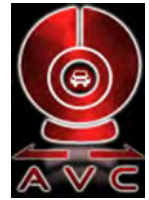
TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

MANCHESTER S-O TRABERT RANCH

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	2		3				12:00	50		68				
00:15	2		1				12:15	56		50				
00:30	1		0				12:30	40		44				
00:45	0	5	1	5		10	12:45	48	194	58	220			414
01:00	1		1				13:00	55		42				
01:15	2		0				13:15	45		35				
01:30	1		0				13:30	42		44				
01:45	0	4	0	1		5	13:45	35	177	41	162			339
02:00	1		1				14:00	46		44				
02:15	0		0				14:15	40		46				
02:30	0		0				14:30	51		35				
02:45	0	1	0	1		2	14:45	44	181	39	164			345
03:00	1		1				15:00	42		42				
03:15	2		0				15:15	35		35				
03:30	1		1				15:30	40		37				
03:45	0	4	0	2		6	15:45	55	172	45	159			331
04:00	0		2				16:00	68		48				
04:15	0		3				16:15	55		56				
04:30	0		2				16:30	60		45				
04:45	1	1	6	13		14	16:45	65	248	59	208			456
05:00	1		4				17:00	88		62				
05:15	3		5				17:15	73		64				
05:30	3		10				17:30	93		78				
05:45	6	13	18	37		50	17:45	89	343	70	274			617
06:00	5		19				18:00	88		39				
06:15	9		16				18:15	86		38				
06:30	12		22				18:30	83		49				
06:45	18	44	35	92		136	18:45	70	327	37	163			490
07:00	22		42				19:00	77		42				
07:15	45		54				19:15	54		41				
07:30	51		95				19:30	47		27				
07:45	44	162	75	266		428	19:45	51	229	31	141			370
08:00	50		66				20:00	36		29				
08:15	40		54				20:15	38		20				
08:30	35		70				20:30	33		19				
08:45	42	167	65	255		422	20:45	34	141	22	90			231
09:00	35		45				21:00	30		15				
09:15	42		55				21:15	27		12				
09:30	30		39				21:30	24		13				
09:45	28	135	36	175		310	21:45	32	113	20	60			173
10:00	22		42				22:00	28		12				
10:15	29		35				22:15	22		10				
10:30	35		45				22:30	19		14				
10:45	42	128	51	173		301	22:45	21	90	9	45			135
11:00	44		44				23:00	16		5				
11:15	51		35				23:15	5		7				
11:30	40		40				23:30	3		1				
11:45	42	177	65	184		361	23:45	4	28	2	15			43
Total Vol.	841		1204			2045		2243		1701				3944
								Daily Totals						
								NB	SB	EB	WB	Combined		
								3084	2905			5989		
AM								PM						
Split %	41.1%	58.9%	34.1%					56.9%	43.1%			65.9%		
Peak Hour	07:15	07:15	07:15					17:30	17:00			17:00		
Volume	190	290	480					356	274			617		
P.H.F.	0.93	0.76	0.82					0.96	0.88			0.90		



Location: 89. La Costa Ave, East of Carlsbad Ave

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

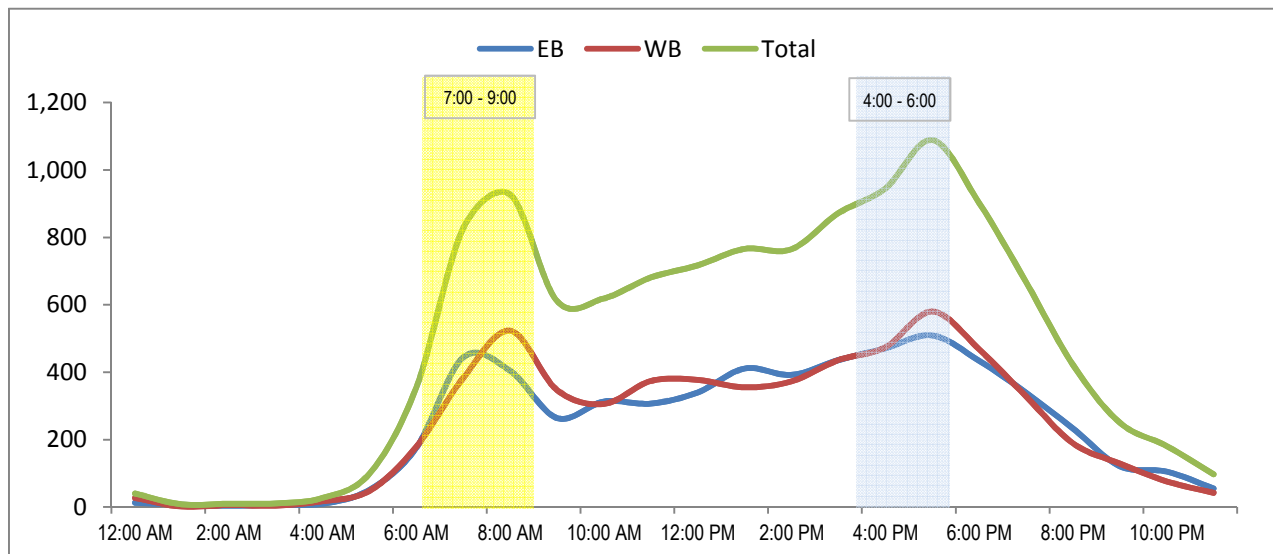
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						11,888				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		13	27	40		12:00 PM - 1:00 PM		340	377	717
1:00 AM - 2:00 AM		7	1	8		1:00 PM - 2:00 PM		411	355	766
2:00 AM - 3:00 AM		4	6	10		2:00 PM - 3:00 PM		392	373	765
3:00 AM - 4:00 AM		7	4	11		3:00 PM - 4:00 PM		436	436	872
4:00 AM - 5:00 AM		10	17	27		4:00 PM - 5:00 PM		471	474	945
5:00 AM - 6:00 AM		51	48	99		5:00 PM - 6:00 PM		509	580	1,089
6:00 AM - 7:00 AM		176	179	355		6:00 PM - 7:00 PM		434	468	902
7:00 AM - 8:00 AM		444	383	827		7:00 PM - 8:00 PM		339	328	667
8:00 AM - 9:00 AM		404	523	927		8:00 PM - 9:00 PM		233	189	422
9:00 AM - 10:00 AM		264	347	611		9:00 PM - 10:00 PM		121	129	250
10:00 AM - 11:00 AM		313	306	619		10:00 PM - 11:00 PM		105	76	181
11:00 AM - 12:00 PM		307	374	681		11:00 PM - 12:00 AM		55	42	97
Total		2,000	2,215	4,215		Total		3,846	3,827	7,673

24-Hour	EB	Volume	5,846	24-Hour	WB	Volume	6,042



TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LA COSTA W-O I-5 SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			10	20	12:00			117	131			
00:15			8	16	12:15			121	122			
00:30			9	11	12:30			135	135			
00:45			5	32	9	56	88	116	489	115	503	992
01:00			4	5	13:00			105	119			
01:15			2	4	13:15			116	105			
01:30			1	3	13:30			128	116			
01:45			0	7	2	14	21	131	480	101	441	921
02:00			2	4	14:00			123	127			
02:15			0	2	14:15			110	118			
02:30			0	1	14:30			134	85			
02:45			0	2	0	7	9	107	474	111	441	915
03:00			1	1	15:00			150	99			
03:15			1	2	15:15			121	132			
03:30			0	1	15:30			135	130			
03:45			1	3	0	4	7	121	527	128	489	1016
04:00			0	3	16:00			175	146			
04:15			1	2	16:15			130	126			
04:30			2	1	16:30			171	130			
04:45			3	6	2	8	14	138	614	137	539	1153
05:00			4	3	17:00			157	123			
05:15			5	5	17:15			133	143			
05:30			7	11	17:30			152	167			
05:45			13	29	15	34	63	156	598	149	582	1180
06:00			15	22	18:00			151	158			
06:15			40	32	18:15			139	113			
06:30			55	50	18:30			121	140			
06:45			88	198	84	188	386	124	535	140	551	1086
07:00			90	116	19:00			94	109			
07:15			116	135	19:15			101	113			
07:30			121	141	19:30			84	97			
07:45			138	465	155	547	1012	80	359	77	396	755
08:00			116	162	20:00			70	84			
08:15			108	135	20:15			65	81			
08:30			126	141	20:30			88	70			
08:45			113	463	111	549	1012	75	298	55	290	588
09:00			105	125	21:00			54	62			
09:15			90	103	21:15			40	68			
09:30			88	84	21:30			35	45			
09:45			91	374	95	407	781	33	162	44	219	381
10:00			77	88	22:00			28	51			
10:15			84	95	22:15			21	35			
10:30			68	70	22:30			19	28			
10:45			77	306	99	352	658	20	88	21	135	223
11:00			89	94	23:00			16	19			
11:15			95	95	23:15			18	20			
11:30			116	121	23:30			21	22			
11:45			104	404	134	444	848	15	70	18	79	149
Total Vol.			2289	2610	4899				4694	4665	9359	
						Daily Totals						
						NB	SB	EB	WB	Combined		
									6983	7275	14258	
AM						PM						
Split %			46.7%	53.3%	34.4%				50.2%	49.8%	65.6%	
Peak Hour			07:15	07:15	07:15				16:00	17:15	17:15	
Volume			491	593	1084				614	617	1209	
P.H.F.			0.89	0.92	0.92				0.88	0.92	0.95	

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LA COSTA BTN I-5 NB & SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			19	14	12:00			166	192				
00:15			11	11	12:15			171	184				
00:30			20	14	12:30			186	179				
00:45			12	62	7	46	108	12:45	235	758	159	714	1472
01:00			12	5	13:00			229	166				
01:15			11	4	13:15			191	158				
01:30			17	1	13:30			186	164				
01:45			6	46	3	13	59	13:45	252	858	221	709	1567
02:00			6	6	14:00			247	170				
02:15			8	4	14:15			232	182				
02:30			9	7	14:30			229	180				
02:45			8	31	5	22	53	14:45	202	910	205	737	1647
03:00			9	6	15:00			209	214				
03:15			4	7	15:15			237	218				
03:30			2	8	15:30			223	220				
03:45			6	21	3	24	45	15:45	225	894	228	880	1774
04:00			9	4	16:00			258	238				
04:15			18	11	16:15			304	206				
04:30			13	23	16:30			229	261				
04:45			19	59	38	76	135	16:45	277	1068	217	922	1990
05:00			23	33	17:00			277	241				
05:15			27	45	17:15			283	255				
05:30			57	63	17:30			253	281				
05:45			85	192	87	228	420	17:45	226	1039	277	1054	2093
06:00			72	117	18:00			189	229				
06:15			89	160	18:15			214	223				
06:30			124	181	18:30			179	215				
06:45			132	417	233	691	1108	18:45	154	736	208	875	1611
07:00			158	253	19:00			128	182				
07:15			211	270	19:15			152	186				
07:30			284	257	19:30			135	146				
07:45			305	958	229	1009	1967	19:45	145	560	115	629	1189
08:00			233	254	20:00			127	134				
08:15			250	232	20:15			128	90				
08:30			218	233	20:30			104	112				
08:45			217	918	247	966	1884	20:45	108	467	86	422	889
09:00			171	236	21:00			119	74				
09:15			176	216	21:15			96	85				
09:30			170	226	21:30			96	75				
09:45			172	689	226	904	1593	21:45	74	385	78	312	697
10:00			143	209	22:00			60	61				
10:15			158	196	22:15			58	57				
10:30			157	204	22:30			44	46				
10:45			165	623	195	804	1427	22:45	35	197	44	208	405
11:00			164	184	23:00			34	42				
11:15			176	200	23:15			41	51				
11:30			160	191	23:30			24	33				
11:45			145	645	189	764	1409	23:45	28	127	22	148	275

Total Vol.	4661	5547	10208	7999	7610	15609

Daily Totals

NB	SB	EB	WB	Combined
		12660	13157	25817

AM

PM

Split %	45.7%	54.3%	39.5%	51.2%	48.8%	60.5%
Peak Hour	07:30	06:45	07:30	16:45	17:00	17:00
Volume	1072	1013	2044	1090	1054	2093
P.H.F.	0.88	0.94	0.94	0.96	0.94	0.97

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LA COSTA E-O I-5 NB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			39	10	12:00			216	259			
00:15			35	16	12:15			245	245			
00:30			30	8	12:30			261	234			
00:45			21	125	13	47	172	300	1022	252	990	2012
01:00			20	13	13:00			278	221			
01:15			21	5	13:15			246	241			
01:30			22	8	13:30			265	271			
01:45			8	71	10	36	107	299	1088	271	1004	2092
02:00			15	6	14:00			315	261			
02:15			11	9	14:15			323	266			
02:30			13	5	14:30			354	309			
02:45			12	51	8	28	79	323	1315	309	1145	2460
03:00			14	8	15:00			302	300			
03:15			9	12	15:15			339	333			
03:30			6	4	15:30			264	314			
03:45			14	43	9	33	76	322	1227	311	1258	2485
04:00			7	17	16:00			311	303			
04:15			19	24	16:15			355	372			
04:30			17	41	16:30			338	314			
04:45			33	76	41	123	199	402	1406	324	1313	2719
05:00			25	55	17:00			411	350			
05:15			45	74	17:15			446	398			
05:30			77	107	17:30			422	368			
05:45			102	249	135	371	620	405	1684	309	1425	3109
06:00			90	207	18:00			367	266			
06:15			118	220	18:15			368	293			
06:30			167	251	18:30			345	276			
06:45			218	593	339	1017	1610	288	1368	235	1070	2438
07:00			247	372	19:00			263	215			
07:15			267	361	19:15			253	196			
07:30			307	382	19:30			219	166			
07:45			353	1174	408	1523	2697	224	959	171	748	1707
08:00			324	336	20:00			213	111			
08:15			320	312	20:15			188	141			
08:30			278	334	20:30			195	106			
08:45			279	1201	323	1305	2506	183	779	92	450	1229
09:00			232	290	21:00			184	124			
09:15			272	277	21:15			183	82			
09:30			242	280	21:30			179	100			
09:45			220	966	292	1139	2105	161	707	80	386	1093
10:00			220	258	22:00			138	64			
10:15			224	269	22:15			123	69			
10:30			226	279	22:30			94	61			
10:45			204	874	282	1088	1962	91	446	58	252	698
11:00			228	253	23:00			85	54			
11:15			253	246	23:15			68	39			
11:30			220	253	23:30			62	29			
11:45			248	949	260	1012	1961	52	267	25	147	414

Total Vol.	6372	7722	14094	12268	10188	22456

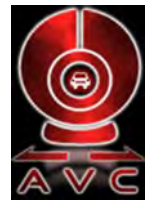
Daily Totals					
NB	SB	EB	WB	Combined	
		18640	17910	36550	

AM				PM		
Split %	45.2%	54.8%	38.6%	54.6%	45.4%	61.4%
Peak Hour	07:30	07:00	07:30	17:00	16:45	16:45
Volume	1304	1523	2742	1684	1440	3121
P.H.F.	0.92	0.93	0.90	0.94	0.90	0.92

24 Hour Segment Count



Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 82. La Costa Ave, West of El Camino Real

Orientation: East-West

Date of Count: Thursday, June 04, 2015

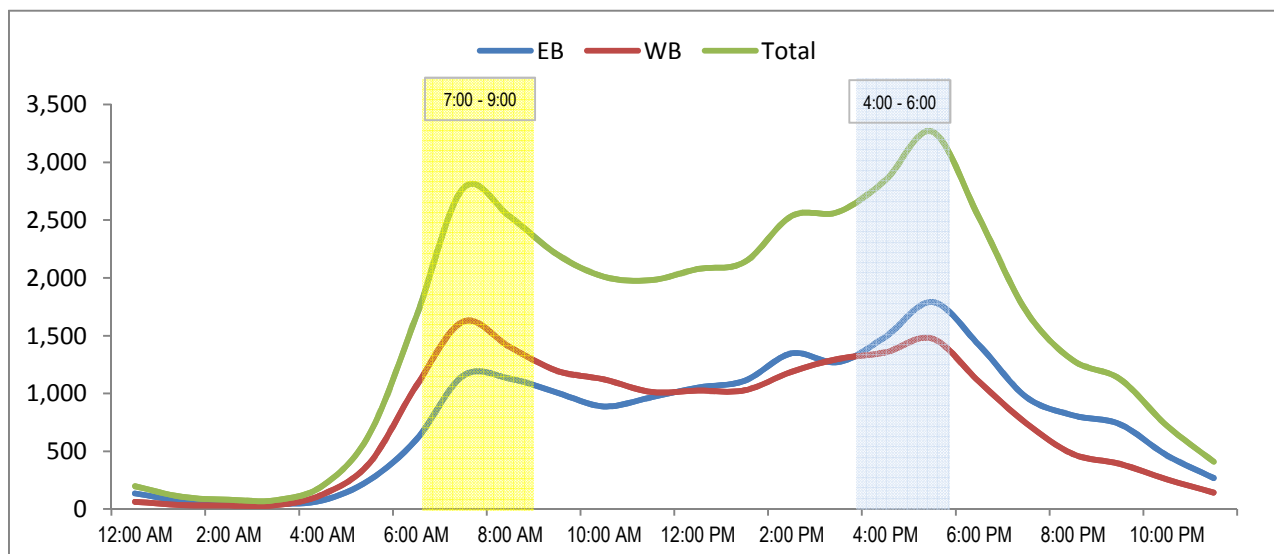
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						37,683				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		135	63	198		12:00 PM - 1:00 PM		1,052	1,025	2,077
1:00 AM - 2:00 AM		72	34	106		1:00 PM - 2:00 PM		1,110	1,027	2,137
2:00 AM - 3:00 AM		50	30	80		2:00 PM - 3:00 PM		1,347	1,188	2,535
3:00 AM - 4:00 AM		44	33	77		3:00 PM - 4:00 PM		1,271	1,300	2,571
4:00 AM - 5:00 AM		75	126	201		4:00 PM - 5:00 PM		1,490	1,355	2,845
5:00 AM - 6:00 AM		251	398	649		5:00 PM - 6:00 PM		1,791	1,475	3,266
6:00 AM - 7:00 AM		601	1,066	1,667		6:00 PM - 7:00 PM		1,418	1,101	2,519
7:00 AM - 8:00 AM		1,154	1,622	2,776		7:00 PM - 8:00 PM		970	744	1,714
8:00 AM - 9:00 AM		1,128	1,400	2,528		8:00 PM - 9:00 PM		811	476	1,287
9:00 AM - 10:00 AM		1,007	1,196	2,203	9:00 PM - 10:00 PM		734	391	1,125	
10:00 AM - 11:00 AM		888	1,122	2,010	10:00 PM - 11:00 PM		465	257	722	
11:00 AM - 12:00 PM		966	1,014	1980	11:00 PM - 12:00 AM		268	142	410	
Total		6,371	8,104	14,475	Total		12,727	10,481	23,208	

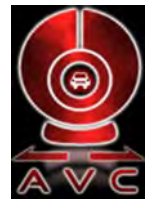
24-Hour	EB	Volume	19,098	24-Hour	WB	Volume	18,585



24 Hour Segment Count



Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 86. La Costa Ave, West of Calle Madero

Orientation: East-West

Date of Count: Thursday, June 04, 2015

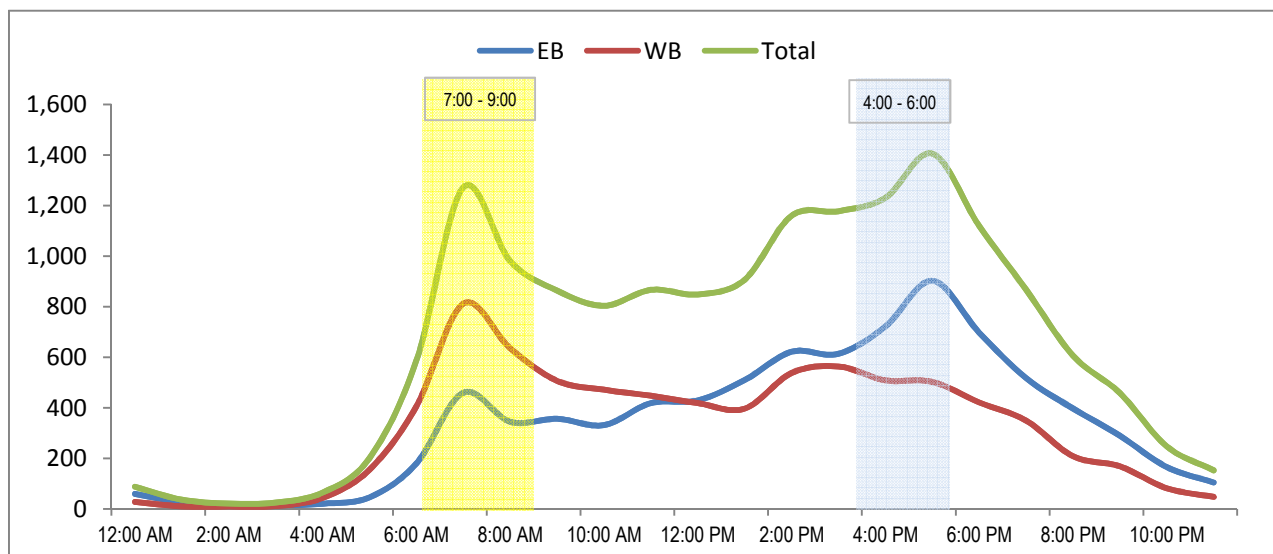
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						15,999				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		60	28	88		12:00 PM - 1:00 PM		430	419	849
1:00 AM - 2:00 AM		26	11	37		1:00 PM - 2:00 PM		510	397	907
2:00 AM - 3:00 AM		12	10	22		2:00 PM - 3:00 PM		622	538	1,160
3:00 AM - 4:00 AM		14	12	26		3:00 PM - 4:00 PM		614	564	1,178
4:00 AM - 5:00 AM		21	44	65		4:00 PM - 5:00 PM		722	509	1,231
5:00 AM - 6:00 AM		46	155	201		5:00 PM - 6:00 PM		903	503	1,406
6:00 AM - 7:00 AM		180	406	586		6:00 PM - 7:00 PM		698	422	1,120
7:00 AM - 8:00 AM		460	812	1,272		7:00 PM - 8:00 PM		518	350	868
8:00 AM - 9:00 AM		345	636	981		8:00 PM - 9:00 PM		398	209	607
9:00 AM - 10:00 AM		357	507	864	9:00 PM - 10:00 PM		290	169	459	
10:00 AM - 11:00 AM		332	472	804	10:00 PM - 11:00 PM		166	82	248	
11:00 AM - 12:00 PM		419	448	867	11:00 PM - 12:00 AM		105	48	153	
Total		2,272	3,541	5,813	Total		5,976	4,210	10,186	

24-Hour	EB	Volume	8,248	24-Hour	WB	Volume	7,751



PROJECT: PTD15-0605-01

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			15	21	12:00			124	97				
00:15			12	16	12:15			101	103				
00:30			8	18	12:30			119	112				
00:45			9	44	11	66	110	12:45	94	438	118	430	868
01:00			5	11	13:00			116	116				
01:15			5	9	13:15			121	105				
01:30			4	12	13:30			103	121				
01:45			5	19	8	40	59	13:45	114	454	103	445	899
02:00			3	6	14:00			106	89				
02:15			2	5	14:15			89	95				
02:30			1	2	14:30			95	88				
02:45			2	8	2	15	23	14:45	116	406	94	366	772
03:00			1	1	15:00			105	89				
03:15			0	0	15:15			112	107				
03:30			2	1	15:30			100	100				
03:45			1	4	2	4	8	15:45	112	429	134	430	859
04:00			2	1	16:00			123	121				
04:15			3	2	16:15			107	117				
04:30			5	3	16:30			86	127				
04:45			8	18	7	13	31	16:45	110	426	101	466	892
05:00			7	13	17:00			115	118				
05:15			12	15	17:15			103	132				
05:30			13	9	17:30			91	121				
05:45			20	52	26	63	115	17:45	127	436	106	477	913
06:00			17	30	18:00			96	118				
06:15			16	34	18:15			82	111				
06:30			30	40	18:30			85	116				
06:45			47	110	46	150	260	18:45	97	360	77	422	782
07:00			75	48	19:00			86	80				
07:15			87	54	19:15			76	83				
07:30			66	124	19:30			62	83				
07:45			78	306	114	340	646	19:45	59	283	77	323	606
08:00			82	97	20:00			61	80				
08:15			94	106	20:15			66	70				
08:30			97	155	20:30			51	54				
08:45			98	371	163	521	892	20:45	40	218	55	259	477
09:00			91	121	21:00			35	62				
09:15			80	132	21:15			33	45				
09:30			77	122	21:30			25	44				
09:45			86	334	115	490	824	21:45	16	109	32	183	292
10:00			84	103	22:00			24	28				
10:15			80	89	22:15			22	21				
10:30			70	95	22:30			21	19				
10:45			95	329	111	398	727	22:45	18	85	20	88	173
11:00			101	115	23:00			19	22				
11:15			89	93	23:15			12	16				
11:30			93	104	23:30			15	18				
11:45			114	397	111	423	820	23:45	19	65	19	75	140

Daily Totals				
NB	SB	EB	WB	Combined
		5701	6487	12188

	AM			PM		
Split %	44.1%	55.9%	37.0%	48.3%	51.7%	63.0%
Peak Hour	11:45	08:30	08:30	13:00	15:45	15:45
Volume	458	571	937	454	499	927
P.H.F.	0.92	0.88	0.90	0.94	0.93	0.94

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LEUCADIA E-O HYGEIA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			8	11	12:00			116	118				
00:15			8	9	12:15			129	143				
00:30			6	8	12:30			109	193				
00:45			12	34	7	35	69	12:45	95	449	132	586	1035
01:00			9	5	13:00			139	121				
01:15			3	9	13:15			140	109				
01:30			4	6	13:30			136	131				
01:45			4	20	5	25	45	13:45	145	560	130	491	1051
02:00			6	6	14:00			155	144				
02:15			4	5	14:15			137	130				
02:30			2	2	14:30			182	140				
02:45			0	12	2	15	27	14:45	155	629	133	547	1176
03:00			4	3	15:00			153	129				
03:15			5	1	15:15			138	113				
03:30			4	3	15:30			129	147				
03:45			2	15	4	11	26	15:45	148	568	133	522	1090
04:00			3	1	16:00			128	144				
04:15			5	2	16:15			156	119				
04:30			11	3	16:30			164	128				
04:45			21	40	3	9	49	16:45	157	605	133	524	1129
05:00			24	14	17:00			163	144				
05:15			22	13	17:15			178	119				
05:30			33	11	17:30			145	144				
05:45			33	112	14	52	164	17:45	122	608	139	546	1154
06:00			39	28	18:00			111	111				
06:15			51	47	18:15			121	128				
06:30			75	50	18:30			90	161				
06:45			73	238	68	193	431	18:45	96	418	137	537	955
07:00			96	59	19:00			81	121				
07:15			92	72	19:15			83	101				
07:30			101	117	19:30			100	100				
07:45			128	417	134	382	799	19:45	89	353	86	408	761
08:00			149	98	20:00			86	64				
08:15			102	115	20:15			82	78				
08:30			103	106	20:30			60	85				
08:45			106	460	93	412	872	20:45	66	294	61	288	582
09:00			106	123	21:00			71	68				
09:15			110	89	21:15			61	56				
09:30			101	110	21:30			45	59				
09:45			119	436	111	433	869	21:45	35	212	46	229	441
10:00			108	92	22:00			48	43				
10:15			97	97	22:15			31	54				
10:30			107	107	22:30			26	35				
10:45			113	425	85	381	806	22:45	18	123	20	152	275
11:00			147	112	23:00			25	18				
11:15			132	106	23:15			15	22				
11:30			129	128	23:30			6	23				
11:45			122	530	111	457	987	23:45	13	59	18	81	140

Total Vol.	2739	2405	5144	4878	4911	9789
Daily Totals						
NB		SB		EB	WB	Combined
				7617	7316	14933
AM			PM			
Split %	53.2%	46.8%	34.4%	49.8%	50.2%	65.6%
Peak Hour	11:00	11:45	11:45	16:30	12:15	16:30
Volume	530	565	1041	662	589	1186
P.H.F.	0.90	0.73	0.86	0.93	0.76	0.97

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LEUCADIA BTN I-5 NB & SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			11	9	12:00			176	201				
00:15			11	4	12:15			187	195				
00:30			8	13	12:30			173	191				
00:45			12	42	10	36	78	12:45	168	704	199	786	1490
01:00			18	3	13:00			186	192				
01:15			4	3	13:15			209	194				
01:30			8	4	13:30			184	153				
01:45			0	30	4	14	44	13:45	194	773	178	717	1490
02:00			7	3	14:00			217	195				
02:15			6	2	14:15			211	205				
02:30			4	7	14:30			204	197				
02:45			4	21	4	16	37	14:45	218	850	114	711	1561
03:00			2	2	15:00			225	241				
03:15			3	1	15:15			206	216				
03:30			8	1	15:30			213	170				
03:45			4	17	1	5	22	15:45	234	878	150	777	1655
04:00			5	1	16:00			209	184				
04:15			7	5	16:15			228	162				
04:30			18	5	16:30			231	201				
04:45			35	65	10	21	86	16:45	241	909	196	743	1652
05:00			18	19	17:00			225	169				
05:15			16	23	17:15			258	218				
05:30			28	39	17:30			239	165				
05:45			46	108	57	138	246	17:45	187	909	198	750	1659
06:00			51	66	18:00			178	213				
06:15			79	69	18:15			180	134				
06:30			85	88	18:30			131	139				
06:45			107	322	130	353	675	18:45	137	626	198	684	1310
07:00			120	175	19:00			114	253				
07:15			140	142	19:15			117	202				
07:30			147	164	19:30			117	161				
07:45			174	581	205	686	1267	19:45	109	457	153	769	1226
08:00			171	241	20:00			113	128				
08:15			150	274	20:15			125	160				
08:30			161	257	20:30			88	107				
08:45			181	663	248	1020	1683	20:45	90	416	105	500	916
09:00			149	197	21:00			82	144				
09:15			142	180	21:15			71	103				
09:30			164	223	21:30			55	68				
09:45			179	634	216	816	1450	21:45	49	257	83	398	655
10:00			160	228	22:00			41	74				
10:15			168	225	22:15			29	54				
10:30			167	211	22:30			46	50				
10:45			177	672	187	851	1523	22:45	24	140	47	225	365
11:00			175	165	23:00			22	30				
11:15			188	195	23:15			26	33				
11:30			189	161	23:30			18	20				
11:45			189	741	181	702	1443	23:45	19	85	20	103	188

Total Vol.	3896	4658	8554	7004	7163	14167

Daily Totals					
NB	SB	EB	WB	Combined	
		10900	11821	22721	

AM				PM		
Split %	45.5%	54.5%	37.6%	49.4%	50.6%	62.4%
Peak Hour	11:15	08:00	08:00	16:45	18:45	16:30
Volume	742	1020	1683	963	814	1739
P.H.F.	0.98	0.93	0.98	0.93	0.80	0.91

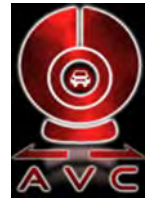
THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

LEUCADIA E-O LA MIRADA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			24	27	12:00			310	290				
00:15			27	13	12:15			328	276				
00:30			15	16	12:30			349	318				
00:45			25	91	8	64	155	307	1294	271	1155	2449	
01:00			21	3	13:00			299	296				
01:15			14	4	13:15			369	279				
01:30			14	11	13:30			340	314				
01:45			10	59	5	23	82	329	1337	330	1219	2556	
02:00			8	7	14:00			356	334				
02:15			9	2	14:15			395	347				
02:30			7	4	14:30			424	330				
02:45			6	30	3	16	46	422	1597	336	1347	2944	
03:00			6	5	15:00			352	366				
03:15			5	8	15:15			386	335				
03:30			13	15	15:30			330	367				
03:45			9	33	9	37	70	344	1412	345	1413	2825	
04:00			5	12	16:00			361	363				
04:15			14	21	16:15			358	332				
04:30			27	32	16:30			396	337				
04:45			49	95	33	98	193	425	1540	349	1381	2921	
05:00			32	52	17:00			418	310				
05:15			29	64	17:15			454	356				
05:30			58	82	17:30			440	319				
05:45			102	221	104	302	523	432	1744	266	1251	2995	
06:00			77	147	18:00			380	297				
06:15			145	148	18:15			368	242				
06:30			177	210	18:30			301	292				
06:45			180	579	215	720	1299	286	1335	288	1119	2454	
07:00			202	224	19:00			272	227				
07:15			244	240	19:15			233	243				
07:30			254	341	19:30			243	238				
07:45			323	1023	339	1144	2167	222	970	209	917	1887	
08:00			292	292	20:00			205	160				
08:15			269	294	20:15			215	171				
08:30			262	230	20:30			174	186				
08:45			285	1108	269	1085	2193	175	769	155	672	1441	
09:00			233	280	21:00			155	183				
09:15			236	259	21:15			170	158				
09:30			247	289	21:30			136	109				
09:45			296	1012	270	1098	2110	112	573	110	560	1133	
10:00			276	253	22:00			74	99				
10:15			283	263	22:15			78	98				
10:30			279	273	22:30			83	78				
10:45			296	1134	278	1067	2201	59	294	48	323	617	
11:00			306	304	23:00			75	59				
11:15			307	287	23:15			53	40				
11:30			321	312	23:30			37	27				
11:45			327	1261	317	1220	2481	41	206	25	151	357	
Total Vol.			6646	6874	13520				13071	11508	24579		
									Daily Totals				
									NB	SB	EB	WB	Combined
									19717			18382	38099
			AM						PM				
Split %			49.2%	50.8%	35.5%				53.2%			46.8%	64.5%
Peak Hour			11:45	07:30	11:45				17:00			15:00	16:45
Volume			1314	1266	2515				1744			1413	3071
P.H.F.			0.94	0.93	0.94				0.96			0.96	0.95



Location: 77. Leucadia Blvd west of Quail Gardens

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

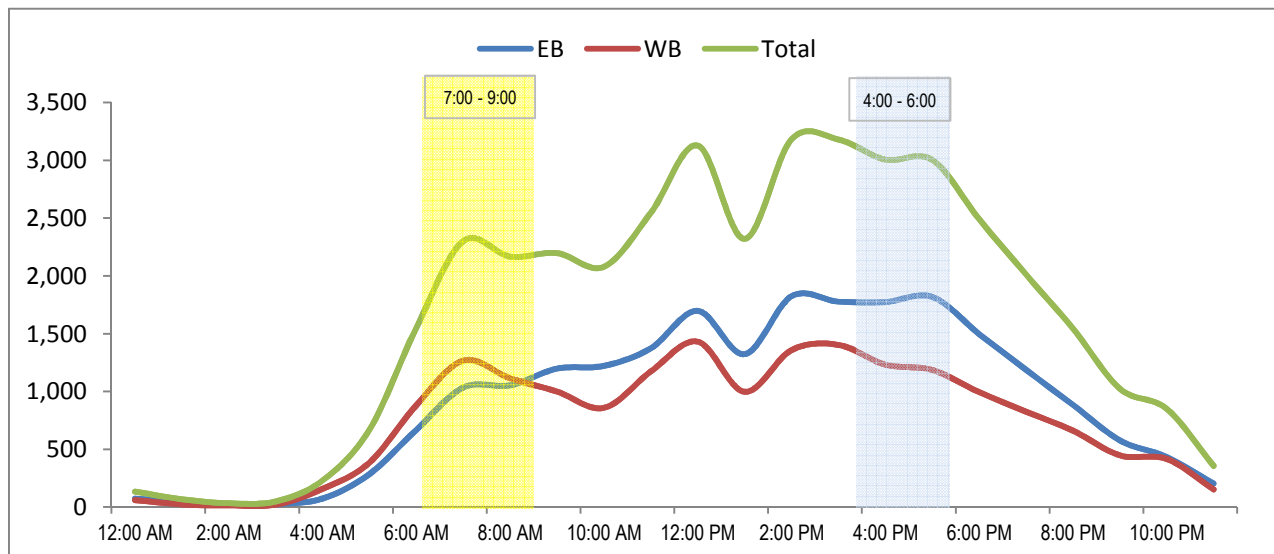
Analysts: DASH

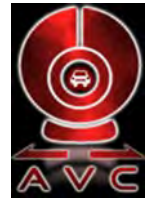
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						40,117				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		73	60	133		12:00 PM - 1:00 PM		1,697	1,431	3,128
1:00 AM - 2:00 AM		45	23	68		1:00 PM - 2:00 PM		1,323	997	2,320
2:00 AM - 3:00 AM		19	14	33		2:00 PM - 3:00 PM		1,824	1,358	3,182
3:00 AM - 4:00 AM		27	21	48		3:00 PM - 4:00 PM		1,777	1,403	3,180
4:00 AM - 5:00 AM		73	157	230		4:00 PM - 5:00 PM		1,774	1,232	3,006
5:00 AM - 6:00 AM		285	384	669		5:00 PM - 6:00 PM		1,818	1,186	3,004
6:00 AM - 7:00 AM		668	882	1,550		6:00 PM - 7:00 PM		1,497	994	2,491
7:00 AM - 8:00 AM		1,034	1,267	2,301		7:00 PM - 8:00 PM		1,187	825	2,012
8:00 AM - 9:00 AM		1,053	1,114	2,167		8:00 PM - 9:00 PM		884	661	1,545
9:00 AM - 10:00 AM		1,198	999	2,197		9:00 PM - 10:00 PM		577	447	1,024
10:00 AM - 11:00 AM		1,221	858	2,079		10:00 PM - 11:00 PM		433	416	849
11:00 AM - 12:00 PM		1,373	1,173	2546	11:00 PM - 12:00 AM		203	152	355	
Total		7,069	6,952	14,021	Total		14,994	11,102	26,096	

24-Hour	EB	Volume	22,063	24-Hour	WB	Volume	18,054





Location: 78. Leucadia Blvd east of Quail Gardens

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

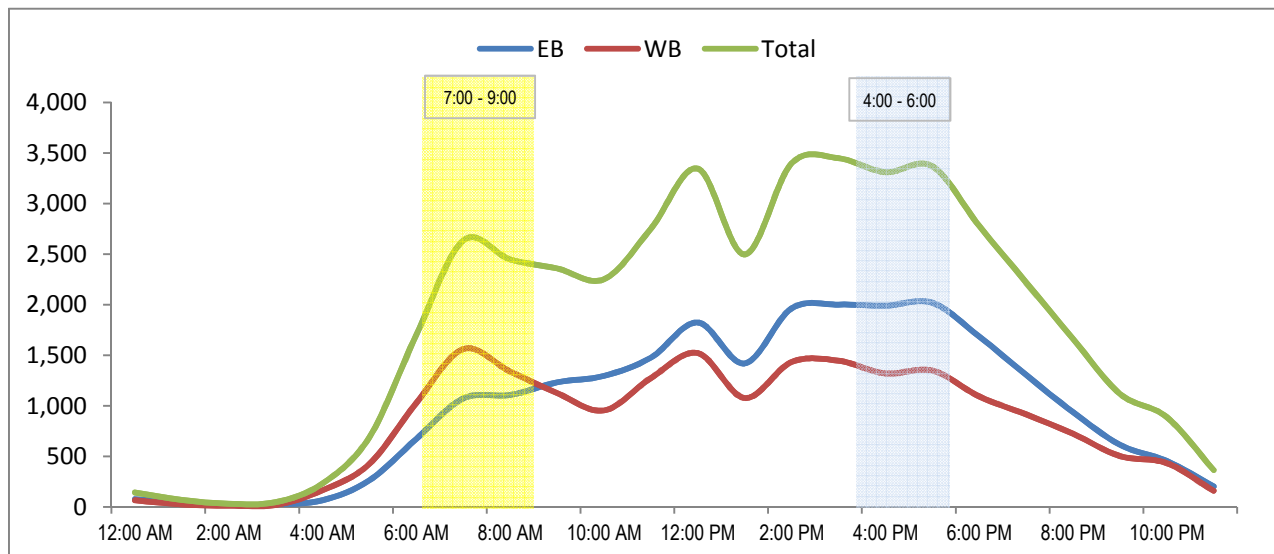
Analysts: DASH

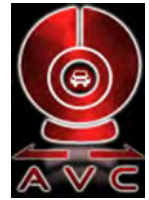
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						43,786				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		78	66	144		12:00 PM - 1:00 PM		1,825	1,522	3,347
1:00 AM - 2:00 AM		45	26	71		1:00 PM - 2:00 PM		1,420	1,078	2,498
2:00 AM - 3:00 AM		19	14	33		2:00 PM - 3:00 PM		1,964	1,434	3,398
3:00 AM - 4:00 AM		28	20	48		3:00 PM - 4:00 PM		2,002	1,447	3,449
4:00 AM - 5:00 AM		67	166	233		4:00 PM - 5:00 PM		1,990	1,321	3,311
5:00 AM - 6:00 AM		264	427	691		5:00 PM - 6:00 PM		2,020	1,350	3,370
6:00 AM - 7:00 AM		674	1,029	1,703		6:00 PM - 7:00 PM		1,686	1,094	2,780
7:00 AM - 8:00 AM		1,074	1,562	2,636		7:00 PM - 8:00 PM		1,307	916	2,223
8:00 AM - 9:00 AM		1,108	1,340	2,448		8:00 PM - 9:00 PM		939	725	1,664
9:00 AM - 10:00 AM		1,233	1,127	2,360		9:00 PM - 10:00 PM		616	504	1,120
10:00 AM - 11:00 AM		1,297	955	2,252	10:00 PM - 11:00 PM		455	434	889	
11:00 AM - 12:00 PM		1,477	1,275	2752	11:00 PM - 12:00 AM		205	161	366	
Total		7,364	8,007	15,371	Total		16,429	11,986	28,415	

24-Hour	EB	Volume	23,793	24-Hour	WB	Volume	19,993





Location: 79. Leucadia Blvd west of Town Center Place

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

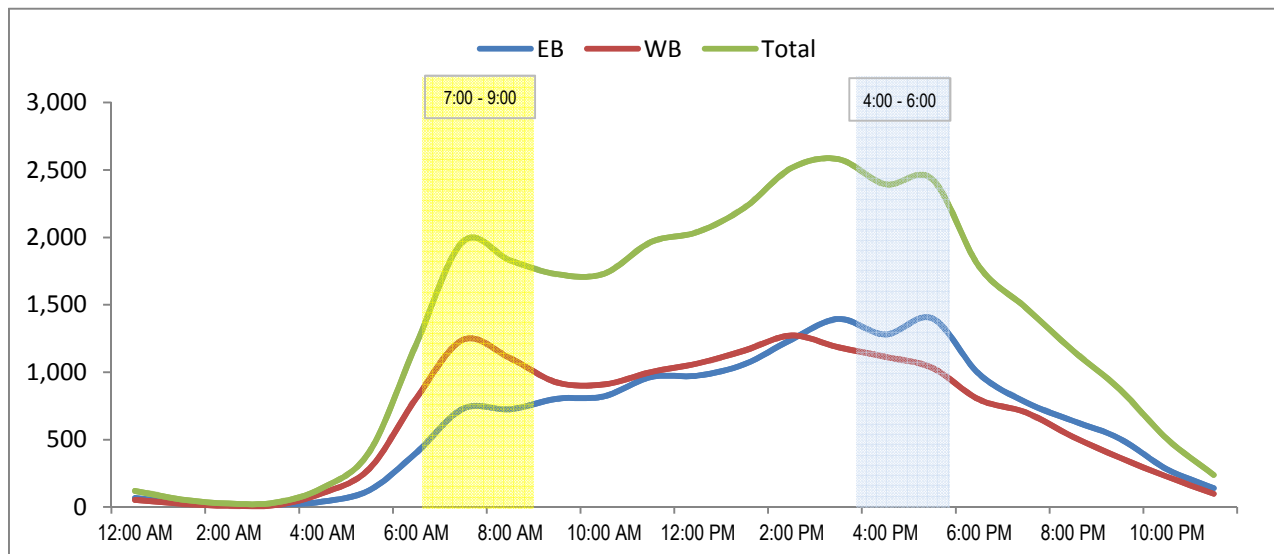
Analysts: DASH

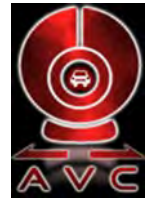
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						31,439				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		67	53	120		12:00 PM - 1:00 PM		975	1,065	2,040
1:00 AM - 2:00 AM		31	25	56		1:00 PM - 2:00 PM		1,060	1,161	2,221
2:00 AM - 3:00 AM		17	9	26		2:00 PM - 3:00 PM		1,243	1,272	2,515
3:00 AM - 4:00 AM		19	14	33		3:00 PM - 4:00 PM		1,395	1,185	2,580
4:00 AM - 5:00 AM		40	103	143		4:00 PM - 5:00 PM		1,280	1,114	2,394
5:00 AM - 6:00 AM		125	285	410		5:00 PM - 6:00 PM		1,399	1,032	2,431
6:00 AM - 7:00 AM		403	807	1,210		6:00 PM - 7:00 PM		986	797	1,783
7:00 AM - 8:00 AM		730	1,241	1,971		7:00 PM - 8:00 PM		776	701	1,477
8:00 AM - 9:00 AM		725	1,104	1,829		8:00 PM - 9:00 PM		639	521	1,160
9:00 AM - 10:00 AM		803	924	1,727		9:00 PM - 10:00 PM		507	366	873
10:00 AM - 11:00 AM		821	909	1,730		10:00 PM - 11:00 PM		281	226	507
11:00 AM - 12:00 PM		964	1,001	1965		11:00 PM - 12:00 AM		140	98	238
Total		4,745	6,475	11,220		Total		10,681	9,538	20,219

24-Hour	EB	Volume	15,426	24-Hour	WB	Volume	16,013





Location: 80. Leucadia Blvd east of Town Center Place

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

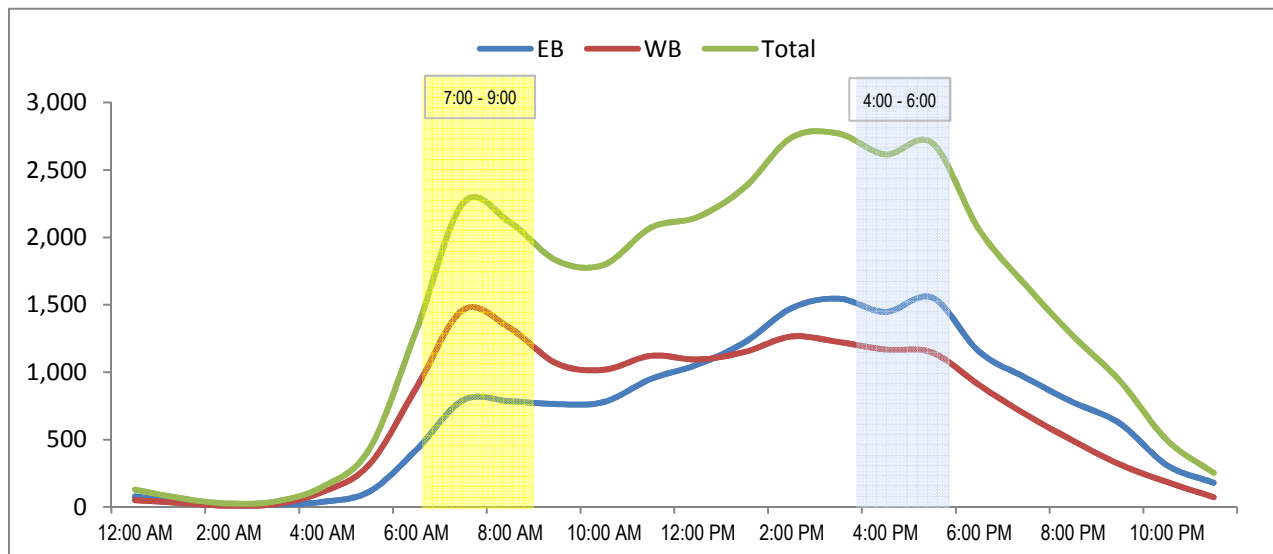
Analysts: DASH

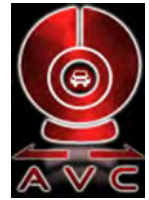
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						34,214				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		78	51	129		12:00 PM - 1:00 PM		1,057	1,094	2,151
1:00 AM - 2:00 AM		35	29	64		1:00 PM - 2:00 PM		1,221	1,150	2,371
2:00 AM - 3:00 AM		16	10	26		2:00 PM - 3:00 PM		1,475	1,265	2,740
3:00 AM - 4:00 AM		20	22	42		3:00 PM - 4:00 PM		1,546	1,224	2,770
4:00 AM - 5:00 AM		38	112	150		4:00 PM - 5:00 PM		1,447	1,168	2,615
5:00 AM - 6:00 AM		115	316	431		5:00 PM - 6:00 PM		1,553	1,146	2,699
6:00 AM - 7:00 AM		424	885	1,309		6:00 PM - 7:00 PM		1,152	905	2,057
7:00 AM - 8:00 AM		793	1,463	2,256		7:00 PM - 8:00 PM		958	685	1,643
8:00 AM - 9:00 AM		785	1,326	2,111		8:00 PM - 9:00 PM		777	492	1,269
9:00 AM - 10:00 AM		763	1,063	1,826	9:00 PM - 10:00 PM		620	316	936	
10:00 AM - 11:00 AM		779	1,018	1,797	10:00 PM - 11:00 PM		311	186	497	
11:00 AM - 12:00 PM		950	1,122	2072	11:00 PM - 12:00 AM		180	73	253	
Total		4,796	7,417	12,213	Total		12,297	9,704	22,001	

24-Hour	EB	Volume	17,093	24-Hour	WB	Volume	17,121





Location: 49. Mountain Vista Dr. east of El Camino real

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

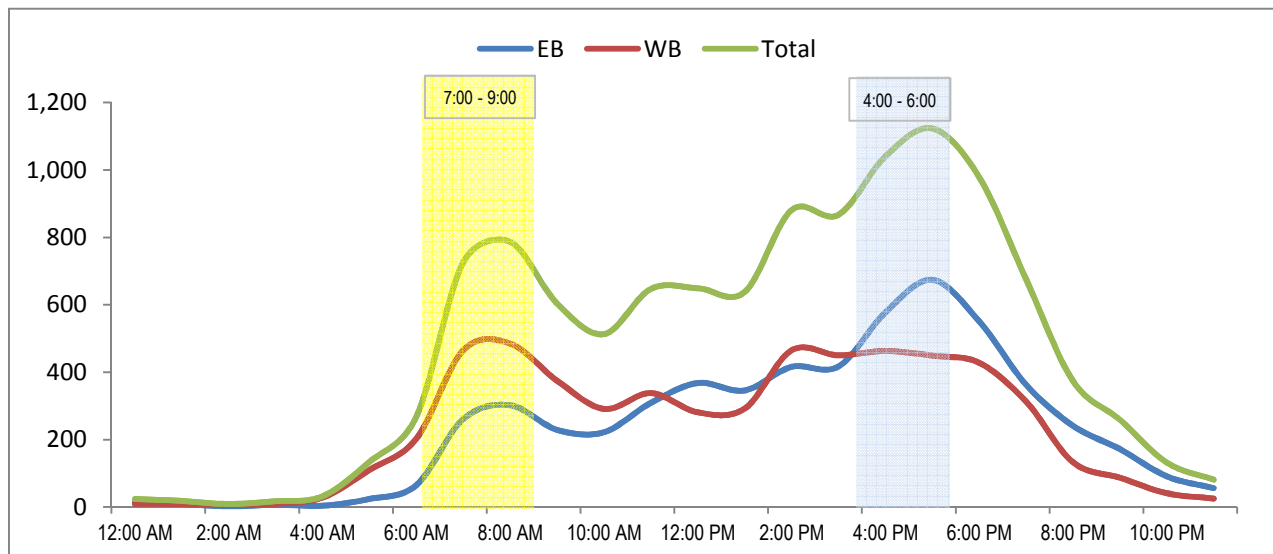
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						11,478				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		14	10	24		12:00 PM - 1:00 PM		368	281	649
1:00 AM - 2:00 AM		9	9	18		1:00 PM - 2:00 PM		346	292	638
2:00 AM - 3:00 AM		2	7	9		2:00 PM - 3:00 PM		416	465	881
3:00 AM - 4:00 AM		7	10	17		3:00 PM - 4:00 PM		417	450	867
4:00 AM - 5:00 AM		4	28	32		4:00 PM - 5:00 PM		577	463	1,040
5:00 AM - 6:00 AM		24	110	134		5:00 PM - 6:00 PM		674	449	1,123
6:00 AM - 7:00 AM		65	203	268		6:00 PM - 7:00 PM		551	428	979
7:00 AM - 8:00 AM		261	465	726		7:00 PM - 8:00 PM		363	313	676
8:00 AM - 9:00 AM		302	485	787		8:00 PM - 9:00 PM		241	133	374
9:00 AM - 10:00 AM		229	375	604		9:00 PM - 10:00 PM		172	87	259
10:00 AM - 11:00 AM		222	291	513	10:00 PM - 11:00 PM		91	41	132	
11:00 AM - 12:00 PM		309	338	647	11:00 PM - 12:00 AM		56	25	81	
Total		1,448	2,331	3,779	Total		4,272	3,427	7,699	

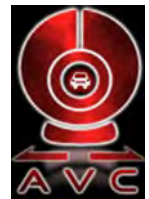
24-Hour	EB	Volume	5,720	24-Hour	WB	Volume	5,758



24 Hour Segment Count



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(619) 987-5136



Location: 48. Mountain Vista Dr, East of Overland Rd

Orientation: East-West

Date of Count: Thursday, June 04, 2015

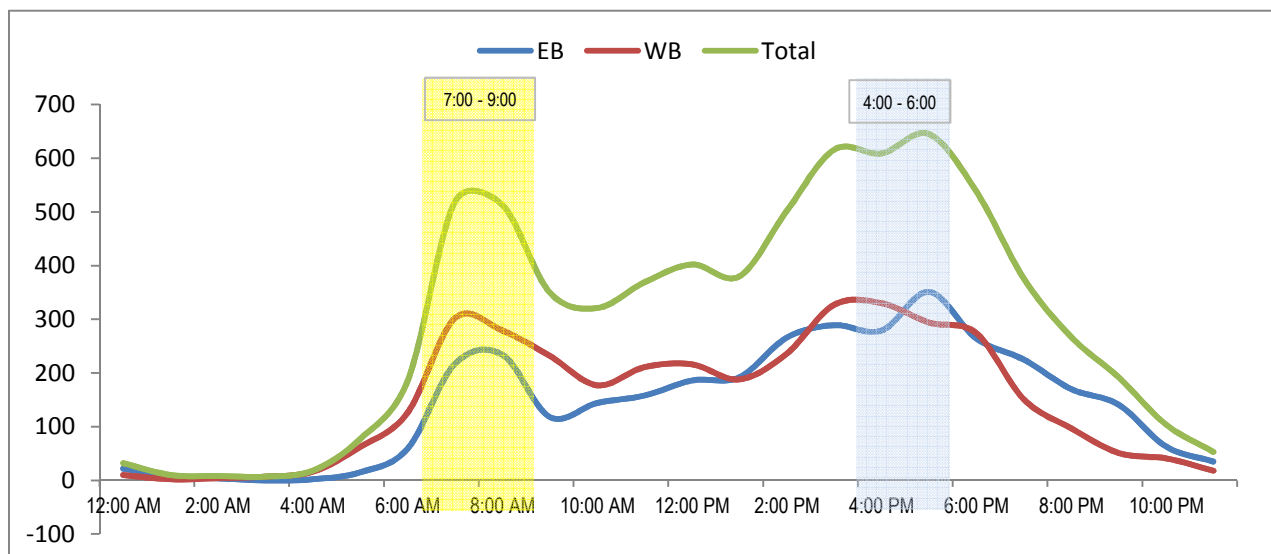
Analysts: DASH

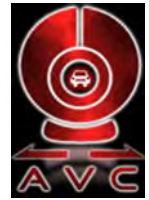
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						7,093				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		22	10	32		12:00 PM - 1:00 PM		186	216	402
1:00 AM - 2:00 AM		8	2	10		1:00 PM - 2:00 PM		192	188	380
2:00 AM - 3:00 AM		4	4	8		2:00 PM - 3:00 PM		266	236	502
3:00 AM - 4:00 AM		0	7	7		3:00 PM - 4:00 PM		289	327	616
4:00 AM - 5:00 AM		2	16	18		4:00 PM - 5:00 PM		279	330	609
5:00 AM - 6:00 AM		15	62	77		5:00 PM - 6:00 PM		351	294	645
6:00 AM - 7:00 AM		59	126	185		6:00 PM - 7:00 PM		264	274	538
7:00 AM - 8:00 AM		217	302	519		7:00 PM - 8:00 PM		225	151	376
8:00 AM - 9:00 AM		234	279	513		8:00 PM - 9:00 PM		170	97	267
9:00 AM - 10:00 AM		118	232	350	9:00 PM - 10:00 PM		141	51	192	
10:00 AM - 11:00 AM		144	177	321	10:00 PM - 11:00 PM		63	41	104	
11:00 AM - 12:00 PM		158	211	369	11:00 PM - 12:00 AM		35	18	53	
Total		981	1,428	2,409	Total		2,461	2,223	4,684	

24-Hour	EB	Volume	3,442	24-Hour	WB	Volume	3,651





Location: 50. Lone Jack Rd. east of Rancho Santa Fe Rd

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

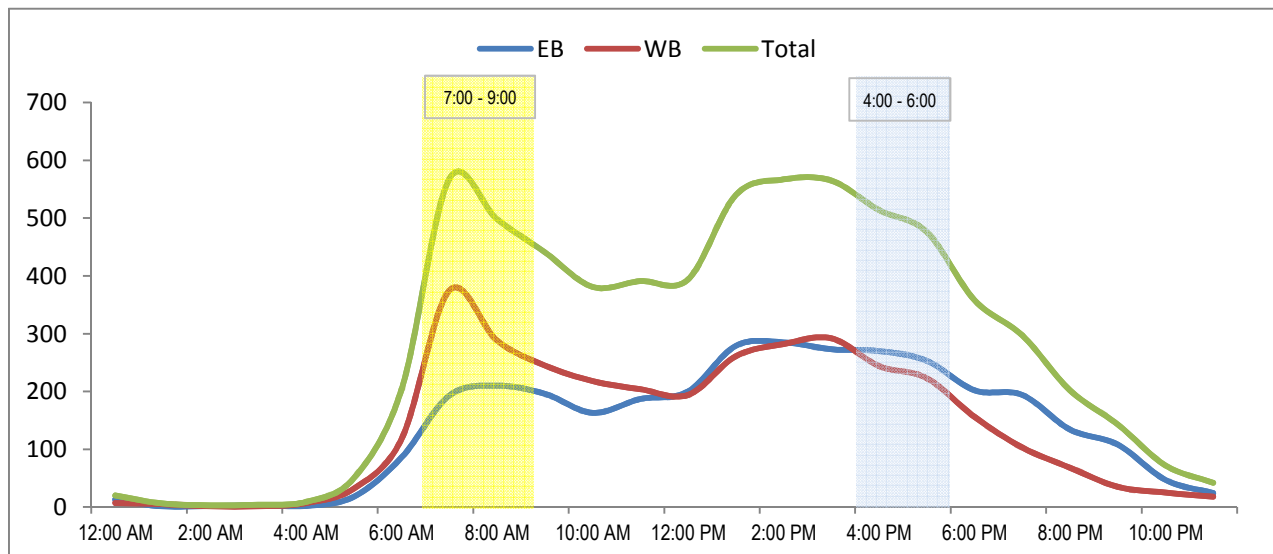
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						6,745				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		13	7	20		12:00 PM - 1:00 PM		200	194	394
1:00 AM - 2:00 AM		1	5	6		1:00 PM - 2:00 PM		279	261	540
2:00 AM - 3:00 AM		2	1	3		2:00 PM - 3:00 PM		285	282	567
3:00 AM - 4:00 AM		3	1	4		3:00 PM - 4:00 PM		273	292	565
4:00 AM - 5:00 AM		2	7	9		4:00 PM - 5:00 PM		270	244	514
5:00 AM - 6:00 AM		18	32	50		5:00 PM - 6:00 PM		253	223	476
6:00 AM - 7:00 AM		86	118	204		6:00 PM - 7:00 PM		202	156	358
7:00 AM - 8:00 AM		193	375	568		7:00 PM - 8:00 PM		194	103	297
8:00 AM - 9:00 AM		210	288	498		8:00 PM - 9:00 PM		134	68	202
9:00 AM - 10:00 AM		196	245	441		9:00 PM - 10:00 PM		108	35	143
10:00 AM - 11:00 AM		163	218	381	10:00 PM - 11:00 PM		47	25	72	
11:00 AM - 12:00 PM		187	204	391	11:00 PM - 12:00 AM		24	18	42	
Total		1,074	1,501	2,575	Total		2,269	1,901	4,170	

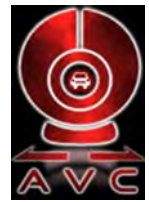
24-Hour	EB	Volume	3,343	24-Hour	WB	Volume	3,402



24 Hour Segment Count



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Location: 51. El Camino Del Norte, East of Windmill Ranch Rd

Orientation: East-West

Date of Count: Wednesday, June 03, 2015

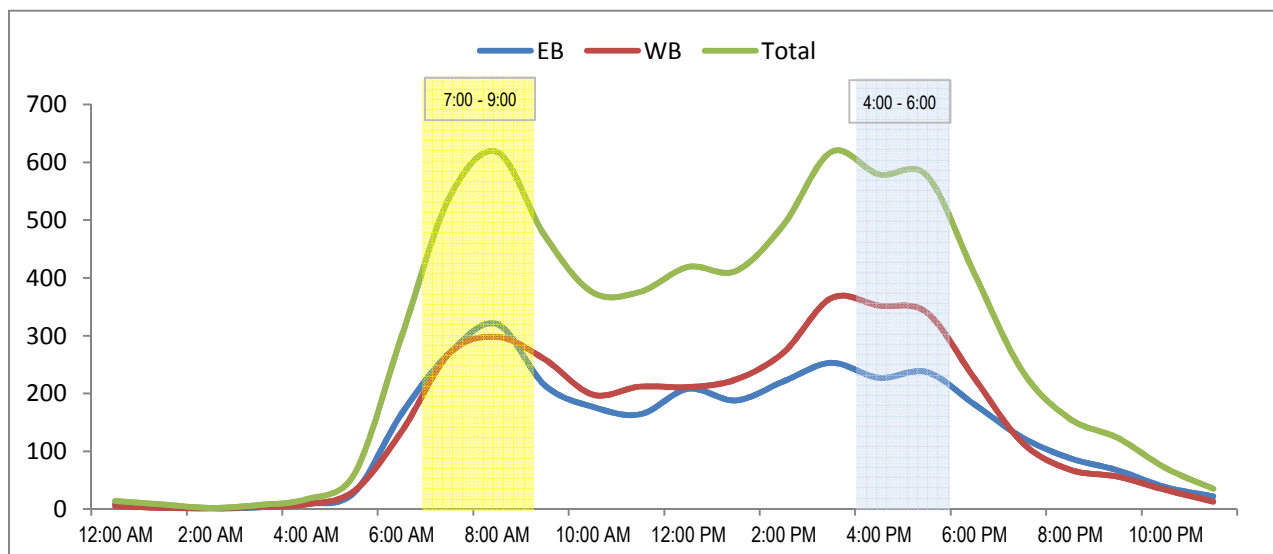
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						6,915				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		9	5	14		12:00 PM - 1:00 PM		208	211	419
1:00 AM - 2:00 AM		6	2	8		1:00 PM - 2:00 PM		188	224	412
2:00 AM - 3:00 AM		1	1	2		2:00 PM - 3:00 PM		221	271	492
3:00 AM - 4:00 AM		3	4	7		3:00 PM - 4:00 PM		253	365	618
4:00 AM - 5:00 AM		9	8	17		4:00 PM - 5:00 PM		227	352	579
5:00 AM - 6:00 AM		28	31	59		5:00 PM - 6:00 PM		237	340	577
6:00 AM - 7:00 AM		165	134	299		6:00 PM - 7:00 PM		181	226	407
7:00 AM - 8:00 AM		270	269	539		7:00 PM - 8:00 PM		124	115	239
8:00 AM - 9:00 AM		320	298	618		8:00 PM - 9:00 PM		88	68	156
9:00 AM - 10:00 AM		214	259	473		9:00 PM - 10:00 PM		67	56	123
10:00 AM - 11:00 AM		177	198	375	10:00 PM - 11:00 PM		38	33	71	
11:00 AM - 12:00 PM		164	212	376	11:00 PM - 12:00 AM		22	13	35	
Total		1,366	1,421	2,787	Total		1,854	2,274	4,128	

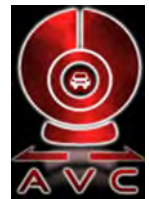
24-Hour	EB	Volume	3,220	24-Hour	WB	Volume	3,695



24 Hour Segment Count



Accurate Video Counts Inc
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Location: 62. Encinitas Blvd, btwn N. Coast Hwy 101 and N. Vulcan Ave

Orientation: East-West

Date of Count: Wednesday, June 03, 2015

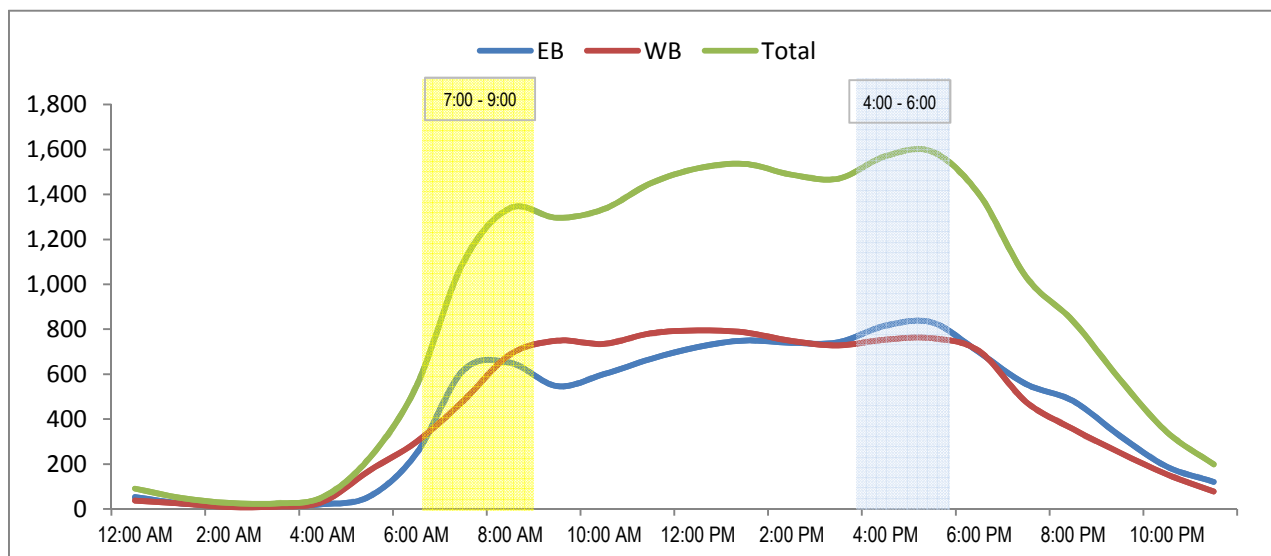
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						21,095				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		53	38	91		12:00 PM - 1:00 PM		721	795	1,516
1:00 AM - 2:00 AM		25	24	49		1:00 PM - 2:00 PM		750	786	1,536
2:00 AM - 3:00 AM		18	9	27		2:00 PM - 3:00 PM		740	748	1,488
3:00 AM - 4:00 AM		14	11	25		3:00 PM - 4:00 PM		742	728	1,470
4:00 AM - 5:00 AM		21	32	53		4:00 PM - 5:00 PM		816	754	1,570
5:00 AM - 6:00 AM		56	171	227		5:00 PM - 6:00 PM		830	760	1,590
6:00 AM - 7:00 AM		247	299	546		6:00 PM - 7:00 PM		697	703	1,400
7:00 AM - 8:00 AM		617	481	1,098		7:00 PM - 8:00 PM		556	477	1,033
8:00 AM - 9:00 AM		651	688	1,339		8:00 PM - 9:00 PM		481	356	837
9:00 AM - 10:00 AM		547	749	1,296	9:00 PM - 10:00 PM		326	251	577	
10:00 AM - 11:00 AM		600	735	1,335	10:00 PM - 11:00 PM		189	154	343	
11:00 AM - 12:00 PM		668	782	1450	11:00 PM - 12:00 AM		121	78	199	
Total		3,517	4,019	7,536	Total		6,969	6,590	13,559	

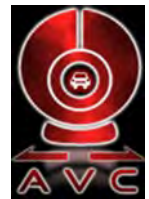
24-Hour	EB	Volume	10,486	24-Hour	WB	Volume	10,609



24 Hour Segment Count



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(619) 987-5136



Location: 62. Encinitas Blvd, btwn N. Coast Hwy 101 and N. Vulcan Ave

Orientation: East-West

Date of Count: Wednesday, June 03, 2015

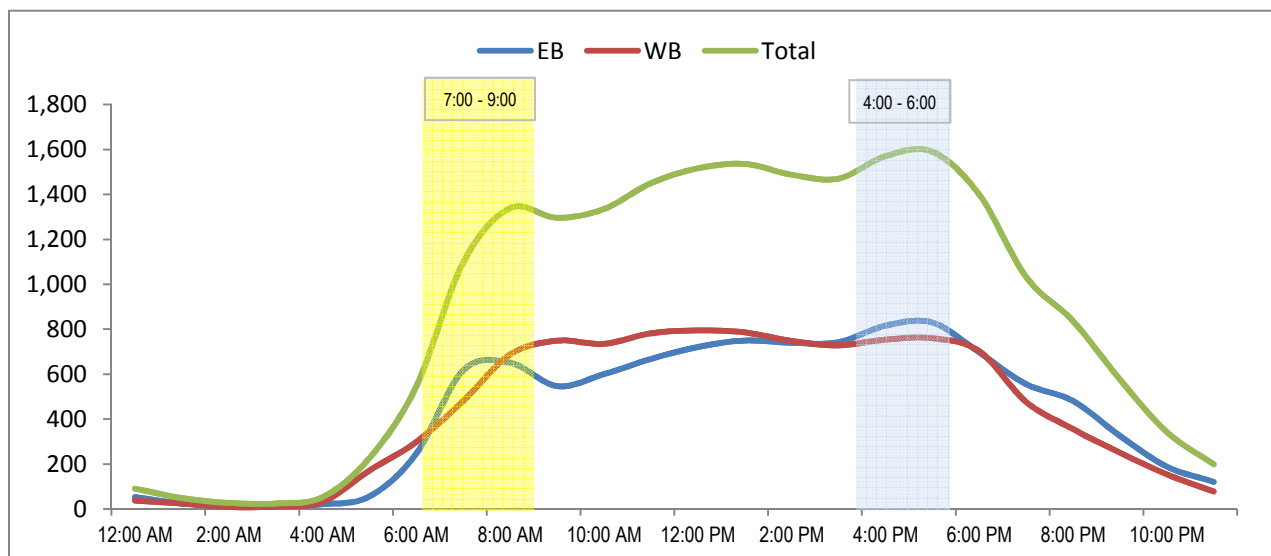
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						21,095				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		53	38	91		12:00 PM - 1:00 PM		721	795	1,516
1:00 AM - 2:00 AM		25	24	49		1:00 PM - 2:00 PM		750	786	1,536
2:00 AM - 3:00 AM		18	9	27		2:00 PM - 3:00 PM		740	748	1,488
3:00 AM - 4:00 AM		14	11	25		3:00 PM - 4:00 PM		742	728	1,470
4:00 AM - 5:00 AM		21	32	53		4:00 PM - 5:00 PM		816	754	1,570
5:00 AM - 6:00 AM		56	171	227		5:00 PM - 6:00 PM		830	760	1,590
6:00 AM - 7:00 AM		247	299	546		6:00 PM - 7:00 PM		697	703	1,400
7:00 AM - 8:00 AM		617	481	1,098		7:00 PM - 8:00 PM		556	477	1,033
8:00 AM - 9:00 AM		651	688	1,339		8:00 PM - 9:00 PM		481	356	837
9:00 AM - 10:00 AM		547	749	1,296		9:00 PM - 10:00 PM		326	251	577
10:00 AM - 11:00 AM		600	735	1,335	10:00 PM - 11:00 PM		189	154	343	
11:00 AM - 12:00 PM		668	782	1450	11:00 PM - 12:00 AM		121	78	199	
Total		3,517	4,019	7,536	Total		6,969	6,590	13,559	

24-Hour	EB	Volume	10,486	24-Hour	WB	Volume	10,609



ENCINITAS BL- I5 & N. VULCAN AVE

AM Period	NB	SB	EB	WB			PM Period	NB	SB	EB	WB			
00:00			20		16		12:00			183		242		
00:15			18		20		12:15			191		227		
00:30			16		22		12:30			192		219		
00:45			11	65	16	74	139	12:45		168	734	182	870	1604
01:00			9		9		13:00			184		168		
01:15			5		5		13:15			162		177		
01:30			4		10		13:30			177		184		
01:45			2	20	5	29	49	13:45		184	707	155	684	1391
02:00			3		4		14:00			222		162		
02:15			2		2		14:15			218		175		
02:30			1		3		14:30			203		184		
02:45			0	6	4	13	19	14:45		161	804	162	683	1487
03:00			1		2		15:00			192		266		
03:15			2		1		15:15			162		172		
03:30			1		3		15:30			205		205		
03:45			2	6	2	8	14	15:45		187	746	171	814	1560
04:00			3		4		16:00			179		220		
04:15			6		6		16:15			220		185		
04:30			2		11		16:30			202		195		
04:45			9	20	18	39	59	16:45		213	814	183	783	1597
05:00			8		21		17:00			221		197		
05:15			11		26		17:15			229		210		
05:30			16		37		17:30			222		180		
05:45			32	67	55	139	206	17:45		184	856	192	779	1635
06:00			33		59		18:00			188		225		
06:15			59		58		18:15			193		193		
06:30			71		52		18:30			167		148		
06:45			83	246	81	250	496	18:45		159	707	158	724	1431
07:00			109		94		19:00			153		153		
07:15			119		114		19:15			148		122		
07:30			145		130		19:30			134		97		
07:45			165	538	153	491	1029	19:45		123	558	112	484	1042
08:00			113		171		20:00			118		116		
08:15			139		175		20:15			126		108		
08:30			125		173		20:30			103		111		
08:45			108	485	190	709	1194	20:45		111	458	98	433	891
09:00			118		184		21:00			98		88		
09:15			121		170		21:15			84		70		
09:30			103		156		21:30			70		65		
09:45			115	457	145	655	1112	21:45		65	317	55	278	595
10:00			121		162		22:00			66		62		
10:15			135		162		22:15			75		40		
10:30			142		154		22:30			54		35		
10:45			144	542	156	634	1176	22:45		35	230	32	169	399
11:00			166		173		23:00			44		28		
11:15			156		197		23:15			32		21		
11:30			185		216		23:30			29		22		
11:45			161	668	201	787	1455	23:45		15	120	19	90	210

Total Vol.		3120	3828	6948			7051	6791	13842
				Daily Totals					
				NB	SB	EB	WB	Combined	
						10171	10619	20790	
AM				PM					
Split %		44.9%	55.1%	33.4%		50.9%	49.1%	66.6%	
Peak Hour		11:45	11:45	11:45		16:45	12:00	16:45	
Volume		727	889	1616		885	870	1655	
P.H.F.		0.95	0.92	0.95		0.97	0.90	0.94	

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

ENCINITAS BTN I-5 NB & SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			20	19	12:00			305	328			
00:15			32	14	12:15			262	294			
00:30			18	19	12:30			303	310			
00:45			15	85	16	68	153	262	1132	306	1238	2370
01:00			12	17	13:00			285	332			
01:15			12	9	13:15			279	280			
01:30			15	4	13:30			274	314			
01:45			16	55	7	37	92	256	1094	293	1219	2313
02:00			10	7	14:00			300	306			
02:15			9	5	14:15			279	256			
02:30			5	2	14:30			306	277			
02:45			5	29	6	20	49	297	1182	262	1101	2283
03:00			10	5	15:00			311	294			
03:15			5	1	15:15			275	285			
03:30			6	2	15:30			291	314			
03:45			12	33	1	9	42	292	1169	272	1165	2334
04:00			13	12	16:00			295	301			
04:15			8	11	16:15			289	292			
04:30			8	12	16:30			298	264			
04:45			25	54	12	47	101	303	1185	271	1128	2313
05:00			20	18	17:00			272	281			
05:15			20	28	17:15			301	306			
05:30			23	49	17:30			299	329			
05:45			33	96	54	149	245	307	1179	255	1171	2350
06:00			84	73	18:00			297	297			
06:15			70	78	18:15			293	290			
06:30			124	96	18:30			264	295			
06:45			127	405	154	401	806	231	1085	256	1138	2223
07:00			159	211	19:00			250	263			
07:15			138	271	19:15			232	205			
07:30			159	290	19:30			205	211			
07:45			165	621	278	1050	1671	193	880	173	852	1732
08:00			163	340	20:00			181	185			
08:15			197	296	20:15			188	164			
08:30			200	300	20:30			168	141			
08:45			169	729	323	1259	1988	180	717	147	637	1354
09:00			184	292	21:00			139	113			
09:15			203	281	21:15			151	117			
09:30			209	274	21:30			150	110			
09:45			213	809	238	1085	1894	107	547	83	423	970
10:00			218	300	22:00			104	76			
10:15			172	266	22:15			109	84			
10:30			284	251	22:30			85	68			
10:45			220	894	253	1070	1964	72	370	62	290	660
11:00			274	278	23:00			57	43			
11:15			260	254	23:15			63	30			
11:30			276	294	23:30			41	37			
11:45			267	1077	265	1091	2168	41	202	33	143	345

Total Vol.	4887	6286	11173	10742	10505	21247
Daily Totals						
		NB	SB	EB	WB	Combined
				15629	16791	32420
AM						PM
Split %	43.7%	56.3%	34.5%	50.6%	49.4%	65.5%
Peak Hour	11:45	08:00	11:45	17:15	12:15	17:15
Volume	1137	1259	2334	1204	1242	2391
P.H.F.	0.93	0.93	0.92	0.98	0.94	0.95

ENCINITAS BL- I5 & SAXONY RD

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			30	22	12:00			341	340			
00:15			28	26	12:15			356	360			
00:30			21	19	12:30			332	356			
00:45			22	101	20	87	188	361	1390	353	1409	2799
01:00			22	15	13:00			342	341			
01:15			16	11	13:15			355	352			
01:30			12	12	13:30			342	333			
01:45			15	65	16	54	119	333	1372	318	1344	2716
02:00			11	11	14:00			318	326			
02:15			10	9	14:15			326	342			
02:30			8	10	14:30			312	352			
02:45			8	37	5	35	72	315	1271	355	1375	2646
03:00			9	4	15:00			335	362			
03:15			5	9	15:15			359	363			
03:30			6	5	15:30			351	325			
03:45			6	26	9	27	53	354	1399	376	1426	2825
04:00			10	11	16:00			316	366			
04:15			15	16	16:15			319	324			
04:30			11	18	16:30			349	349			
04:45			20	56	20	65	121	357	1341	398	1437	2778
05:00			33	35	17:00			329	414			
05:15			26	47	17:15			388	410			
05:30			38	57	17:30			381	374			
05:45			109	206	63	202	408	389	1487	314	1512	2999
06:00			83	101	18:00			311	356			
06:15			111	122	18:15			293	317			
06:30			143	162	18:30			305	250			
06:45			171	508	191	576	1084	296	1205	281	1204	2409
07:00			163	266	19:00			223	271			
07:15			205	323	19:15			281	233			
07:30			198	351	19:30			238	196			
07:45			258	824	418	1358	2182	218	960	206	906	1866
08:00			209	310	20:00			215	208			
08:15			237	350	20:15			206	184			
08:30			214	284	20:30			219	191			
08:45			251	911	312	1256	2167	184	824	166	749	1573
09:00			242	310	21:00			191	154			
09:15			235	284	21:15			166	142			
09:30			262	292	21:30			174	121			
09:45			258	997	298	1184	2181	142	673	111	528	1201
10:00			266	265	22:00			116	90			
10:15			245	268	22:15			89	84			
10:30			289	284	22:30			90	77			
10:45			315	1115	294	1111	2226	87	382	65	316	698
11:00			333	300	23:00			70	54			
11:15			328	319	23:15			54	44			
11:30			322	323	23:30			44	35			
11:45			375	1358	338	1280	2638	35	203	27	160	363

Total Vol.	6204	7235	13439	12507	12366	24873

Daily Totals					
NB	SB	EB	WB	Combined	
		18711	19601	38312	

AM				PM		
Split %	46.2%	53.8%	35.1%	50.3%	49.7%	64.9%
Peak Hour	11:45	07:30	11:45	17:00	16:45	16:45
Volume	1404	1429	2798	1487	1596	3051
P.H.F.	0.94	0.85	0.98	0.96	0.96	0.96

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

ENCINITAS E-O CALLE MAGDALENA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			27	19	12:00			293	293		
00:15			10	11	12:15			336	258		
00:30			17	7	12:30			320	164		
00:45			7	61	12:45			351	1300		
				13				161	876		
				50					2176		
01:00			8	4	13:00			292	226		
01:15			8	3	13:15			297	272		
01:30			6	6	13:30			265	179		
01:45			11	33	13:45			345	1199		
				5				249	926		
				18					2125		
02:00			5	1	14:00			320	231		
02:15			2	4	14:15			354	270		
02:30			5	6	14:30			328	272		
02:45			11	23	14:45			343	1345		
				2				211	984		
				13					2329		
03:00			6	5	15:00			323	123		
03:15			7	4	15:15			328	193		
03:30			12	3	15:30			311	196		
03:45			15	40	15:45			293	1255		
				14				210	722		
				26					1977		
04:00			9	10	16:00			327	283		
04:15			8	19	16:15			356	284		
04:30			24	17	16:30			338	284		
04:45			10	51	16:45			297	1318		
				29				325	1176		
				75					2494		
05:00			17	40	17:00			363	313		
05:15			20	50	17:15			337	323		
05:30			30	55	17:30			356	257		
05:45			91	158	17:45			363	1419		
				58				265	1158		
				203					2577		
06:00			68	86	18:00			311	257		
06:15			110	103	18:15			290	205		
06:30			143	126	18:30			283	222		
06:45			185	506	18:45			265	1149		
				160				224	908		
				475					2057		
07:00			169	221	19:00			253	134		
07:15			242	227	19:15			216	157		
07:30			252	286	19:30			176	122		
07:45			227	890	19:45			177	822		
				287				120	533		
				1021					1355		
08:00			233	286	20:00			184	117		
08:15			240	299	20:15			153	120		
08:30			224	271	20:30			168	139		
08:45			272	969	20:45			127	632		
				293				76	452		
				1149					1084		
09:00			240	279	21:00			148	90		
09:15			282	259	21:15			117	82		
09:30			248	231	21:30			106	48		
09:45			232	1002	21:45			101	472		
				249				56	276		
				1018					748		
10:00			274	254	22:00			77	72		
10:15			277	245	22:15			75	49		
10:30			270	239	22:30			45	43		
10:45			282	1103	22:45			46	243		
				270				38	202		
				1008					445		
11:00			284	252	23:00			46	22		
11:15			290	267	23:15			38	21		
11:30			297	292	23:30			31	15		
11:45			311	1182	23:45			24	139		
				273				15	73		
				1084					212		
Total Vol.			6018	6140	12158	11293			8286	19579	
						Daily Totals					
						NB	SB	EB	WB	Combined	
						17311			14426	31737	
AM					PM						
Split %	49.5%				50.5%	38.3%	57.7%			42.3%	61.7%
Peak Hour	11:45				07:30	11:30	17:00			16:30	16:30
Volume	1260				1158	2353	1419			1245	2580
P.H.F.	0.94				0.97	0.99	0.98			0.96	0.95

WEDNESDAY, JUNE 3, 2015

CITY: ENCINITAS

PROJECT: PTD15-0605-01

ENCINITAS BL- I5 & SAXONY RD

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			30	22	12:00			341	340			
00:15			28	26	12:15			356	360			
00:30			21	19	12:30			332	356			
00:45			22	101	20	87	188	361	1390	353	1409	2799
01:00			22	15	13:00			342	341			
01:15			16	11	13:15			355	352			
01:30			12	12	13:30			342	333			
01:45			15	65	16	54	119	333	1372	318	1344	2716
02:00			11	11	14:00			318	326			
02:15			10	9	14:15			326	342			
02:30			8	10	14:30			312	352			
02:45			8	37	5	35	72	315	1271	355	1375	2646
03:00			9	4	15:00			335	362			
03:15			5	9	15:15			359	363			
03:30			6	5	15:30			351	325			
03:45			6	26	9	27	53	354	1399	376	1426	2825
04:00			10	11	16:00			316	366			
04:15			15	16	16:15			319	324			
04:30			11	18	16:30			349	349			
04:45			20	56	20	65	121	357	1341	398	1437	2778
05:00			33	35	17:00			329	414			
05:15			26	47	17:15			388	410			
05:30			38	57	17:30			381	374			
05:45			109	206	63	202	408	389	1487	314	1512	2999
06:00			83	101	18:00			311	356			
06:15			111	122	18:15			293	317			
06:30			143	162	18:30			305	250			
06:45			171	508	191	576	1084	296	1205	281	1204	2409
07:00			163	266	19:00			223	271			
07:15			205	323	19:15			281	233			
07:30			198	351	19:30			238	196			
07:45			258	824	418	1358	2182	218	960	206	906	1866
08:00			209	310	20:00			215	208			
08:15			237	350	20:15			206	184			
08:30			214	284	20:30			219	191			
08:45			251	911	312	1256	2167	184	824	166	749	1573
09:00			242	310	21:00			191	154			
09:15			235	284	21:15			166	142			
09:30			262	292	21:30			174	121			
09:45			258	997	298	1184	2181	142	673	111	528	1201
10:00			266	265	22:00			116	90			
10:15			245	268	22:15			89	84			
10:30			289	284	22:30			90	77			
10:45			315	1115	294	1111	2226	87	382	65	316	698
11:00			333	300	23:00			70	54			
11:15			328	319	23:15			54	44			
11:30			322	323	23:30			44	35			
11:45			375	1358	338	1280	2638	35	203	27	160	363

Total Vol.

6204 7235 13439

Daily Totals

NB	SB	EB	WB	Combined
		18711	19601	38312

AM

PM

Split %	46.2%	53.8%	35.1 %	50.3%	49.7%	64.9 %
Peak Hour	11:45	07:30	11:45	17:00	16:45	16:45
Volume	1404	1429	2798	1487	1596	3051
P.H.F.	0.94	0.85	0.98	0.96	0.96	0.96

PACIFIC TECHNICAL DATA

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

ENCINITAS E-O CALLE MAGDALENA

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			27	19	12:00			293	293			
00:15			10	11	12:15			336	258			
00:30			17	7	12:30			320	164			
00:45			7	61	12:45			351	1300			
			13	50				161	876			
			111					2176				
01:00			8	4	13:00			292	226			
01:15			8	3	13:15			297	272			
01:30			6	6	13:30			265	179			
01:45			11	33	13:45			345	1199			
			5	18				249	926			
			51					2125				
02:00			5	1	14:00			320	231			
02:15			2	4	14:15			354	270			
02:30			5	6	14:30			328	272			
02:45			11	23	14:45			343	1345			
			2	13				211	984			
			36					2329				
03:00			6	5	15:00			323	123			
03:15			7	4	15:15			328	193			
03:30			12	3	15:30			311	196			
03:45			15	40	15:45			293	1255			
			14	26				210	722			
			66					1977				
04:00			9	10	16:00			327	283			
04:15			8	19	16:15			356	284			
04:30			24	17	16:30			338	284			
04:45			10	51	16:45			297	1318			
			29	75				325	1176			
			126					2494				
05:00			17	40	17:00			363	313			
05:15			20	50	17:15			337	323			
05:30			30	55	17:30			356	257			
05:45			91	158	17:45			363	1419			
			58	203				265	1158			
			361					2577				
06:00			68	86	18:00			311	257			
06:15			110	103	18:15			290	205			
06:30			143	126	18:30			283	222			
06:45			185	506	18:45			265	1149			
			160	475				224	908			
			981					2057				
07:00			169	221	19:00			253	134			
07:15			242	227	19:15			216	157			
07:30			252	286	19:30			176	122			
07:45			227	890	19:45			177	822			
			287	1021				120	533			
			1911					1355				
08:00			233	286	20:00			184	117			
08:15			240	299	20:15			153	120			
08:30			224	271	20:30			168	139			
08:45			272	969	20:45			127	632			
			293	1149				76	452			
			2118					1084				
09:00			240	279	21:00			148	90			
09:15			282	259	21:15			117	82			
09:30			248	231	21:30			106	48			
09:45			232	1002	21:45			101	472			
			249	1018				56	276			
			2020					748				
10:00			274	254	22:00			77	72			
10:15			277	245	22:15			75	49			
10:30			270	239	22:30			45	43			
10:45			282	1103	22:45			46	243			
			270	1008				38	202			
			2111					445				
11:00			284	252	23:00			46	22			
11:15			290	267	23:15			38	21			
11:30			297	292	23:30			31	15			
11:45			311	1182	23:45			24	139			
			273	1084				15	73			
			2266					212				
Total Vol.			6018	6140	12158	11293			8286	19579		
Daily Totals												
			NB		SB			EB		WB	Combined	
								17311		14426	31737	
AM												
Split %			49.5%	50.5%	38.3%	PM						
Peak Hour			11:45	07:30	11:30			17:00	16:30	16:30		
Volume			1260	1158	2353			1419	1245	2580		
P.H.F.			0.94	0.97	0.99			0.98	0.96	0.95		

TUESDAY - JUNE 2ND, 2015

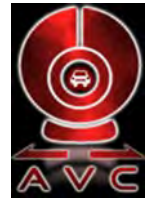
CITY: ENCINTIAS

PROJECT: PTD15-0605-01

ENCINITAS E-O PRINCEHOUSE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			16	11	12:00			249	256			
00:15			11	12	12:15			260	220			
00:30			6	3	12:30			257	239			
00:45			2	35	10	36	71	267	1033	266	981	2014
01:00			10	4	13:00			235	213			
01:15			4	5	13:15			274	272			
01:30			9	6	13:30			275	243			
01:45			7	30	3	18	48	286	1070	221	949	2019
02:00			5	1	14:00			287	233			
02:15			2	4	14:15			295	262			
02:30			3	3	14:30			270	284			
02:45			11	21	1	9	30	346	1198	231	1010	2208
03:00			6	9	15:00			263	296			
03:15			7	4	15:15			321	275			
03:30			7	3	15:30			297	297			
03:45			15	35	8	24	59	273	1154	274	1142	2296
04:00			11	3	16:00			272	269			
04:15			9	14	16:15			298	280			
04:30			18	6	16:30			264	289			
04:45			20	58	13	36	94	226	1060	264	1102	2162
05:00			17	18	17:00			274	260			
05:15			19	16	17:15			279	284			
05:30			22	30	17:30			266	249			
05:45			68	126	41	105	231	244	1063	258	1051	2114
06:00			53	55	18:00			231	252			
06:15			92	46	18:15			214	214			
06:30			117	77	18:30			212	206			
06:45			145	407	107	285	692	151	808	191	863	1671
07:00			157	140	19:00			189	159			
07:15			174	197	19:15			157	166			
07:30			230	234	19:30			138	136			
07:45			220	781	242	813	1594	128	612	130	591	1203
08:00			224	218	20:00			146	121			
08:15			200	237	20:15			121	124			
08:30			196	205	20:30			138	95			
08:45			239	859	217	877	1736	110	515	87	427	942
09:00			246	201	21:00			99	88			
09:15			225	191	21:15			78	72			
09:30			201	212	21:30			66	62			
09:45			174	846	209	813	1659	56	299	47	269	568
10:00			229	200	22:00			50	39			
10:15			227	196	22:15			36	49			
10:30			222	173	22:30			27	28			
10:45			230	908	209	778	1686	29	142	21	137	279
11:00			244	228	23:00			23	19			
11:15			258	220	23:15			30	19			
11:30			258	215	23:30			14	7			
11:45			254	1014	254	917	1931	18	85	9	54	139

Total Vol.	5120	4711	9831	9039	8576	17615
Daily Totals						
	NB	SB	EB	WB	Combined	
			14159	13287	27446	
AM			PM			
Split %	52.1%	47.9%	35.8%	51.3%	48.7%	64.2%
Peak Hour	11:30	11:45	11:45	14:45	15:00	14:45
Volume	1021	969	1989	1227	1142	2326
P.H.F.	0.98	0.95	0.98	0.89	0.96	0.98



Location: 93. Encinitas Blvd west of Via Cantebria

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

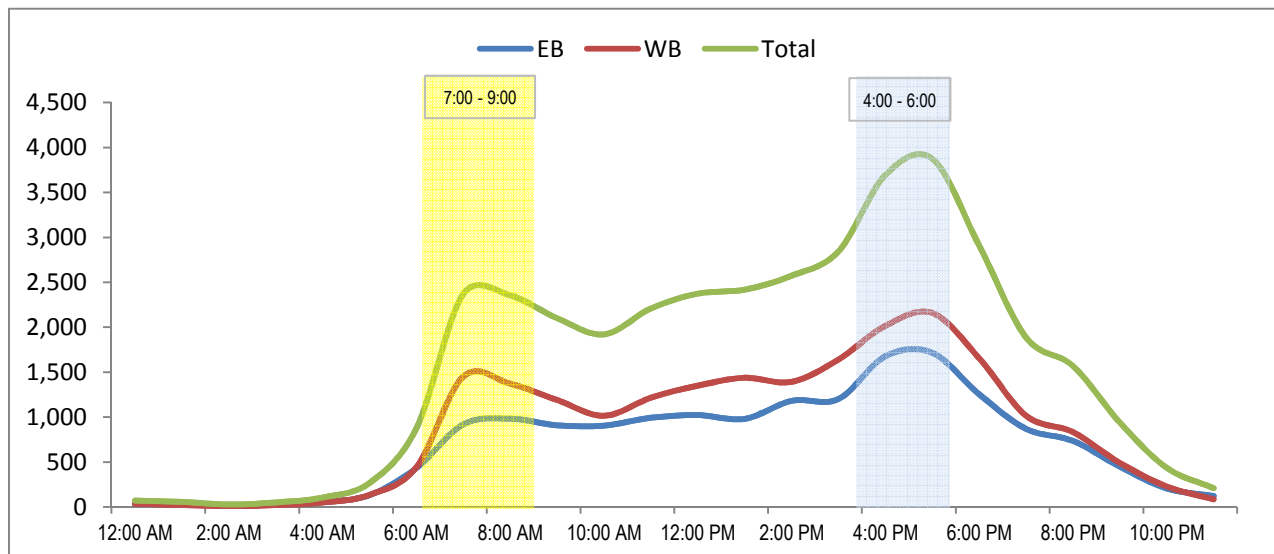
Analysts: DASH

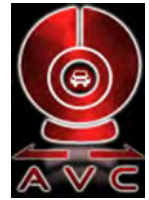
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						38,142				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		36	35	71		12:00 PM - 1:00 PM		1,023	1,351	2,374
1:00 AM - 2:00 AM		35	23	58		1:00 PM - 2:00 PM		981	1,438	2,419
2:00 AM - 3:00 AM		19	10	29		2:00 PM - 3:00 PM		1,181	1,393	2,574
3:00 AM - 4:00 AM		30	21	51		3:00 PM - 4:00 PM		1,202	1,641	2,843
4:00 AM - 5:00 AM		56	50	106		4:00 PM - 5:00 PM		1,677	2,016	3,693
5:00 AM - 6:00 AM		132	135	267		5:00 PM - 6:00 PM		1,716	2,159	3,875
6:00 AM - 7:00 AM		433	442	875		6:00 PM - 7:00 PM		1,254	1,656	2,910
7:00 AM - 8:00 AM		919	1,451	2,370		7:00 PM - 8:00 PM		870	1,016	1,886
8:00 AM - 9:00 AM		983	1,372	2,355		8:00 PM - 9:00 PM		736	833	1,569
9:00 AM - 10:00 AM		910	1,191	2,101		9:00 PM - 10:00 PM		449	491	940
10:00 AM - 11:00 AM		906	1,015	1,921	10:00 PM - 11:00 PM		207	229	436	
11:00 AM - 12:00 PM		993	1,216	2209	11:00 PM - 12:00 AM		124	86	210	
Total		5,452	6,961	12,413	Total		11,420	14,309	25,729	

24-Hour	EB	Volume	16,872	24-Hour	WB	Volume	21,270





Location: 57. Encinitas Blvd east of Via Cantebria

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

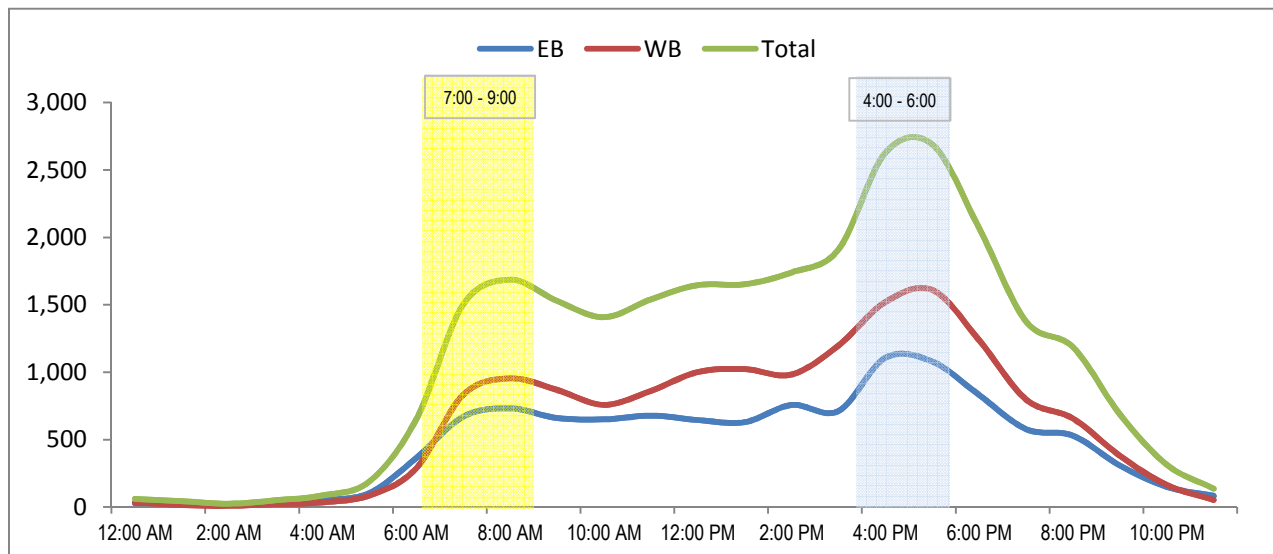
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						26,806				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		28	33	61		12:00 PM - 1:00 PM		645	1,001	1,646
1:00 AM - 2:00 AM		29	15	44		1:00 PM - 2:00 PM		629	1,023	1,652
2:00 AM - 3:00 AM		16	9	25		2:00 PM - 3:00 PM		757	983	1,740
3:00 AM - 4:00 AM		29	21	50		3:00 PM - 4:00 PM		712	1,198	1,910
4:00 AM - 5:00 AM		51	35	86		4:00 PM - 5:00 PM		1,107	1,520	2,627
5:00 AM - 6:00 AM		104	86	190		5:00 PM - 6:00 PM		1,079	1,610	2,689
6:00 AM - 7:00 AM		364	288	652		6:00 PM - 7:00 PM		831	1,237	2,068
7:00 AM - 8:00 AM		670	833	1,503		7:00 PM - 8:00 PM		578	798	1,376
8:00 AM - 9:00 AM		732	954	1,686		8:00 PM - 9:00 PM		529	657	1,186
9:00 AM - 10:00 AM		660	869	1,529	9:00 PM - 10:00 PM		308	380	688	
10:00 AM - 11:00 AM		650	758	1,408	10:00 PM - 11:00 PM		150	164	314	
11:00 AM - 12:00 PM		678	862	1540	11:00 PM - 12:00 AM		83	53	136	
Total		4,011	4,763	8,774	Total		7,408	10,624	18,032	

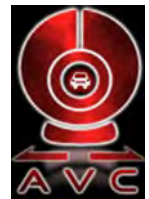
24-Hour	EB	Volume	11,419	24-Hour	WB	Volume	15,387



24 Hour Segment Count



Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 56. Encinitas Blvd, East of El Camino Real

Orientation: East-West

Date of Count: Wednesday, June 03, 2015

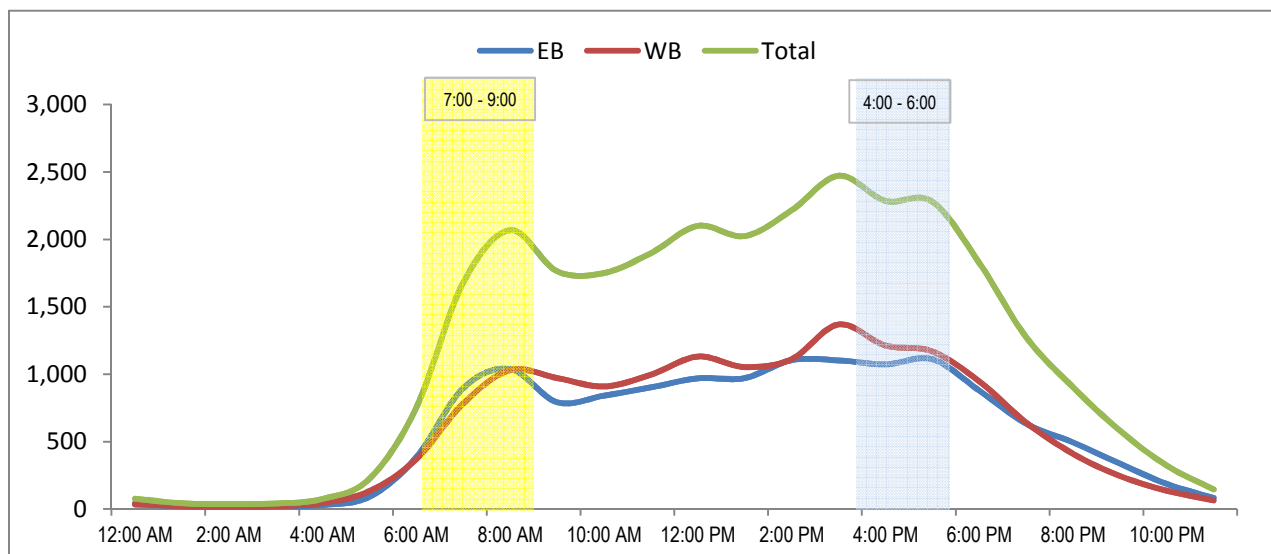
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						28,841				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		41	35	76		12:00 PM - 1:00 PM		969	1,131	2,100
1:00 AM - 2:00 AM		20	23	43		1:00 PM - 2:00 PM		971	1,053	2,024
2:00 AM - 3:00 AM		18	18	36		2:00 PM - 3:00 PM		1,104	1,111	2,215
3:00 AM - 4:00 AM		19	22	41		3:00 PM - 4:00 PM		1,103	1,369	2,472
4:00 AM - 5:00 AM		30	45	75		4:00 PM - 5:00 PM		1,073	1,213	2,286
5:00 AM - 6:00 AM		91	133	224		5:00 PM - 6:00 PM		1,111	1,169	2,280
6:00 AM - 7:00 AM		384	369	753		6:00 PM - 7:00 PM		879	948	1,827
7:00 AM - 8:00 AM		897	783	1,680		7:00 PM - 8:00 PM		633	642	1,275
8:00 AM - 9:00 AM		1,038	1,030	2,068		8:00 PM - 9:00 PM		494	410	904
9:00 AM - 10:00 AM		792	972	1,764		9:00 PM - 10:00 PM		337	245	582
10:00 AM - 11:00 AM		841	909	1,750		10:00 PM - 11:00 PM		186	136	322
11:00 AM - 12:00 PM		902	996	1898		11:00 PM - 12:00 AM		82	64	146
Total		5,073	5,335	10,408		Total		8,942	9,491	18,433

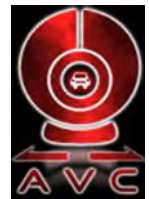
24-Hour	EB	Volume	14,015	24-Hour	WB	Volume	14,826



24 Hour Segment Count



Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 55. Encinitas Blvd, South of Glen Arbor Dr

Orientation: North-South

Date of Count: Wednesday, June 03, 2015

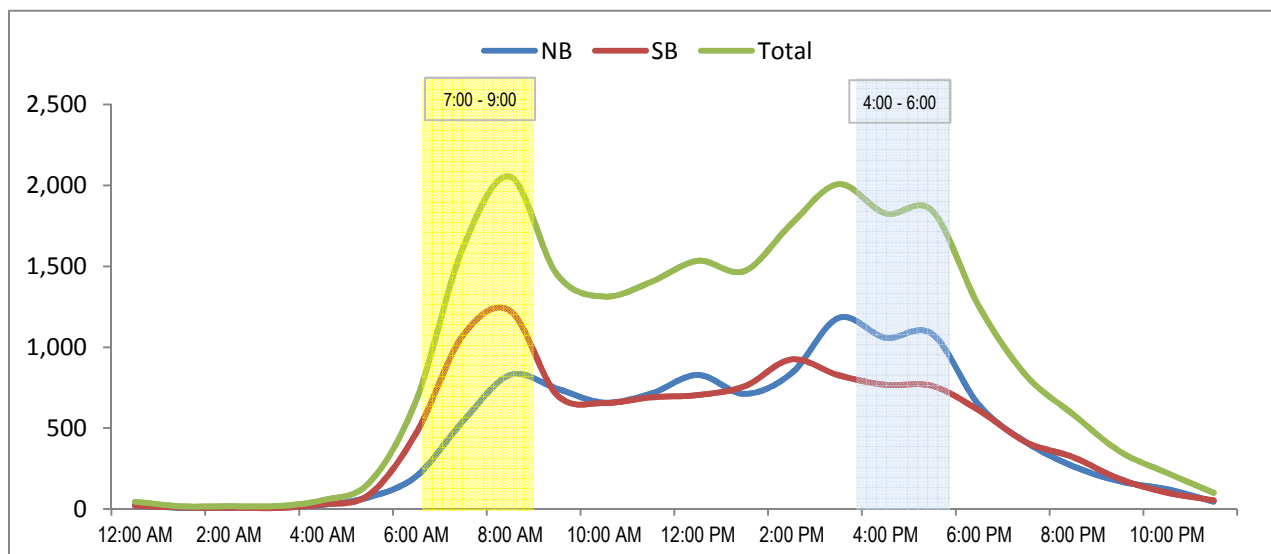
Analysts: DASH

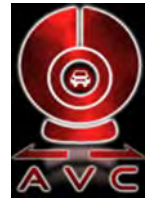
Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						22,619				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		23	22	45		12:00 PM - 1:00 PM		829	705	1,534
1:00 AM - 2:00 AM		7	10	17		1:00 PM - 2:00 PM		712	759	1,471
2:00 AM - 3:00 AM		9	9	18		2:00 PM - 3:00 PM		839	925	1,764
3:00 AM - 4:00 AM		12	6	18		3:00 PM - 4:00 PM		1,181	827	2,008
4:00 AM - 5:00 AM		26	29	55		4:00 PM - 5:00 PM		1,059	768	1,827
5:00 AM - 6:00 AM		74	90	164		5:00 PM - 6:00 PM		1,082	761	1,843
6:00 AM - 7:00 AM		203	471	674		6:00 PM - 7:00 PM		641	609	1,250
7:00 AM - 8:00 AM		544	1,076	1,620		7:00 PM - 8:00 PM		413	413	826
8:00 AM - 9:00 AM		829	1,225	2,054		8:00 PM - 9:00 PM		265	321	586
9:00 AM - 10:00 AM		744	705	1,449	9:00 PM - 10:00 PM		171	185	356	
10:00 AM - 11:00 AM		658	655	1,313	10:00 PM - 11:00 PM		123	101	224	
11:00 AM - 12:00 PM		713	690	1403	11:00 PM - 12:00 AM		46	54	100	
Total		3,842	4,988	8,830	Total		7,361	6,428	13,789	

24-Hour	NB	Volume	11,203	24-Hour	SB	Volume	11,416





Location: 54. S. Rancho Santa Fe Rd. west of El Mirlo

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

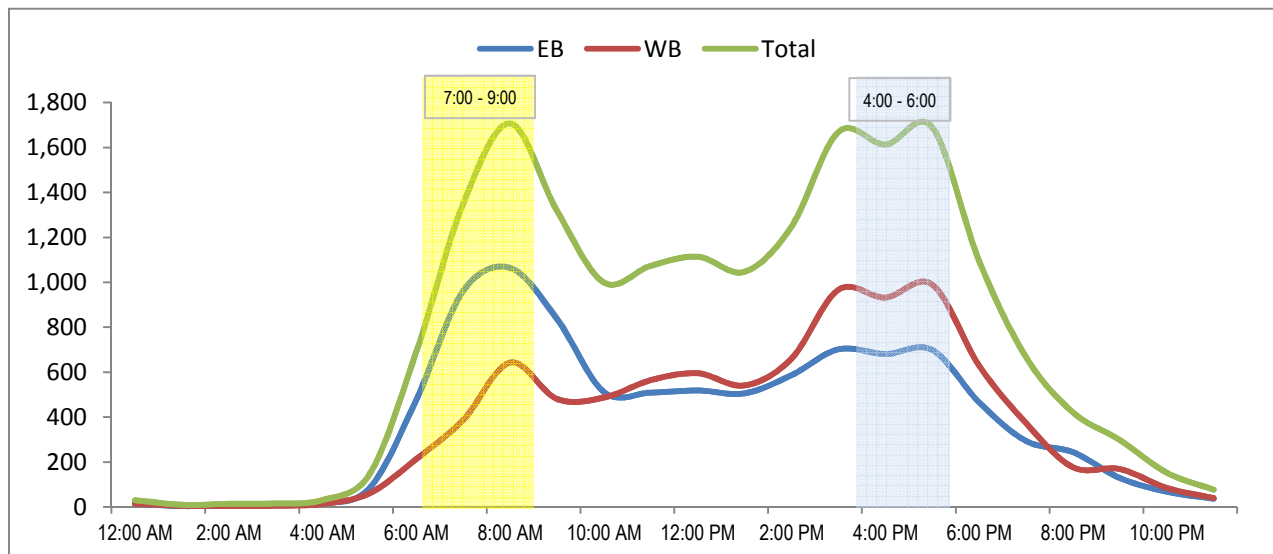
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						18,476				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		15	15	30		12:00 PM - 1:00 PM		519	595	1,114
1:00 AM - 2:00 AM		4	6	10		1:00 PM - 2:00 PM		506	541	1,047
2:00 AM - 3:00 AM		9	5	14		2:00 PM - 3:00 PM		587	661	1,248
3:00 AM - 4:00 AM		10	6	16		3:00 PM - 4:00 PM		702	967	1,669
4:00 AM - 5:00 AM		17	14	31		4:00 PM - 5:00 PM		681	932	1,613
5:00 AM - 6:00 AM		84	61	145		5:00 PM - 6:00 PM		699	990	1,689
6:00 AM - 7:00 AM		477	214	691		6:00 PM - 7:00 PM		466	629	1,095
7:00 AM - 8:00 AM		962	388	1,350		7:00 PM - 8:00 PM		294	373	667
8:00 AM - 9:00 AM		1,064	643	1,707		8:00 PM - 9:00 PM		244	177	421
9:00 AM - 10:00 AM		837	481	1,318		9:00 PM - 10:00 PM		129	169	298
10:00 AM - 11:00 AM		512	487	999	10:00 PM - 11:00 PM		68	85	153	
11:00 AM - 12:00 PM		509	565	1074	11:00 PM - 12:00 AM		37	40	77	
Total		4,500	2,885	7,385	Total		4,932	6,159	11,091	

24-Hour	EB	Volume	9,432	24-Hour	WB	Volume	9,044



TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

REQUEZA E-O DEVONSHIRE

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4	1	12:00			46	42
00:15			2	1	12:15			38	34
00:30			0	1	12:30			45	49
00:45			3	9	12:45			43	172
01:00			0	1				62	62
01:15			1	1				43	57
01:30			0	0				62	56
01:45			3	4				51	218
02:00			0	2				59	32
02:15			0	1				51	30
02:30			0	1				63	60
02:45			0	0				55	228
03:00			0	0				70	54
03:15			0	0				71	80
03:30			0	0				56	48
03:45			0	0				58	255
04:00			1	0				71	44
04:15			0	0				67	55
04:30			0	1				79	51
04:45			4	5				72	289
05:00			1	1				83	53
05:15			7	2				99	41
05:30			1	3				70	56
05:45			7	16				53	305
06:00			3	10				67	37
06:15			9	12				55	62
06:30			7	14				56	46
06:45			17	36				44	222
07:00			33	45				41	35
07:15			54	46				38	25
07:30			85	64				30	19
07:45			44	216				34	143
08:00			43	71				26	22
08:15			48	75				31	24
08:30			26	51				15	19
08:45			45	162				8	80
09:00			37	65				14	13
09:15			33	54				10	12
09:30			28	39				15	10
09:45			37	135				10	49
10:00			40	52				4	9
10:15			40	39				10	3
10:30			49	32				4	2
10:45			30	159				3	21
11:00			26	31				2	2
11:15			41	38				7	3
11:30			43	41				1	3
11:45			56	166				2	12

Total Vol.	908	1110	2018	1994	1619	3613
Daily Totals						
NB		SB		EB	WB	Combined
				2902	2729	5631
AM			PM			
Split %	45.0%	55.0%	35.8%	55.2%	44.8%	64.2%
Peak Hour	07:15	07:30	07:30	16:30	14:30	16:30
Volume	226	306	526	333	243	534
P.H.F.	0.66	0.80	0.88	0.84	0.76	0.95

TUESDAY - JUNE 2ND, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

REQUEZA W-O NARDO

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			2	0	12:00			31	28			
00:15			1	1	12:15			33	30			
00:30			0	0	12:30			34	18			
00:45			1	4	0	1	5	46	144	55	131	275
01:00			1	0	13:00			31	30			
01:15			0	0	13:15			36	35			
01:30			0	0	13:30			44	50			
01:45			2	3	0	0	3	36	147	40	155	302
02:00			0	0	14:00			36	41			
02:15			0	0	14:15			39	39			
02:30			0	1	14:30			39	47			
02:45			1	1	0	1	2	32	146	42	169	315
03:00			0	0	15:00			56	34			
03:15			0	0	15:15			57	131			
03:30			0	3	15:30			41	69			
03:45			0	0	0	3	3	52	206	51	285	491
04:00			0	1	16:00			37	42			
04:15			0	0	16:15			47	46			
04:30			1	2	16:30			32	40			
04:45			0	1	2	5	6	46	162	42	170	332
05:00			3	5	17:00			45	52			
05:15			1	6	17:15			61	36			
05:30			2	5	17:30			48	34			
05:45			4	10	5	21	31	42	196	37	159	355
06:00			6	10	18:00			49	26			
06:15			12	6	18:15			44	27			
06:30			8	10	18:30			31	22			
06:45			16	42	16	42	84	28	152	21	96	248
07:00			40	24	19:00			24	26			
07:15			91	46	19:15			23	21			
07:30			156	71	19:30			23	19			
07:45			80	367	57	198	565	27	97	16	82	179
08:00			58	55	20:00			26	8			
08:15			57	32	20:15			16	12			
08:30			40	35	20:30			22	10			
08:45			46	201	45	167	368	9	73	11	41	114
09:00			36	46	21:00			19	10			
09:15			20	31	21:15			15	9			
09:30			37	30	21:30			12	5			
09:45			31	124	38	145	269	11	57	4	28	85
10:00			25	29	22:00			6	2			
10:15			27	33	22:15			10	4			
10:30			24	31	22:30			2	2			
10:45			25	101	22	115	216	5	23	4	12	35
11:00			22	32	23:00			3	1			
11:15			14	33	23:15			8	1			
11:30			28	35	23:30			1	1			
11:45			35	99	18	118	217	1	13	0	3	16

Total Vol.	953	816	1769	1416	1331	2747
Daily Totals						
NB		SB		EB	WB	Combined
				2369	2147	4516
AM			PM			
Split %	53.9%	46.1%	39.2%	51.5%	48.5%	60.8%
Peak Hour	07:15	07:15	07:15	15:00	15:15	15:00
Volume	385	229	614	206	293	491
P.H.F.	0.62	0.81	0.68	0.90	0.56	0.65

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE W-O ARDEN

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	8	12:00			60	71			
00:15			2	2	12:15			55	111			
00:30			3	5	12:30			60	172			
00:45			3	15	2	17	32	60	235	97	451	686
01:00			1	4	13:00			70	83			
01:15			1	2	13:15			76	68			
01:30			1	4	13:30			76	76			
01:45			6	9	2	12	21	73	295	80	307	602
02:00			1	0	14:00			61	75			
02:15			1	1	14:15			84	68			
02:30			0	0	14:30			73	83			
02:45			2	4	1	2	6	78	296	78	304	600
03:00			1	1	15:00			89	64			
03:15			0	4	15:15			84	80			
03:30			1	2	15:30			55	89			
03:45			2	4	1	8	12	84	312	86	319	631
04:00			2	0	16:00			75	68			
04:15			2	3	16:15			85	112			
04:30			3	0	16:30			93	71			
04:45			1	8	1	4	12	106	359	91	342	701
05:00			4	6	17:00			97	73			
05:15			2	3	17:15			82	74			
05:30			10	15	17:30			83	73			
05:45			11	27	11	35	62	84	346	86	306	652
06:00			10	19	18:00			92	79			
06:15			12	18	18:15			81	83			
06:30			20	28	18:30			84	71			
06:45			36	78	22	87	165	69	326	85	318	644
07:00			34	33	19:00			68	72			
07:15			44	44	19:15			47	47			
07:30			57	62	19:30			57	50			
07:45			107	242	62	201	443	43	215	49	218	433
08:00			66	84	20:00			48	41			
08:15			84	75	20:15			59	39			
08:30			104	78	20:30			40	29			
08:45			57	311	72	309	620	32	179	35	144	323
09:00			63	79	21:00			28	31			
09:15			62	67	21:15			42	43			
09:30			64	67	21:30			32	27			
09:45			49	238	76	289	527	23	125	20	121	246
10:00			50	65	22:00			17	18			
10:15			43	62	22:15			10	17			
10:30			56	60	22:30			14	17			
10:45			60	209	56	243	452	10	51	8	60	111
11:00			55	61	23:00			14	9			
11:15			78	56	23:15			11	8			
11:30			54	58	23:30			10	16			
11:45			59	246	77	252	498	5	40	2	35	75
Total Vol.			1391	1459	2850	2779			2925	5704		
						Daily Totals						
						NB	SB	EB	WB	Combined		
									4170	4384	8554	
AM						PM						
Split %			48.8%	51.2%	33.3%	48.7%			51.3%	66.7%		
Peak Hour			07:45	11:45	11:45	16:15			12:15	16:15		
Volume			361	431	665	381			463	728		
P.H.F.			0.84	0.63	0.72	0.90			0.67	0.92		

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE W-O I-5 SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			8	4	12:00			96	153				
00:15			4	6	12:15			97	198				
00:30			6	6	12:30			113	128				
00:45			7	25	7	23	48	12:45	95	401	110	589	990
01:00			8	4	13:00			121	105				
01:15			2	4	13:15			119	113				
01:30			11	5	13:30			111	124				
01:45			7	28	3	16	44	13:45	100	451	103	445	896
02:00			7	1	14:00			133	113				
02:15			3	0	14:15			134	117				
02:30			5	0	14:30			112	109				
02:45			2	17	1	2	19	14:45	138	517	111	450	967
03:00			3	4	15:00			138	119				
03:15			2	5	15:15			128	122				
03:30			5	4	15:30			159	112				
03:45			4	14	1	14	28	15:45	121	546	105	458	1004
04:00			8	3	16:00			134	140				
04:15			5	5	16:15			128	98				
04:30			3	3	16:30			153	114				
04:45			5	21	14	25	46	16:45	133	548	100	452	1000
05:00			10	7	17:00			147	106				
05:15			19	17	17:15			134	116				
05:30			17	16	17:30			124	111				
05:45			17	63	21	61	124	17:45	110	515	113	446	961
06:00			24	26	18:00			115	118				
06:15			29	30	18:15			112	106				
06:30			56	43	18:30			77	110				
06:45			44	153	62	161	314	18:45	91	395	115	449	844
07:00			81	57	19:00			71	77				
07:15			100	70	19:15			68	68				
07:30			137	68	19:30			71	74				
07:45			110	428	119	314	742	19:45	78	288	72	291	579
08:00			136	112	20:00			64	55				
08:15			130	100	20:15			53	52				
08:30			104	100	20:30			41	52				
08:45			97	467	111	423	890	20:45	34	192	46	205	397
09:00			111	109	21:00			50	65				
09:15			101	99	21:15			49	49				
09:30			94	114	21:30			43	40				
09:45			91	397	107	429	826	21:45	22	164	43	197	361
10:00			89	95	22:00			24	23				
10:15			102	95	22:15			22	37				
10:30			111	80	22:30			16	18				
10:45			92	394	102	372	766	22:45	20	82	16	94	176
11:00			107	105	23:00			14	11				
11:15			109	89	23:15			21	20				
11:30			120	108	23:30			14	7				
11:45			109	445	100	402	847	23:45	11	60	7	45	105
Total Vol.			2452	2242	4694				4159	4121	8280		
			Daily Totals										
			NB	SB	EB	WB	Combined						
					6611	6363	12974						
AM			PM										
Split %	52.2%	47.8%	36.2%	50.2%	49.8%	63.8%							
Peak Hour	07:30	11:45	11:45	16:30	12:00	14:45							
Volume	513	579	994	567	589	1027							
P.H.F.	0.94	0.73	0.84	0.93	0.74	0.95							

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE BTN I-5 NB & SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			16	7	12:00			138	153
00:15			13	8	12:15			143	157
00:30			10	9	12:30			130	168
00:45			7	46	12:45			119	530
01:00			12	7	13:00			136	147
01:15			7	9	13:15			145	175
01:30			12	9	13:30			123	178
01:45			9	40	13:45			148	552
02:00			8	1	14:00			154	163
02:15			5	0	14:15			150	167
02:30			6	1	14:30			172	148
02:45			3	22	14:45			183	659
03:00			2	7	15:00			199	179
03:15			3	3	15:15			177	190
03:30			7	6	15:30			185	191
03:45			2	14	15:45			173	734
04:00			10	9	16:00			180	160
04:15			3	15	16:15			183	151
04:30			6	11	16:30			195	144
04:45			12	31	16:45			183	741
05:00			15	24	17:00			197	131
05:15			18	38	17:15			181	166
05:30			22	60	17:30			187	143
05:45			41	96	17:45			154	719
06:00			47	71	18:00			164	145
06:15			57	96	18:15			165	130
06:30			59	118	18:30			143	172
06:45			61	224	18:45			126	598
07:00			92	169	19:00			144	111
07:15			104	213	19:15			113	121
07:30			131	185	19:30			120	92
07:45			115	442	19:45			118	495
08:00			106	234	20:00			99	83
08:15			141	224	20:15			88	77
08:30			101	232	20:30			87	58
08:45			121	469	20:45			86	360
09:00			126	176	21:00			70	82
09:15			113	172	21:15			83	55
09:30			107	191	21:30			62	53
09:45			110	456	21:45			55	270
10:00			111	152	22:00			55	36
10:15			128	167	22:15			51	49
10:30			122	151	22:30			37	33
10:45			112	473	22:45			31	174
11:00			131	151	23:00			43	29
11:15			137	152	23:15			29	25
11:30			174	170	23:30			35	11
11:45			166	608	23:45			26	133

Total Vol.	2921	4469	7390	5965	5715	11680

Daily Totals

NB	SB	EB	WB	Combined
		8886	10184	19070

AM

PM

Split %	39.5%	60.5%	38.8%	51.1%	48.9%	61.2%
Peak Hour	11:30	07:45	07:45	16:15	14:45	14:45
Volume	621	958	1421	758	766	1510
P.H.F.	0.89	0.89	0.93	0.96	0.93	0.97

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE BTN I-5 NB & SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			16	7	12:00			138	153
00:15			13	8	12:15			143	157
00:30			10	9	12:30			130	168
00:45			7	46	12:45			119	530
01:00			12	7	13:00			136	147
01:15			7	9	13:15			145	175
01:30			12	9	13:30			123	178
01:45			9	40	13:45			148	552
02:00			8	1	14:00			154	163
02:15			5	0	14:15			150	167
02:30			6	1	14:30			172	148
02:45			3	22	14:45			183	659
03:00			2	7	15:00			199	179
03:15			3	3	15:15			177	190
03:30			7	6	15:30			185	191
03:45			2	14	15:45			173	734
04:00			10	9	16:00			180	160
04:15			3	15	16:15			183	151
04:30			6	11	16:30			195	144
04:45			12	31	16:45			183	741
05:00			15	24	17:00			197	131
05:15			18	38	17:15			181	166
05:30			22	60	17:30			187	143
05:45			41	96	17:45			154	719
06:00			47	71	18:00			164	145
06:15			57	96	18:15			165	130
06:30			59	118	18:30			143	172
06:45			61	224	18:45			126	598
07:00			92	169	19:00			144	111
07:15			104	213	19:15			113	121
07:30			131	185	19:30			120	92
07:45			115	442	19:45			118	495
08:00			106	234	20:00			99	83
08:15			141	224	20:15			88	77
08:30			101	232	20:30			87	58
08:45			121	469	20:45			86	360
09:00			126	176	21:00			70	82
09:15			113	172	21:15			83	55
09:30			107	191	21:30			62	53
09:45			110	456	21:45			55	270
10:00			111	152	22:00			55	36
10:15			128	167	22:15			51	49
10:30			122	151	22:30			37	33
10:45			112	473	22:45			31	174
11:00			131	151	23:00			43	29
11:15			137	152	23:15			29	25
11:30			174	170	23:30			35	11
11:45			166	608	23:45			26	133

Total Vol.	2921	4469	7390	5965	5715	11680
Daily Totals						
	NB	SB	EB	WB	Combined	
			8886	10184	19070	
AM			PM			
Split %	39.5%	60.5%	38.8%	51.1%	48.9%	61.2%
Peak Hour	11:30	07:45	07:45	16:15	14:45	14:45
Volume	621	958	1421	758	766	1510
P.H.F.	0.89	0.89	0.93	0.96	0.93	0.97

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE E-O I-5 NB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			8	1	12:00			151	111				
00:15			6	3	12:15			168	121				
00:30			10	1	12:30			155	135				
00:45			8	32	4	9	41	12:45	166	640	111	478	1118
01:00			6	2	13:00			142	105				
01:15			5	1	13:15			135	109				
01:30			8	2	13:30			142	122				
01:45			3	22	1	6	28	13:45	151	570	116	452	1022
02:00			6	0	14:00			168	108				
02:15			1	1	14:15			152	134				
02:30			2	2	14:30			122	135				
02:45			2	11	1	4	15	14:45	123	565	138	515	1080
03:00			1	0	15:00			183	164				
03:15			2	0	15:15			148	222				
03:30			2	1	15:30			154	176				
03:45			3	8	1	2	10	15:45	139	624	143	705	1329
04:00			2	3	16:00			131	135				
04:15			2	0	16:15			141	140				
04:30			4	2	16:30			136	167				
04:45			8	16	2	7	23	16:45	143	551	127	569	1120
05:00			10	1	17:00			132	121				
05:15			11	3	17:15			187	135				
05:30			14	5	17:30			166	137				
05:45			31	66	11	20	86	17:45	143	628	142	535	1163
06:00			31	10	18:00			138	59				
06:15			36	11	18:15			117	29				
06:30			58	16	18:30			139	34				
06:45			55	180	29	66	246	18:45	113	507	31	153	660
07:00			73	33	19:00			115	31				
07:15			111	74	19:15			86	26				
07:30			149	109	19:30			95	29				
07:45			129	462	112	328	790	19:45	94	390	24	110	500
08:00			91	79	20:00			85	13				
08:15			104	60	20:15			102	32				
08:30			88	186	20:30			57	17				
08:45			93	376	238	563	939	20:45	56	300	13	75	375
09:00			121	230	21:00			78	20				
09:15			116	233	21:15			34	9				
09:30			104	105	21:30			36	9				
09:45			95	436	121	689	1125	21:45	37	185	13	51	236
10:00			80	90	22:00			37	10				
10:15			91	88	22:15			35	7				
10:30			97	77	22:30			34	6				
10:45			89	357	84	339	696	22:45	19	125	4	27	152
11:00			89	95	23:00			21	2				
11:15			116	98	23:15			21	3				
11:30			135	111	23:30			15	4				
11:45			159	499	103	407	906	23:45	14	71	3	12	83

Total Vol.	2465	2440	4905	5156	3682	8838
Daily Totals						
	NB	SB	EB	WB	Combined	
			7621	6122	13743	
AM			PM			
Split %	50.3%	49.7%	35.7%	58.3%	41.7%	64.3%
Peak Hour	11:45	08:30	08:30	12:00	15:00	15:00
Volume	633	887	1305	640	705	1329
P.H.F.	0.94	0.93	0.93	0.95	0.79	0.90

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE E-O NARDO

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			4	7	12:00			98	144			
00:15			2	8	12:15			88	151			
00:30			1	4	12:30			95	135			
00:45			4	11	5	24	35	102	383	158	588	971
01:00			2	3	13:00			88	142			
01:15			3	2	13:15			84	151			
01:30			2	4	13:30			95	144			
01:45			1	8	2	11	19	70	337	135	572	909
02:00			4	2	14:00			65	142			
02:15			2	1	14:15			77	158			
02:30			1	1	14:30			121	184			
02:45			3	10	0	4	14	113	376	162	646	1022
03:00			2	1	15:00			114	184			
03:15			1	2	15:15			121	191			
03:30			0	2	15:30			135	188			
03:45			2	5	5	10	15	141	511	195	758	1269
04:00			1	4	16:00			135	177			
04:15			1	5	16:15			126	184			
04:30			2	9	16:30			141	162			
04:45			7	11	8	26	37	151	553	167	690	1243
05:00			9	10	17:00			162	184			
05:15			12	15	17:15			138	155			
05:30			7	19	17:30			120	162			
05:45			22	50	40	84	134	128	548	121	622	1170
06:00			25	51	18:00			116	135			
06:15			33	60	18:15			121	151			
06:30			45	88	18:30			108	135			
06:45			55	158	105	304	462	95	440	111	532	972
07:00			70	161	19:00			70	108			
07:15			121	228	19:15			84	88			
07:30			168	226	19:30			77	70			
07:45			151	510	251	866	1376	68	299	54	320	619
08:00			132	203	20:00			70	55			
08:15			118	206	20:15			54	65			
08:30			98	219	20:30			44	54			
08:45			91	439	212	840	1279	35	203	35	209	412
09:00			99	184	21:00			38	44			
09:15			84	161	21:15			41	41			
09:30			85	126	21:30			29	35			
09:45			99	367	121	592	959	22	130	28	148	278
10:00			89	116	22:00			26	44			
10:15			88	103	22:15			25	26			
10:30			70	116	22:30			19	20			
10:45			65	312	98	433	745	20	90	19	109	199
11:00			70	84	23:00			16	20			
11:15			85	95	23:15			11	16			
11:30			95	121	23:30			15	11			
11:45			103	353	135	435	788	8	50	12	59	109

Total Vol.	2234	3629	5863	3920	5253	9173
Daily Totals						
		NB	SB	EB	WB	Combined
				6154	8882	15036
AM			PM			
Split %	38.1%	61.9%	39.0%	42.7%	57.3%	61.0%
Peak Hour	07:15	07:15	07:15	16:30	15:00	15:15
Volume	572	908	1480	592	758	1283
P.H.F.	0.85	0.90	0.92	0.91	0.97	0.95

BRIMINGHAM W-O FRED A

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	5	12:00			59	60			
00:15			9	3	12:15			60	64			
00:30			3	2	12:30			67	79			
00:45			2	21	4	14	35	63	249	57	260	509
01:00			2	0	13:00			55	55			
01:15			3	0	13:15			56	61			
01:30			1	0	13:30			56	68			
01:45			1	7	0	0	7	78	245	60	244	489
02:00			1	0	14:00			80	64			
02:15			3	3	14:15			74	69			
02:30			1	0	14:30			95	72			
02:45			1	6	1	4	10	94	343	77	282	625
03:00			1	1	15:00			83	75			
03:15			1	1	15:15			71	68			
03:30			1	0	15:30			59	77			
03:45			0	3	1	3	6	70	283	77	297	580
04:00			2	2	16:00			79	59			
04:15			0	1	16:15			81	51			
04:30			3	5	16:30			77	67			
04:45			7	12	6	14	26	89	326	67	244	570
05:00			5	14	17:00			79	75			
05:15			5	15	17:15			98	55			
05:30			11	20	17:30			85	45			
05:45			16	37	31	80	117	89	351	64	239	590
06:00			12	35	18:00			92	53			
06:15			19	37	18:15			79	48			
06:30			15	57	18:30			74	44			
06:45			30	76	95	224	300	102	347	45	190	537
07:00			23	115	19:00			66	43			
07:15			43	141	19:15			57	37			
07:30			38	141	19:30			58	37			
07:45			24	128	138	535	663	55	236	32	149	385
08:00			44	145	20:00			38	29			
08:15			49	107	20:15			46	33			
08:30			35	119	20:30			43	33			
08:45			41	169	116	487	656	38	165	27	122	287
09:00			43	82	21:00			46	41			
09:15			34	89	21:15			53	22			
09:30			27	81	21:30			41	21			
09:45			54	158	67	319	477	25	165	11	95	260
10:00			48	48	22:00			31	12			
10:15			68	68	22:15			16	8			
10:30			55	62	22:30			18	9			
10:45			42	213	77	255	468	10	75	6	35	110
11:00			63	68	23:00			13	3			
11:15			58	72	23:15			18	5			
11:30			57	55	23:30			5	4			
11:45			46	224	62	257	481	9	45	3	15	60
Total Vol.			1054	2192	3246			2830	2172	5002		
						Daily Totals						
						NB	SB	EB	WB	Combined		
								3884	4364	8248		
AM						PM						
Split %			32.5%	67.5%	39.4%			56.6%	43.4%	60.6%		
Peak Hour			11:45	07:15	07:15			17:15	14:45	14:15		
Volume			232	565	714			364	297	639		
P.H.F.			0.87	0.97	0.94			0.93	0.96	0.93		

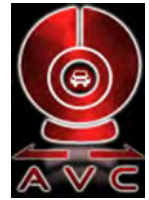
THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

SANTA FE E-O BALOUR

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			3	6	12:00			85	151				
00:15			1	6	12:15			110	157				
00:30			4	5	12:30			84	154				
00:45			3	11	6	23	34	12:45	86	365	171	633	998
01:00			1	1	13:00			92	138				
01:15			2	4	13:15			86	169				
01:30			3	3	13:30			115	175				
01:45			1	7	2	10	17	13:45	83	376	150	632	1008
02:00			3	3	14:00			93	157				
02:15			1	3	14:15			119	187				
02:30			2	2	14:30			104	165				
02:45			1	7	1	9	16	14:45	106	422	179	688	1110
03:00			0	1	15:00			113	243				
03:15			0	4	15:15			146	243				
03:30			2	8	15:30			156	235				
03:45			1	3	3	16	19	15:45	117	532	208	929	1461
04:00			1	4	16:00			111	202				
04:15			2	8	16:15			119	205				
04:30			2	8	16:30			134	205				
04:45			8	13	11	31	44	16:45	119	483	204	816	1299
05:00			9	13	17:00			123	220				
05:15			10	19	17:15			102	206				
05:30			7	22	17:30			103	180				
05:45			27	53	46	100	153	17:45	111	439	180	786	1225
06:00			23	49	18:00			91	168				
06:15			31	52	18:15			100	156				
06:30			44	89	18:30			108	157				
06:45			61	159	109	299	458	18:45	92	391	144	625	1016
07:00			51	157	19:00			82	124				
07:15			94	263	19:15			95	128				
07:30			114	224	19:30			55	84				
07:45			131	390	231	875	1265	19:45	60	292	78	414	706
08:00			108	226	20:00			37	73				
08:15			72	201	20:15			45	69				
08:30			59	194	20:30			52	69				
08:45			86	325	199	820	1145	20:45	49	183	79	290	473
09:00			75	167	21:00			53	72				
09:15			75	174	21:15			35	46				
09:30			75	147	21:30			43	69				
09:45			67	292	143	631	923	21:45	29	160	39	226	386
10:00			61	112	22:00			41	58				
10:15			77	139	22:15			37	56				
10:30			92	130	22:30			10	22				
10:45			70	300	120	501	801	22:45	22	110	24	160	270
11:00			55	108	23:00			11	17				
11:15			92	139	23:15			7	16				
11:30			95	153	23:30			15	19				
11:45			98	340	141	541	881	23:45	8	41	16	68	109
Total Vol.			1900	3856	5756	3794			6267	10061			
						Daily Totals							
						NB	SB	EB	WB	Combined			
						5694					10123	15817	
AM						PM							
Split %			33.0%	67.0%	36.4%	37.7%			62.3%	63.6%			
Peak Hour			07:15	07:15	07:15	15:00			15:00	15:00			
Volume			447	944	1391	532			929	1461			
P.H.F.			0.85	0.90	0.96	0.85			0.96	0.93			



Location: 70. Santa Fe Dr. west of El Camino Real

Orientation: East-West

Date of Count: Tuesday, June 02, 2015

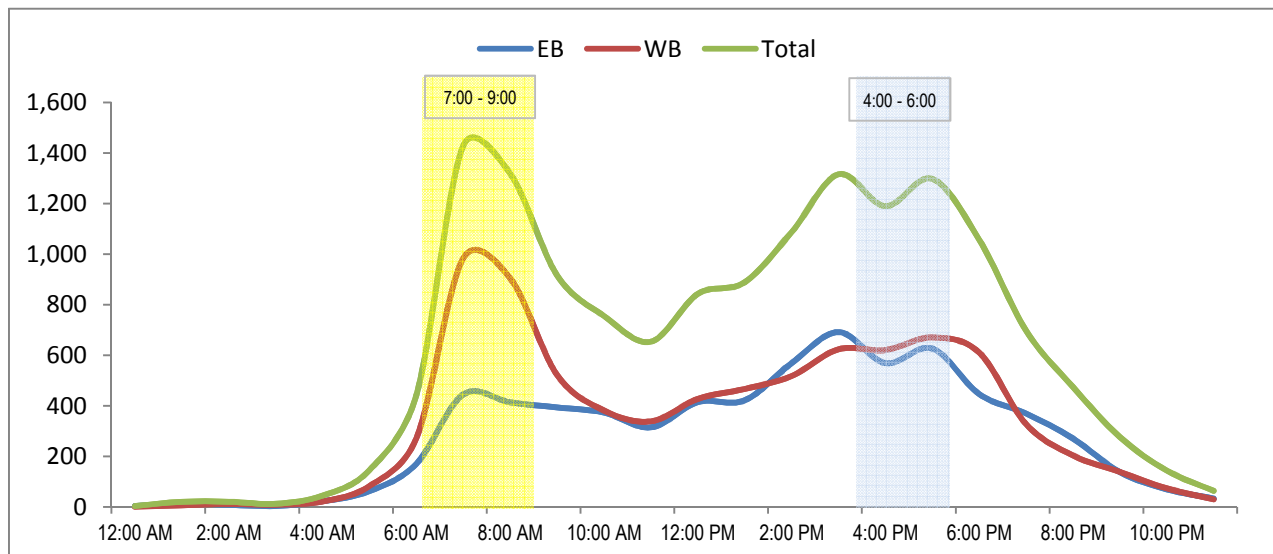
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0360

24 Hour Segment Volume						15,107				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		4	0	4		12:00 PM - 1:00 PM		415	428	843
1:00 AM - 2:00 AM		14	7	21		1:00 PM - 2:00 PM		422	467	889
2:00 AM - 3:00 AM		9	12	21		2:00 PM - 3:00 PM		569	518	1,087
3:00 AM - 4:00 AM		4	9	13		3:00 PM - 4:00 PM		692	624	1,316
4:00 AM - 5:00 AM		23	22	45		4:00 PM - 5:00 PM		569	621	1,190
5:00 AM - 6:00 AM		63	83	146		5:00 PM - 6:00 PM		627	671	1,298
6:00 AM - 7:00 AM		171	272	443		6:00 PM - 7:00 PM		447	611	1,058
7:00 AM - 8:00 AM		445	984	1,429		7:00 PM - 8:00 PM		370	328	698
8:00 AM - 9:00 AM		414	905	1,319		8:00 PM - 9:00 PM		271	204	475
9:00 AM - 10:00 AM		394	523	917		9:00 PM - 10:00 PM		138	139	277
10:00 AM - 11:00 AM		374	382	756	10:00 PM - 11:00 PM		70	74	144	
11:00 AM - 12:00 PM		315	339	654	11:00 PM - 12:00 AM		34	30	64	
Total		2,230	3,538	5,768	Total		4,624	4,715	9,339	

24-Hour	EB	Volume	6,854	24-Hour	WB	Volume	8,253



TUESDAY - JUNE 9TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

BRIMINGHAM W-O GLASGOW

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			4	9	12:00			120	128			
00:15			9	5	12:15			113	117			
00:30			4	4	12:30			141	111			
00:45			6	23	5	23	46	128	502	114	470	972
01:00			4	4	13:00			100	118			
01:15			6	1	13:15			149	145			
01:30			3	4	13:30			119	112			
01:45			13	26	3	12	38	162	530	139	514	1044
02:00			4	4	14:00			135	113			
02:15			1	2	14:15			139	152			
02:30			5	3	14:30			158	134			
02:45			2	12	1	10	22	151	583	138	537	1120
03:00			0	1	15:00			136	121			
03:15			0	2	15:15			118	142			
03:30			1	0	15:30			141	115			
03:45			2	3	7	10	13	139	534	107	485	1019
04:00			4	1	16:00			152	110			
04:15			3	3	16:15			159	134			
04:30			6	6	16:30			136	127			
04:45			7	20	14	24	44	130	577	133	504	1081
05:00			10	18	17:00			133	119			
05:15			12	25	17:15			174	127			
05:30			24	19	17:30			152	137			
05:45			27	73	35	97	170	144	603	132	515	1118
06:00			31	50	18:00			155	123			
06:15			42	50	18:15			125	128			
06:30			64	78	18:30			102	117			
06:45			48	185	84	262	447	99	481	110	478	959
07:00			82	61	19:00			83	104			
07:15			113	75	19:15			99	106			
07:30			155	104	19:30			97	80			
07:45			131	481	112	352	833	87	366	77	367	733
08:00			153	114	20:00			63	74			
08:15			171	100	20:15			70	57			
08:30			132	118	20:30			55	51			
08:45			116	572	113	445	1017	66	254	41	223	477
09:00			101	134	21:00			72	57			
09:15			101	101	21:15			50	43			
09:30			95	92	21:30			50	39			
09:45			97	394	112	439	833	50	222	44	183	405
10:00			81	111	22:00			60	22			
10:15			91	104	22:15			38	22			
10:30			110	112	22:30			36	24			
10:45			121	403	127	454	857	27	161	27	95	256
11:00			97	121	23:00			18	11			
11:15			107	121	23:15			19	14			
11:30			97	144	23:30			24	13			
11:45			143	444	132	518	962	5	66	18	56	122
Total Vol.			2636	2646	5282	4879			4427	9306		
						Daily Totals						
						NB	SB	EB	WB	Combined		
						7515			7073	14588		
AM						PM						
Split %	49.9%				50.1%	36.2%	52.4%			47.6%	63.8%	
Peak Hour	07:30				11:15	07:30	17:15			14:15	17:15	
Volume	610				525	1040	625			545	1144	
P.H.F.	0.89				0.91	0.96	0.90			0.90	0.95	

THURSDAY - JUNE 4TH, 2015

CITY: ENCINTIAS

PROJECT: PTD15-0605-01

BRIMINGHAM BTN I-5 NB & SB RAMPS

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			18	11	12:00			111	101			
00:15			20	13	12:15			142	108			
00:30			3	11	12:30			121	151			
00:45			9	50	10	45	95	129	503	97	457	960
01:00			7	3	13:00			123	101			
01:15			8	9	13:15			147	128			
01:30			12	4	13:30			124	116			
01:45			8	35	9	25	60	118	512	126	471	983
02:00			6	3	14:00			188	128			
02:15			4	4	14:15			153	153			
02:30			4	3	14:30			176	138			
02:45			1	15	2	12	27	208	725	115	534	1259
03:00			6	5	15:00			162	140			
03:15			1	2	15:15			147	126			
03:30			4	1	15:30			163	107			
03:45			3	14	4	12	26	190	662	99	472	1134
04:00			9	5	16:00			191	94			
04:15			5	7	16:15			196	111			
04:30			10	6	16:30			173	114			
04:45			6	30	13	31	61	182	742	128	447	1189
05:00			14	24	17:00			199	124			
05:15			14	29	17:15			179	105			
05:30			28	33	17:30			183	113			
05:45			45	101	49	135	236	160	721	134	476	1197
06:00			33	67	18:00			149	129			
06:15			47	62	18:15			160	107			
06:30			59	101	18:30			121	94			
06:45			65	204	136	366	570	149	579	109	439	1018
07:00			77	189	19:00			83	84			
07:15			89	214	19:15			115	80			
07:30			109	212	19:30			95	93			
07:45			92	367	223	838	1205	95	388	73	330	718
08:00			116	202	20:00			81	59			
08:15			108	215	20:15			59	66			
08:30			83	215	20:30			92	59			
08:45			123	430	185	817	1247	83	315	56	240	555
09:00			102	169	21:00			93	79			
09:15			96	140	21:15			80	70			
09:30			90	147	21:30			65	41			
09:45			111	399	128	584	983	68	306	44	234	540
10:00			115	94	22:00			62	33			
10:15			115	114	22:15			45	21			
10:30			107	102	22:30			38	37			
10:45			99	436	116	426	862	33	178	22	113	291
11:00			123	96	23:00			36	23			
11:15			102	115	23:15			33	19			
11:30			119	125	23:30			26	19			
11:45			129	473	125	461	934	23	118	13	74	192

Total Vol.	2554	3752	6306	5749	4287	10036

Daily Totals					
NB	SB	EB	WB	Combined	
		8303	8039	16342	

AM				PM		
Split %	40.5%	59.5%	38.6%	57.3%	42.7%	61.4%
Peak Hour	11:45	07:45	07:30	15:45	14:15	14:00
Volume	503	855	1277	750	546	1259
P.H.F.	0.89	0.96	0.99	0.96	0.89	0.97



Location: Manchester Avenue @ El Camino Real

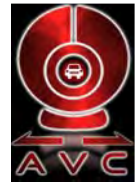
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Manchester Avenue @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	8	216	11	15	0	78	47	83	1	0	1	0	460
7:15 AM	17	239	18	9	3	56	40	105	1	0	0	1	489
7:30 AM	11	244	16	17	0	56	56	117	1	0	0	1	519
7:45 AM	1	210	22	13	0	55	61	108	5	0	0	5	480
8:00 AM	3	266	35	36	0	72	66	129	8	0	4	16	635
8:15 AM	6	287	44	40	0	78	89	141	3	1	0	4	693
8:30 AM	9	231	66	60	3	89	63	138	8	1	0	1	669
8:45 AM	12	205	30	50	3	93	60	125	7	2	0	1	588
Total	67	1,898	242	240	9	577	482	946	34	4	5	29	4,533

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	30	989	175	186	6	332	278	533	26	4	4	22	2,585
PHF	0.63	0.86	0.66	0.78	0.50	0.89	0.78	0.95	0.81	0.50	0.25	0.34	0.93
Movement PHF		0.89			0.86			0.90			0.38		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	1	188	20	15	0	57	61	181	2	0	0	1	526
4:15 PM	0	143	7	15	0	49	56	157	1	0	0	0	428
4:30 PM	1	202	9	28	0	94	69	283	0	1	0	0	687
4:45 PM	0	184	23	20	0	69	81	250	3	1	0	2	633
5:00 PM	0	151	18	16	0	66	82	249	2	0	0	0	584
5:15 PM	0	142	11	19	0	60	91	323	1	1	0	1	649
5:30 PM	1	162	12	12	1	65	78	263	1	1	2	1	599
5:45 PM	0	138	16	7	0	52	96	292	1	0	0	0	602
Total	3	1310	116	132	1	512	614	1,998	11	4	2	5	4,708

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	679	61	83	0	289	323	1105	6	3	0	3	2553
PHF	0.25	0.84	0.663	0.741	#####	0.769	0.887	0.855	0.5	0.75	#####	0.375	0.93
Movement PHF		0.87			0.76			0.86			0.50		0.93



Location: Manchester Avenue @ I-5 NB Ramps

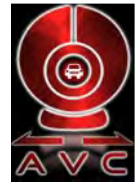
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Manchester Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
7:00 AM	12	109	4	292		18	5	440
7:15 AM	12	108	5	331		21	8	485
7:30 AM	12	147	7	375		33	8	582
7:45 AM	29	177	7	285		24	5	527
8:00 AM	13	172	4	342		29	6	566
8:15 AM	20	190	6	342		42	3	603
8:30 AM	26	157	8	363		27	9	590
8:45 AM	23	149	5	422		44	4	647
Total	147	1,209	46	2,752		238	48	4,440

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	82	668	23	1,469		142	22	2,406
PHF	0.79	0.88	0.72	0.87		0.81	0.61	0.93
Movement PHF	0.89		0.87			0.85		0.93

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	22	179	10	230		45	10	496
4:15 PM	32	274	17	201		28	0	552
4:30 PM	36	217	13	248		35	1	550
4:45 PM	37	241	15	180		35	2	510
5:00 PM	41	267	11	204		40	4	567
5:15 PM	48	324	16	187		50	7	632
5:30 PM	31	287	8	195		42	10	573
5:45 PM	37	296	10	186		32	2	563
Total	284	2085	100	1,631		307	36	4,443

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	157	1174	45	772		164	23	2335
PHF	0.82	0.906	0.703	0.946		0.82	0.575	0.92
Movement PHF	0.89		0.95			0.82		0.92



Location: Manchester Avenue @ I-5 SB Ramps

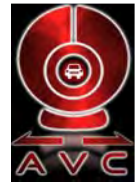
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Manchester Avenue @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	2	4	246	58		19	53	382
7:15 AM	2	3	284	59		26	66	440
7:30 AM	0	7	326	61		34	87	515
7:45 AM	2	0	242	72		29	107	452
8:00 AM	2	5	290	65		30	93	485
8:15 AM	2	7	262	100		38	127	536
8:30 AM	2	9	269	120		27	132	559
8:45 AM	1	10	337	108		38	96	590
Total	13	45	2,256	643		241	761	3,959

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	7	31	1,158	393		133	448	2,170
PHF	0.88	0.78	0.86	0.82		0.88	0.85	0.92
Movement PHF		0.86		0.87		0.88		0.92

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	6	10	199	53		45	30	343
4:15 PM	9	6	180	53		22	31	301
4:30 PM	10	8	204	80		28	23	353
4:45 PM	6	10	149	68		27	23	283
5:00 PM	7	10	177	68		34	31	327
5:15 PM	7	10	158	77		47	31	330
5:30 PM	7	12	163	63		40	30	315
5:45 PM	10	9	151	72		25	22	289
Total	62	75	1,381	534		268	221	2,541

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	30	38	688	293		136	108	1293
PHF	0.75	0.95	0.843	0.916		0.723	0.871	0.92
Movement PHF		0.94		0.86		0.78		0.92



Location: Birmingham Drive @ I-5 NB Ramps

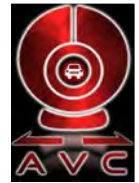
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Birmingham Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	19	156	0	12	0	20	0	26	50	283
7:15 AM	0	0	0	29	181	0	31	0	17	0	46	42	346
7:30 AM	0	0	0	40	180	0	32	0	23	0	34	72	381
7:45 AM	0	0	0	35	174	0	27	0	30	0	39	54	359
8:00 AM	0	0	0	42	174	0	35	0	20	0	63	60	394
8:15 AM	0	0	0	28	170	0	34	0	39	0	52	60	383
8:30 AM	0	0	0	32	178	0	23	0	34	0	34	51	352
8:45 AM	0	0	0	28	150	0	28	0	38	0	64	60	368
Total	0	0	0	253	1,363	0	222	0	221	0	358	449	2,866

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	145	698	0	128	0	112	0	188	246	1,517
PHF	#####	#####	#####	0.86	0.97	#####	0.91	#####	0.72	#####	0.75	0.85	0.96
Movement PHF	#DIV/0!			0.96			0.82			0.88			0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	41	73	0	56	0	25	0	93	76	364
4:15 PM	0	0	0	40	63	0	57	1	46	0	103	62	372
4:30 PM	0	0	0	41	88	0	68	0	25	0	98	63	383
4:45 PM	0	0	0	23	73	0	65	0	48	0	88	72	369
5:00 PM	0	0	0	29	99	0	80	1	36	0	112	61	418
5:15 PM	0	0	0	35	53	0	108	1	53	0	93	63	406
5:30 PM	0	0	0	26	58	0	68	0	58	0	104	55	369
5:45 PM	0	0	0	27	84	0	69	0	49	0	120	48	397
Total	0	0	0	262	591	0	571	3	340	0	811	500	3,078

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	117	294	0	325	2	196	0	429	227	1590
PHF	#####	#####	#####	0.836	0.742	#####	0.752	0.5	0.845	#####	0.894	0.901	0.95
Movement PHF	#DIV/0!			0.80			0.81			0.95			0.95



Location: Birmingham Drive @ I-5 SB Ramps

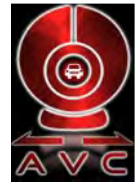
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Birmingham Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	22	0	11	0	39	137	0	0	0	71	65	0	345
7:15 AM	22	0	10	0	64	134	0	0	0	101	78	0	409
7:30 AM	20	0	4	0	46	157	0	0	0	131	102	0	460
7:45 AM	22	0	8	0	59	145	0	0	0	131	85	0	450
8:00 AM	24	0	7	0	74	120	0	0	0	140	116	0	481
8:15 AM	28	1	12	0	74	135	0	0	0	138	100	0	488
8:30 AM	34	1	2	0	81	131	0	0	0	132	83	0	464
8:45 AM	38	0	23	0	76	112	0	0	0	107	101	0	457
Total	210	2	77	0	513	1,071	0	0	0	951	730	0	3,554

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	124	2	44	0	305	498	0	0	0	517	400	0	1,890
PHF	0.82	0.50	0.48	#####	0.94	0.92	#####	#####	#####	0.92	0.86	#####	0.97
Movement PHF		0.70			0.95		#DIV/0!				0.90		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	53	1	30	0	70	28	0	0	0	46	139	0	367
4:15 PM	64	0	32	0	80	29	0	0	0	38	133	0	376
4:30 PM	57	0	30	0	79	34	0	0	0	52	131	0	383
4:45 PM	71	2	35	0	88	33	0	0	0	34	125	0	388
5:00 PM	55	0	24	0	91	44	0	0	0	56	149	0	419
5:15 PM	69	1	23	0	79	27	0	0	0	41	133	0	373
5:30 PM	73	0	26	0	91	25	0	0	0	48	133	0	396
5:45 PM	72	0	36	0	101	32	0	0	0	43	132	0	416
Total	514	4	236	0	679	252	0	0	0	358	1,075	0	3,118

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	269	1	109	0	362	128	0	0	0	188	547	0	1604
PHF	0.92	0.25	0.757	#####	0.896	0.727	#####	#####	#####	0.839	0.918	#####	0.96
Movement PHF		0.88			0.91		#DIV/0!				0.90		0.96



Location: Birmingham Dr @ San Elijo Ave

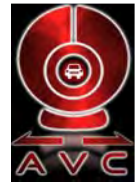
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Birmingham Dr @ San Elijo Ave

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM	79	19	5	24	26	22	175
7:15 AM	117	31	6	37	30	29	250
7:30 AM	107	34	7	38	31	33	250
7:45 AM	128	47	7	38	31	34	285
8:00 AM	161	45	22	38	37	51	354
8:15 AM	181	43	18	45	37	50	374
8:30 AM	133	38	14	58	51	46	340
8:45 AM	121	35	20	37	46	49	308
Total	1,027	292	99	315	289	314	2,336

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.92**

	Southbound		Westbound		Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	596	161	74	178	171	196	1,376
PHF	0.82	0.89	0.84	0.77	0.84	0.96	0.92
Movement PHF	0.84		0.88			0.95	0.92

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound		Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	54	18	16	38	79	115	320
4:15 PM	63	23	28	48	68	89	319
4:30 PM	65	24	21	34	73	124	341
4:45 PM	51	24	21	58	57	92	303
5:00 PM	61	21	23	36	67	101	309
5:15 PM	57	20	37	39	71	94	318
5:30 PM	57	14	29	46	64	100	310
5:45 PM	62	17	27	42	61	114	323
Total	470	161	202	341	540	829	2,543

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.94**

	Southbound		Westbound		Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
Volume	233	89	86	178	277	420	1283
PHF	0.896	0.927	0.768	0.767	0.877	0.847	0.94
Movement PHF	0.90		0.84			0.88	0.94



Location: El Camino Real @ Santa Fe Drive

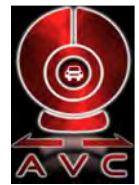
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: El Camino Real @ Santa Fe Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		102	20	11	59	186	229	607
7:15 AM		120	32	16	68	256	218	710
7:30 AM		119	51	17	127	229	201	744
7:45 AM		120	48	30	115	161	222	696
8:00 AM		149	32	31	87	198	292	789
8:15 AM		170	40	40	68	206	302	826
8:30 AM		167	12	21	78	212	270	760
8:45 AM		176	37	22	67	168	229	699
Total		1,123	272	188	669	1,616	1,963	5,831

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		662	121	114	300	784	1,093	3,074
PHF		0.94	0.76	0.71	0.86	0.92	0.90	0.93
Movement PHF		0.92		0.88		0.92		0.93

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		234	33	30	129	116	189	731
4:15 PM		204	23	23	129	110	173	662
4:30 PM		226	30	30	122	128	190	726
4:45 PM		226	19	24	82	162	180	693
5:00 PM		224	27	30	134	141	212	768
5:15 PM		226	28	37	139	165	192	787
5:30 PM		239	19	24	110	135	224	751
5:45 PM		203	20	19	134	136	196	708
Total		1,782	199	217	979	1,093	1,556	5,826

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		892	94	110	517	577	824	3014
PHF		0.933	0.839	0.743	0.93	0.874	0.92	0.96
Movement PHF		0.96		0.89		0.98		0.96



Location: Santa Fe Drive @ Lake Drive

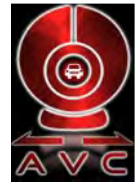
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ Lake Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	97	64	29	0	18	14	34	0	256
7:15 AM	2	0	0	0	188	84	34	0	21	16	53	0	398
7:30 AM	1	1	0	0	148	111	24	0	9	10	94	0	398
7:45 AM	0	0	0	0	174	72	30	0	11	7	101	0	395
8:00 AM	0	0	0	0	145	75	36	0	15	16	77	0	364
8:15 AM	1	0	0	0	143	87	44	0	21	19	66	0	381
8:30 AM	0	0	0	0	149	92	35	0	18	14	54	0	362
8:45 AM	0	0	1	0	129	70	36	0	19	14	77	0	346
Total	4	1	1	0	1,173	655	268	0	132	110	556	0	2,900

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	1	0	0	655	342	124	0	56	49	325	0	1,555
PHF	0.38	0.25	#####	#####	0.87	0.77	0.86	#####	0.67	0.77	0.80	#####	0.98
Movement PHF		0.50			0.92			0.82			0.87		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	98	50	40	0	18	18	104	0	328
4:15 PM	0	0	0	0	100	54	47	0	17	12	86	1	317
4:30 PM	1	0	0	0	101	40	33	0	20	19	92	1	307
4:45 PM	0	0	1	0	103	56	50	0	12	10	102	0	334
5:00 PM	3	0	0	0	106	46	45	0	19	13	98	0	330
5:15 PM	0	0	0	0	110	39	47	0	17	14	112	2	341
5:30 PM	0	0	0	0	108	47	34	0	13	24	92	0	318
5:45 PM	0	0	0	0	93	49	43	0	11	16	70	0	282
Total	4	0	1	0	819	381	339	0	127	126	756	4	2,557

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	0	1	0	427	188	176	0	61	61	404	2	1323
PHF	0.25	#####	0.25	#####	0.97	0.839	0.88	#####	0.803	0.635	0.902	0.25	0.97
Movement PHF		0.33			0.97			0.93			0.91		0.97



Location: Santa Fe Drive @ Balour Drive

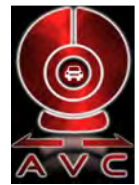
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ Balour Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	35	2	8	111		51	28	235
7:15 AM	44	2	19	215		90	52	422
7:30 AM	54	3	17	164		120	36	394
7:45 AM	45	6	39	166		116	25	397
8:00 AM	47	2	8	152		94	20	323
8:15 AM	26	7	17	150		65	26	291
8:30 AM	39	4	10	146		59	14	272
8:45 AM	37	9	14	131		79	22	292
Total	327	35	132	1,235		674	223	2,626

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	190	13	83	697		420	133	1,536
PHF	0.88	0.54	0.53	0.81		0.88	0.64	0.91
Movement PHF		0.89		0.83		0.89		0.91

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	41	8	17	106		108	39	319
4:15 PM	36	12	13	127		106	25	319
4:30 PM	38	7	17	93		121	45	321
4:45 PM	34	7	10	121		108	38	318
5:00 PM	31	12	17	126		113	48	347
5:15 PM	23	7	23	122		100	53	328
5:30 PM	37	7	21	97		93	58	313
5:45 PM	20	9	14	104		95	56	298
Total	260	69	132	896		844	362	2,563

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.95**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	126	33	67	462		442	184	1314
PHF	0.83	0.688	0.728	0.917		0.913	0.868	0.95
Movement PHF		0.88		0.91		0.94		0.95



Location: Santa Fe Drive @ MacKinnon Avenue

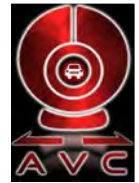
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ MacKinnon Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	6	17	5	11	111	23	13	8	10	8	66	4	282
7:15 AM	10	14	10	36	153	25	33	14	13	7	73	18	406
7:30 AM	13	10	10	22	157	38	32	19	15	19	107	13	455
7:45 AM	8	31	11	8	189	37	25	9	24	19	92	2	455
8:00 AM	6	24	3	3	169	54	11	8	33	10	81	3	405
8:15 AM	8	34	8	1	144	29	19	10	15	13	77	3	361
8:30 AM	5	28	5	6	147	10	14	10	22	10	73	2	332
8:45 AM	8	15	5	3	141	12	11	13	13	10	77	0	308
Total	64	173	57	90	1,211	228	158	91	145	96	646	45	3,004

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	37	79	34	69	668	154	101	50	85	55	353	36	1,721
PHF	0.71	0.64	0.77	0.48	0.88	0.71	0.77	0.66	0.64	0.72	0.82	0.50	0.95
Movement PHF		0.75			0.95			0.89			0.80		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	8	19	3	5	123	23	18	3	26	15	100	5	348
4:15 PM	6	11	7	5	131	17	21	8	14	18	126	4	368
4:30 PM	7	16	11	6	110	30	19	13	14	15	123	4	368
4:45 PM	2	12	8	12	114	23	24	19	20	25	127	7	393
5:00 PM	2	26	2	7	119	25	17	13	11	22	123	2	369
5:15 PM	6	21	12	5	118	22	22	15	29	20	129	6	405
5:30 PM	7	14	5	3	107	13	21	11	17	23	135	9	365
5:45 PM	7	15	4	8	101	23	31	19	15	22	120	8	373
Total	45	134	52	51	923	176	173	101	146	160	983	45	2,989

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	17	75	33	30	461	100	82	60	74	82	502	19	1535
PHF	0.61	0.721	0.688	0.625	0.968	0.833	0.854	0.789	0.638	0.82	0.973	0.679	0.95
Movement PHF		0.80			0.98			0.82			0.95		0.95



Location: Santa Fe Drive @ I-5 NB Off-Ramps

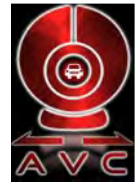
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ I-5 NB Off-Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	61	0	8	5	119	0	26	17	43	0	52	13	344
7:15 AM	70	0	12	4	192	0	42	17	47	0	59	13	456
7:30 AM	61	0	20	6	182	0	28	11	50	0	91	16	465
7:45 AM	78	0	12	5	238	0	22	20	78	0	75	9	537
8:00 AM	81	0	4	9	192	0	17	12	33	0	58	10	416
8:15 AM	71	0	11	8	187	0	18	23	56	0	79	14	467
8:30 AM	53	0	5	7	180	0	26	20	60	0	53	15	419
8:45 AM	47	0	4	4	176	0	23	13	57	0	81	11	416
Total	522	0	76	48	1,466	0	202	133	424	0	548	101	3,520

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	291	0	47	28	799	0	85	66	217	0	303	49	1,885
PHF	0.90	#####	0.59	0.78	0.84	#####	0.76	0.72	0.70	#####	0.83	0.77	0.88
Movement PHF		0.94			0.85			0.77			0.82		0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	63	0	7	5	152	0	33	15	41	0	100	34	450
4:15 PM	37	0	12	8	161	0	35	20	29	0	115	15	432
4:30 PM	50	0	7	7	139	0	22	20	20	0	127	24	416
4:45 PM	40	0	8	9	131	0	29	24	51	0	103	16	411
5:00 PM	54	0	12	10	120	0	34	25	29	0	117	26	427
5:15 PM	36	0	10	10	132	0	39	21	46	0	106	34	434
5:30 PM	42	0	4	12	120	0	26	33	51	0	131	26	445
5:45 PM	48	0	8	13	116	0	45	44	56	0	104	30	464
Total	370	0	68	74	1,071	0	263	202	323	0	903	205	3,479

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	180	0	34	45	488	0	144	123	182	0	458	116	1770
PHF	0.83	#####	0.708	0.865	0.924	#####	0.8	0.699	0.813	#####	0.874	0.853	0.95
Movement PHF		0.81			0.94			0.77			0.91		0.95



Location: Santa Fe Drive @ I-5 NB On-Ramps

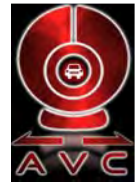
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ I-5 NB On-Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	59	164	0	0	0	0	0	65	34	322
7:15 AM	0	0	0	65	244	0	0	0	0	0	72	34	415
7:30 AM	0	0	0	96	197	0	0	0	0	0	107	42	442
7:45 AM	0	0	0	104	290	0	0	0	0	0	84	30	508
8:00 AM	0	0	0	71	235	0	0	0	0	0	68	47	421
8:15 AM	0	0	0	81	233	0	0	0	0	0	93	44	451
8:30 AM	0	0	0	51	242	0	0	0	0	0	68	37	398
8:45 AM	0	0	0	70	210	0	0	0	0	0	92	39	411
Total	0	0	0	597	1,815	0	0	0	0	0	649	307	3,368

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	352	955	0	0	0	0	0	352	163	1,822
PHF	#####	#####	#####	0.85	0.82	#####	#####	#####	#####	#####	0.82	0.87	0.90
Movement PHF	#DIV/0!			0.83			#DIV/0!			0.86			0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	76	180	0	0	0	0	0	134	91	481
4:15 PM	0	0	0	72	155	0	0	0	0	0	130	66	423
4:30 PM	0	0	0	59	150	0	0	0	0	0	151	69	429
4:45 PM	0	0	0	62	160	0	0	0	0	0	119	71	412
5:00 PM	0	0	0	73	130	0	0	0	0	0	143	85	431
5:15 PM	0	0	0	55	159	0	0	0	0	0	140	68	422
5:30 PM	0	0	0	66	147	0	0	0	0	0	157	72	442
5:45 PM	0	0	0	63	157	0	0	0	0	0	134	53	407
Total	0	0	0	526	1,238	0	0	0	0	0	1,108	575	3,447

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	269	645	0	0	0	0	0	534	297	1745
PHF	#####	#####	#####	0.885	0.896	#####	#####	#####	#####	#####	0.884	0.816	0.91
Movement PHF	#DIV/0!			0.89			#DIV/0!			0.92			0.91



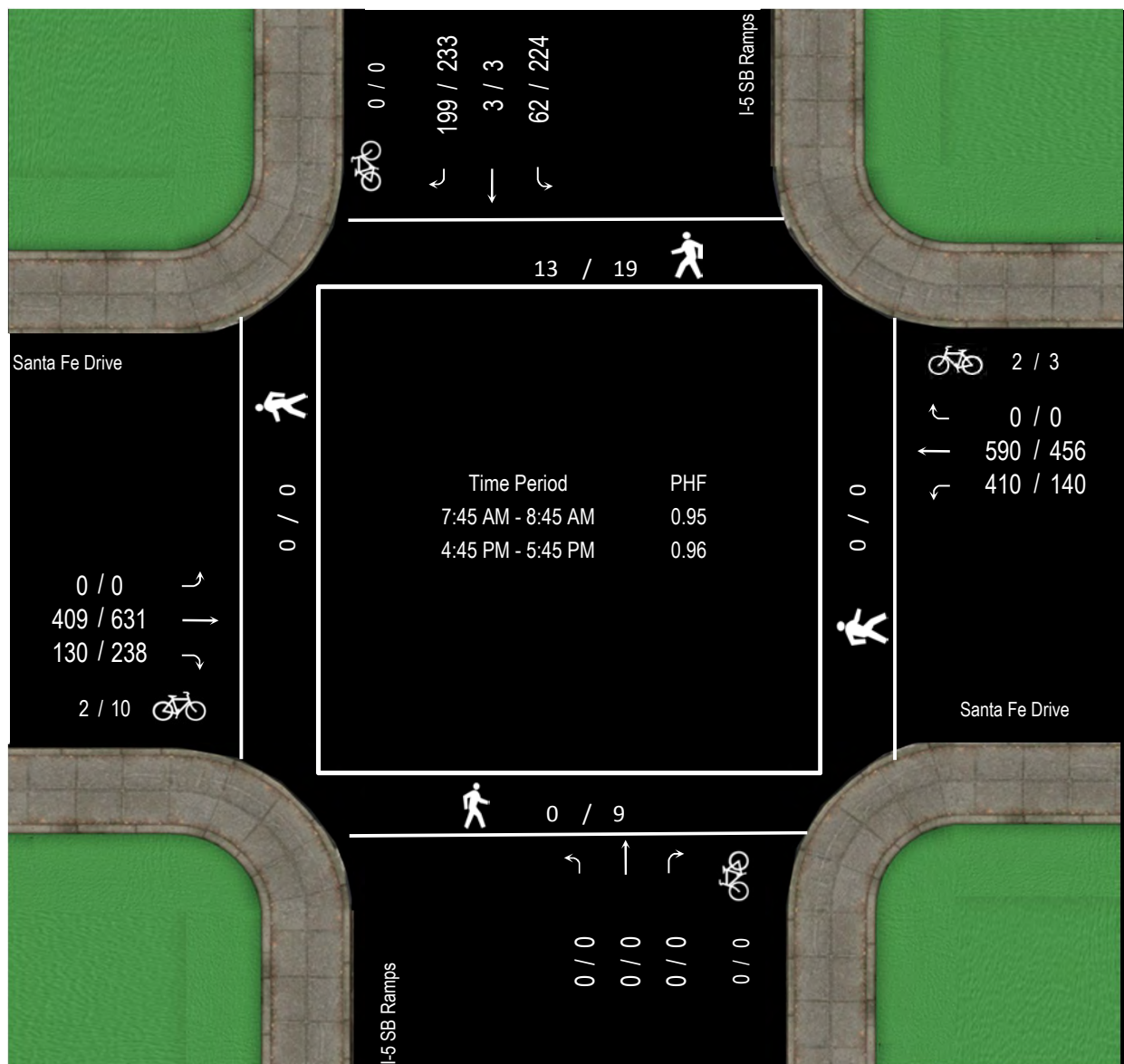
Location: Santa Fe Drive @ I-5 SB Ramps

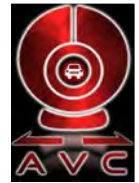
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	34	0	20	0	93	71	0	0	0	45	79	0	342
7:15 AM	19	0	14	0	201	43	0	0	0	14	92	0	383
7:30 AM	26	0	21	0	129	68	0	0	0	38	128	0	410
7:45 AM	43	0	17	0	175	115	0	0	0	28	97	0	475
8:00 AM	45	1	10	0	127	108	0	0	0	40	105	0	436
8:15 AM	58	1	16	0	141	92	0	0	0	29	121	0	458
8:30 AM	53	1	19	0	147	95	0	0	0	33	86	0	434
8:45 AM	57	0	24	0	143	67	0	0	0	38	107	0	436
Total	335	3	141	0	1,156	659	0	0	0	265	815	0	3,374

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	199	3	62	0	590	410	0	0	0	130	409	0	1,803
PHF	0.86	0.75	0.82	#####	0.84	0.89	#####	#####	#####	0.81	0.85	#####	0.95
Movement PHF		0.88			0.86		#DIV/0!				0.90		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	41	0	34	0	147	33	0	0	0	49	191	0	495
4:15 PM	53	0	41	0	103	52	0	0	0	49	155	0	453
4:30 PM	48	0	57	0	112	38	0	0	0	62	163	0	480
4:45 PM	57	2	53	0	116	44	0	0	0	48	137	0	457
5:00 PM	45	0	53	0	98	32	0	0	0	70	175	0	473
5:15 PM	71	1	63	0	123	36	0	0	0	63	145	0	502
5:30 PM	60	0	55	0	119	28	0	0	0	57	174	0	493
5:45 PM	54	1	54	0	126	31	0	0	0	47	133	0	446
Total	429	4	410	0	944	294	0	0	0	445	1,273	0	3,799

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	233	3	224	0	456	140	0	0	0	238	631	0	1925
PHF	0.82	0.375	0.889	#####	0.927	0.795	#####	#####	#####	0.85	0.901	#####	0.96
Movement PHF		0.85			0.93		#DIV/0!				0.89		0.96



Location: Santa Fe Drive @ San Elijo Avenue

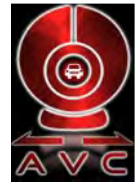
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Santa Fe Drive @ San Elijo Avenue

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
7:00 AM	68	31	23	19	1	6		148
7:15 AM	113	37	36	37	3	24		250
7:30 AM	125	79	34	32	1	17		288
7:45 AM	123	40	46	29	3	21		262
8:00 AM	153	48	29	50	1	33		314
8:15 AM	146	57	35	43	2	33		316
8:30 AM	153	29	47	45	2	30		306
8:45 AM	122	57	44	40	1	43		307
Total	1,003	378	294	295	14	207		2,191

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.98**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	574	191	155	178	6	139		1,243
PHF	0.94	0.84	0.82	0.89	0.75	0.81		0.98
Movement PHF	0.94		0.90			0.82		0.98

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
4:00 PM	51	41	61	38	5	81		277
4:15 PM	62	56	45	29	5	68		265
4:30 PM	64	59	39	42	3	82		289
4:45 PM	50	52	41	27	3	69		242
5:00 PM	48	48	47	25	3	76		247
5:15 PM	41	51	32	28	2	76		230
5:30 PM	52	57	51	29	0	75		264
5:45 PM	50	54	46	23	4	72		249
Total	418	418	362	241	25	599		2,063

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.93**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	227	208	186	136	16	300		1073
PHF	0.887	0.881	0.762	0.81	0.8	0.915		0.93
Movement PHF	0.88		0.81			0.92		0.93



Location: Encinitas Boulevard @ Rancho Santa Fe Drive

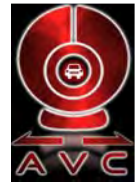
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Rancho Santa Fe Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	33	67	86	5	61	2	17	26	9	17	164	22	509
7:15 AM	53	52	127	14	82	8	29	38	20	11	159	25	618
7:30 AM	68	40	127	12	96	10	21	36	20	14	223	27	694
7:45 AM	58	28	79	13	103	11	19	30	28	26	264	23	682
8:00 AM	56	40	64	23	144	28	19	33	26	36	305	35	809
8:15 AM	51	50	77	17	139	54	24	35	29	39	265	40	820
8:30 AM	52	52	84	27	124	20	28	25	34	24	198	36	704
8:45 AM	67	46	68	28	110	17	16	39	23	35	154	34	637
Total	438	375	712	139	859	150	173	262	189	202	1,732	242	5,473

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	217	170	304	80	510	113	90	123	117	125	1,032	134	3,015
PHF	0.94	0.82	0.90	0.74	0.89	0.52	0.80	0.88	0.86	0.80	0.85	0.84	0.92
Movement PHF		0.92			0.84			0.94			0.86		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	56	47	34	35	159	20	18	41	44	19	111	42	626
4:15 PM	54	43	31	36	197	14	14	44	34	19	122	41	649
4:30 PM	57	54	20	48	194	36	14	40	38	21	139	48	709
4:45 PM	61	48	63	37	170	17	12	42	60	19	127	39	695
5:00 PM	49	41	53	35	174	25	17	49	45	19	134	46	687
5:15 PM	46	48	24	28	156	21	10	46	41	16	119	41	596
5:30 PM	42	50	41	31	184	21	17	45	50	14	117	60	672
5:45 PM	56	53	40	40	145	17	18	43	24	23	130	42	631
Total	421	384	306	290	1,379	171	120	350	336	150	999	359	5,265

PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	221	186	167	156	735	92	57	175	177	78	522	174	2740
PHF	0.91	0.861	0.663	0.813	0.933	0.639	0.838	0.893	0.738	0.929	0.939	0.906	0.97
Movement PHF		0.83			0.88			0.90			0.93		0.97



Location: Encinitas Boulevard @ Village Park Way

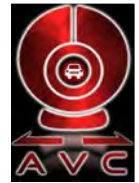
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Village Park Way

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	55	34	14	79		142	20	344
7:15 AM	71	45	20	102		147	29	414
7:30 AM	83	45	8	120		183	45	484
7:45 AM	95	66	15	143		233	67	619
8:00 AM	77	64	16	176		224	47	604
8:15 AM	89	52	28	74		214	43	500
8:30 AM	65	45	35	154		60	36	395
8:45 AM	59	16	23	229		156	96	579
Total	594	367	159	1,077		1,359	383	3,939

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.89**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	344	227	67	513		854	202	2,207
PHF	0.91	0.86	0.60	0.73		0.92	0.75	0.89
Movement PHF	0.89		0.76			0.88		0.89

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	48	13	39	202		160	67	529
4:15 PM	72	16	42	252		155	71	608
4:30 PM	47	17	32	197		188	89	570
4:45 PM	44	17	38	183		162	87	531
5:00 PM	49	21	29	168		162	79	508
5:15 PM	47	25	39	189		162	74	536
5:30 PM	41	17	43	143		164	95	503
5:45 PM	35	16	24	146		139	90	450
Total	383	142	286	1,480		1,292	652	4,235

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	211	63	151	834		665	314	2,238
PHF	0.73	0.926	0.899	0.827		0.884	0.882	0.92
Movement PHF	0.78		0.84			0.88		0.92



Location: Encinitas Boulevard @ Village Square Drive

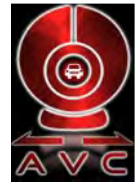
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Village Square Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	7	1	9	9	146	9	2	1	5	0	149	7	345
7:15 AM	12	0	16	14	177	11	4	0	1	0	165	13	413
7:30 AM	10	0	14	15	223	10	2	1	1	1	247	10	534
7:45 AM	18	0	17	22	286	11	1	0	2	0	277	16	650
8:00 AM	6	0	17	23	267	24	4	0	1	0	281	24	647
8:15 AM	31	0	28	25	294	18	2	0	0	0	206	29	633
8:30 AM	35	1	21	25	243	17	1	1	0	0	178	24	546
8:45 AM	28	1	18	28	253	41	3	0	2	1	193	26	594
Total	147	3	140	161	1,889	141	19	3	12	2	1,696	149	4,362

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	90	1	83	95	1,090	70	8	1	3	0	942	93	2,476
PHF	0.64	0.25	0.74	0.95	0.93	0.73	0.50	0.25	0.38	#####	0.84	0.80	0.95
Movement PHF		0.74			0.93			0.60			0.85		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	65	0	42	51	274	18	3	0	8	1	173	42	677
4:15 PM	49	0	49	46	293	11	5	0	9	0	180	50	692
4:30 PM	61	1	48	28	272	16	2	0	6	1	196	45	676
4:45 PM	72	2	40	34	238	16	6	1	6	0	175	42	632
5:00 PM	47	2	50	31	217	7	1	0	5	1	188	56	605
5:15 PM	44	0	53	29	304	21	3	0	9	0	190	39	692
5:30 PM	57	1	62	32	283	15	2	1	3	0	181	44	681
5:45 PM	57	0	65	37	223	18	6	0	5	0	177	68	656
Total	452	6	409	288	2,104	122	28	2	51	3	1,460	386	5,311

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	247	3	179	159	1077	61	16	1	29	2	724	179	2677
PHF	0.86	0.375	0.913	0.779	0.919	0.847	0.667	0.25	0.806	0.5	0.923	0.895	0.97
Movement PHF		0.94			0.93			0.82			0.93		0.97



Location: Encinitas Boulevard @ El Camino Real

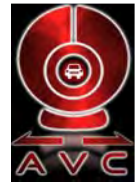
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	62	337	64	39	65	48	18	93	21	14	95	21	877
7:15 AM	65	361	97	41	72	43	19	105	21	11	95	52	982
7:30 AM	64	324	106	56	134	62	18	129	25	19	108	66	1,111
7:45 AM	50	336	147	47	152	62	30	138	33	19	151	52	1,217
8:00 AM	55	333	154	65	132	55	24	109	19	22	170	64	1,202
8:15 AM	60	386	118	74	127	78	29	154	37	36	120	57	1,276
8:30 AM	57	300	77	68	144	73	40	153	31	43	137	55	1,178
8:45 AM	53	319	112	75	128	76	44	176	40	35	109	57	1,224
Total	466	2,696	875	465	954	497	222	1,057	227	199	985	424	9,067

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	225	1,338	461	282	531	282	137	592	127	136	536	233	4,880
PHF	0.94	0.87	0.75	0.94	0.92	0.90	0.78	0.84	0.79	0.79	0.79	0.91	0.96
Movement PHF		0.90			0.96			0.82			0.88		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	68	229	95	81	143	93	47	207	42	35	157	102	1,299
4:15 PM	52	263	104	68	148	67	49	222	49	47	124	81	1,274
4:30 PM	68	256	122	70	156	75	61	196	45	30	146	82	1,307
4:45 PM	63	229	106	68	181	82	61	230	38	32	112	86	1,288
5:00 PM	50	225	142	76	126	62	47	245	34	40	144	92	1,283
5:15 PM	70	217	88	86	138	82	54	267	49	28	125	104	1,308
5:30 PM	43	194	93	83	136	85	60	262	50	27	109	65	1,207
5:45 PM	48	223	95	57	149	73	50	195	39	32	134	95	1,190
Total	462	1836	845	589	1,177	619	429	1,824	346	271	1,051	707	10,156

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	251	927	458	300	601	301	223	938	166	130	527	364	5186
PHF	0.90	0.905	0.806	0.872	0.83	0.918	0.914	0.878	0.847	0.813	0.902	0.875	0.99
Movement PHF		0.92			0.91			0.90			0.92		0.99



Location: Encinitas Boulevard @ Via Cantabria

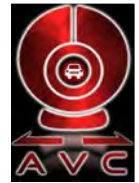
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Via Cantebria

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	85	19	8	118		108	48	386
7:15 AM	187	29	13	182		136	73	620
7:30 AM	242	34	19	241		152	110	798
7:45 AM	163	14	15	233		178	114	717
8:00 AM	137	22	18	207		173	86	643
8:15 AM	134	25	17	261		152	68	657
8:30 AM	109	20	17	196		156	93	591
8:45 AM	117	23	25	207		161	94	627
Total	1,174	186	132	1,645		1,216	686	5,039

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.88**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	676	95	69	942		655	378	2,815
PHF	0.70	0.70	0.91	0.90		0.92	0.83	0.88
Movement PHF	0.70		0.91			0.88		0.88

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	168	31	27	277		246	165	914
4:15 PM	121	25	39	366		258	166	975
4:30 PM	137	28	41	362		269	166	1,003
4:45 PM	194	27	17	391		223	184	1,036
5:00 PM	173	23	26	344		242	193	1,001
5:15 PM	173	31	38	428		282	228	1,180
5:30 PM	158	26	44	361		255	161	1,005
5:45 PM	186	21	33	336		196	159	931
Total	1310	212	265	2,865		1,971	1,422	8,045

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.89**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	698	107	125	1524		1002	766	4222
PHF	0.90	0.863	0.71	0.89		0.888	0.84	0.89
Movement PHF	0.91		0.88			0.87		0.89



Location: Encinitas Boulevard @ Balour Drive

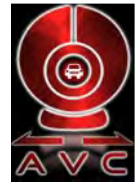
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Balour Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		126	77	60	13	32	96	404
7:15 AM		219	150	86	49	52	123	679
7:30 AM		288	195	121	72	44	141	861
7:45 AM		289	107	83	21	31	209	740
8:00 AM		265	79	59	26	23	200	652
8:15 AM		315	84	71	17	34	149	670
8:30 AM		226	79	68	20	17	181	591
8:45 AM		259	65	77	17	14	178	610
Total		1,987	836	625	235	247	1,277	5,207

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.85**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,061	531	349	168	150	673	2,932
PHF		0.92	0.68	0.72	0.58	0.72	0.81	0.85
Movement PHF		0.82		0.67			0.86	0.85

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		368	77	60	13	32	351	901
4:15 PM		337	150	86	49	52	338	1,012
4:30 PM		304	195	121	72	44	314	1,050
4:45 PM		478	107	83	21	31	324	1,044
5:00 PM		438	79	59	26	23	376	1,001
5:15 PM		517	84	71	17	34	439	1,162
5:30 PM		440	79	68	20	17	348	972
5:45 PM		457	65	77	17	14	278	908
Total		3,339	836	625	235	247	2,768	8,050

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1737	465	334	136	132	1453	4257
PHF		0.84	0.596	0.69	0.472	0.75	0.827	0.92
Movement PHF		0.92		0.61			0.84	0.92



Location: Encinitas Boulevard @ Quail Garden Drive

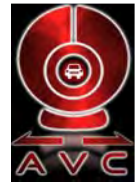
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Quail Garden Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	48	37	19	7	146	20	19	23	12	20	134	10	495
7:15 AM	31	50	34	14	147	37	22	27	16	30	102	13	523
7:30 AM	30	46	35	28	206	46	23	25	17	32	138	13	639
7:45 AM	44	84	39	20	287	39	47	25	17	42	174	13	831
8:00 AM	35	62	44	10	184	38	31	15	29	36	152	14	650
8:15 AM	45	58	37	21	266	43	21	22	14	42	199	15	783
8:30 AM	38	60	39	13	253	48	22	19	33	31	163	18	737
8:45 AM	40	55	30	25	243	53	28	20	34	45	173	22	768
Total	311	452	277	138	1,732	324	213	176	172	278	1,235	118	5,426

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	162	264	159	64	990	168	121	81	93	151	688	60	3,001
PHF	0.90	0.79	0.90	0.76	0.86	0.88	0.64	0.81	0.70	0.90	0.86	0.83	0.90
Movement PHF		0.88			0.88			0.83			0.88		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	31	30	25	42	261	54	51	48	47	42	239	52	922
4:15 PM	26	56	23	19	230	43	41	49	35	33	212	35	802
4:30 PM	23	24	19	21	332	63	53	58	45	35	297	58	1,028
4:45 PM	31	44	18	23	327	56	66	78	43	29	234	45	994
5:00 PM	29	50	31	25	330	60	76	66	58	43	278	49	1,095
5:15 PM	31	47	25	14	343	53	78	64	52	51	292	33	1,083
5:30 PM	29	25	13	29	309	32	44	64	43	38	298	39	963
5:45 PM	28	19	13	25	333	41	42	30	19	24	295	41	910
Total	228	295	167	198	2,465	402	451	457	342	295	2,145	352	7,797

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	114	165	93	83	1332	232	273	266	198	158	1101	185	4200
PHF	0.92	0.825	0.75	0.83	0.971	0.921	0.875	0.853	0.853	0.775	0.927	0.797	0.96
Movement PHF		0.85			0.99			0.92			0.93		0.96



Location: Encinitas Boulevard @ Saxony Road

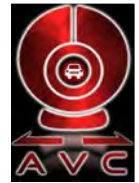
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Saxony Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	88	29	12	202		138	25	494
7:15 AM	111	58	23	197		161	33	583
7:30 AM	113	49	34	258		181	34	669
7:45 AM	124	80	42	265		154	71	736
8:00 AM	89	47	43	240		184	45	648
8:15 AM	104	44	44	225		219	41	677
8:30 AM	97	55	38	222		185	41	638
8:45 AM	100	0	56	242		219	62	679
Total	826	362	292	1,851		1,441	352	5,124

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	430	220	163	988		738	191	2,730
PHF	0.87	0.69	0.93	0.93		0.84	0.67	0.93
Movement PHF	0.80		0.94			0.89		0.93

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	69	62	40	293		251	64	779
4:15 PM	61	53	59	275		259	71	778
4:30 PM	89	65	50	305		240	91	840
4:45 PM	83	59	68	262		259	80	811
5:00 PM	105	76	52	290		311	48	882
5:15 PM	69	57	60	255		340	66	847
5:30 PM	75	62	55	286		322	65	865
5:45 PM	72	57	68	251		282	74	804
Total	623	491	452	2,217		2,264	559	6,606

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.97**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	332	254	235	1093		1232	259	3405
PHF	0.79	0.836	0.864	0.942		0.906	0.809	0.97
Movement PHF	0.81		0.97			0.92		0.97



Location: Encinitas Boulevard @ I-5 NB Ramps

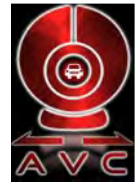
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	61	229	0	62	0	33	0	101	37	523
7:15 AM	0	0	0	66	242	0	64	0	35	0	130	27	564
7:30 AM	0	0	0	85	286	0	87	0	37	0	128	37	660
7:45 AM	0	0	0	93	296	0	103	0	39	0	122	41	694
8:00 AM	0	0	0	84	245	0	83	0	48	0	146	44	650
8:15 AM	0	0	0	74	255	0	92	0	53	0	168	39	681
8:30 AM	0	0	0	78	241	0	83	0	69	0	143	43	657
8:45 AM	0	0	0	85	257	0	113	0	60	0	168	46	729
Total	0	0	0	626	2,051	0	687	0	374	0	1,106	314	5,158

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	321	998	0	371	0	230	0	625	172	2,717
PHF	#####	#####	#####	0.94	0.97	#####	0.82	#####	0.83	#####	0.93	0.93	0.93
Movement PHF	#DIV/0!			0.96			0.87			0.93			0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	110	252	0	117	0	44	0	198	71	792
4:15 PM	0	0	0	98	238	0	112	0	61	0	218	68	795
4:30 PM	0	0	0	118	276	0	144	0	48	0	187	51	824
4:45 PM	0	0	0	84	261	0	119	1	43	0	220	51	779
5:00 PM	0	0	0	111	284	0	101	0	52	0	258	59	865
5:15 PM	0	0	0	104	220	0	125	0	56	0	281	34	820
5:30 PM	0	0	0	109	252	0	123	0	63	0	264	61	872
5:45 PM	0	0	0	84	239	0	118	0	52	0	238	51	782
Total	0	0	0	818	2,022	0	959	1	419	0	1,864	446	6,529

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	408	995	0	467	0	223	0	1041	205	3339
PHF	#####	#####	#####	0.919	0.876	#####	0.934	#####	0.885	#####	0.926	0.84	0.96
Movement PHF	#DIV/0!			0.89			0.93			0.96			0.96



Location: Encinitas Boulevard @ I-5 SB Ramps

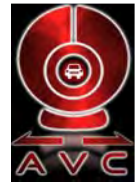
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	23	0	42	0	124	138	0	0	0	62	96	0	485
7:15 AM	22	0	29	0	154	123	0	0	0	54	128	0	510
7:30 AM	18	0	36	0	211	112	0	0	0	96	129	0	602
7:45 AM	31	0	36	0	214	121	0	0	0	69	127	0	598
8:00 AM	33	0	46	0	181	112	0	0	0	98	144	0	614
8:15 AM	29	2	42	0	197	111	0	0	0	71	165	0	617
8:30 AM	48	0	51	0	197	113	0	0	0	62	135	0	606
8:45 AM	55	1	50	0	213	104	0	0	0	39	164	0	626
Total	259	3	332	0	1,491	934	0	0	0	551	1,088	0	4,658

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	165	3	189	0	788	440	0	0	0	270	608	0	2,463
PHF	0.75	0.38	0.93	#####	0.92	0.97	#####	#####	#####	0.69	0.92	#####	0.98
Movement PHF		0.84			0.97		#DIV/0!				0.91		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	66	0	66	0	208	88	0	0	0	61	203	0	692
4:15 PM	40	1	45	0	204	95	0	0	0	59	241	0	685
4:30 PM	40	0	35	0	206	118	0	0	0	38	203	0	640
4:45 PM	39	0	51	0	229	75	0	0	0	70	220	0	684
5:00 PM	46	0	67	0	230	106	0	0	0	82	250	0	781
5:15 PM	73	2	97	0	192	84	0	0	0	46	218	0	712
5:30 PM	76	3	95	0	221	94	0	0	0	59	230	0	778
5:45 PM	88	0	88	0	199	92	0	0	0	49	201	0	717
Total	468	6	544	0	1,689	752	0	0	0	464	1,766	0	5,689

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	283	5	347	0	842	376	0	0	0	236	899	0	2988
PHF	0.80	0.417	0.894	#####	0.915	0.887	#####	#####	#####	0.72	0.899	#####	0.96
Movement PHF		0.90			0.91		#DIV/0!				0.85		0.96



Location: Encinitas Boulevard @ S Vulcan Avenue

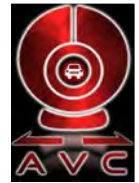
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ S Vulcan Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	5	51	24	13	86	31	27	6	11	22	90	6	372
7:15 AM	25	105	28	11	78	52	34	6	4	29	111	5	488
7:30 AM	10	115	47	26	110	50	21	24	8	42	136	5	594
7:45 AM	17	135	45	35	122	61	25	43	5	37	122	12	659
8:00 AM	30	205	87	10	131	51	39	41	9	24	128	11	766
8:15 AM	12	97	35	14	137	34	32	14	10	23	152	5	565
8:30 AM	17	129	25	17	143	52	29	18	16	30	121	2	599
8:45 AM	11	89	20	26	161	56	38	15	11	17	129	9	582
Total	127	926	311	152	968	387	245	167	74	224	989	55	4,625

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	76	566	192	76	533	198	125	116	40	114	523	30	2,589
PHF	0.63	0.69	0.55	0.54	0.93	0.81	0.80	0.67	0.63	0.77	0.86	0.63	0.84
Movement PHF		0.65			0.93			0.79			0.93		0.84

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	8	48	25	38	177	44	60	44	22	14	151	17	648
4:15 PM	11	74	27	32	147	43	66	57	22	18	186	13	696
4:30 PM	27	71	36	30	148	53	65	46	21	29	154	16	696
4:45 PM	10	54	37	37	142	61	52	69	19	24	176	18	699
5:00 PM	4	58	19	30	162	60	77	72	27	19	166	24	718
5:15 PM	13	53	27	35	159	57	61	54	22	22	197	17	717
5:30 PM	11	54	29	33	144	58	68	65	26	19	176	15	698
5:45 PM	12	56	23	34	151	56	72	66	29	17	137	21	674
Total	96	468	223	269	1,230	432	521	473	188	162	1,343	141	5,546

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	38	219	112	135	607	236	258	260	94	84	715	74	2832
PHF	0.73	0.944	0.757	0.912	0.937	0.967	0.838	0.903	0.87	0.875	0.907	0.771	0.99
Movement PHF		0.91			0.97			0.87			0.92		0.99



Location: Encinitas Boulevard @ Highway 101

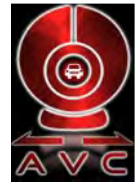
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Encinitas Boulevard @ Highway 101

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	179	71	25	27	50	29	11	0	0	18	5	416
7:15 AM	10	198	96	44	12	51	33	8	4	0	16	3	475
7:30 AM	9	248	115	31	21	76	27	30	4	1	41	3	606
7:45 AM	6	227	98	25	35	84	34	27	1	2	39	4	582
8:00 AM	11	217	94	52	34	84	35	54	1	3	34	5	624
8:15 AM	15	222	115	37	29	93	41	42	0	2	24	7	627
8:30 AM	10	180	81	30	33	113	43	44	2	6	29	5	576
8:45 AM	11	245	87	73	22	88	31	53	4	2	37	11	664
Total	73	1,716	757	317	213	639	273	269	16	16	238	43	4,570

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	47	864	377	192	118	378	150	193	7	13	124	28	2,491
PHF	0.78	0.88	0.82	0.66	0.87	0.84	0.87	0.89	0.44	0.54	0.84	0.64	0.94
Movement PHF		0.91			0.94			0.97			0.83		0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	13	104	26	76	41	90	99	142	9	5	57	13	675
4:15 PM	10	111	50	69	28	83	112	166	6	4	55	11	705
4:30 PM	3	160	67	72	40	84	77	142	6	2	55	10	718
4:45 PM	9	156	93	53	40	78	85	179	1	3	40	7	744
5:00 PM	10	159	25	95	32	66	131	185	12	6	53	14	788
5:15 PM	11	161	72	67	51	76	122	213	8	3	42	12	838
5:30 PM	5	147	31	62	40	79	132	152	6	6	47	13	720
5:45 PM	11	97	45	62	30	100	92	159	5	2	38	13	654
Total	72	1095	409	556	302	656	850	1,338	53	31	387	93	5,842

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	35	623	221	277	163	299	470	729	27	18	182	46	3090
PHF	0.80	0.967	0.594	0.729	0.799	0.946	0.89	0.856	0.563	0.75	0.858	0.821	0.92
Movement PHF		0.85			0.95			0.89			0.84		0.92



Location: El Camino Del Norte @ Rancho Santa Fe Road

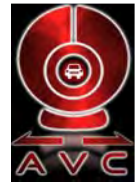
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: El Camino Del Norte @ Rancho Santa Fe Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	2	132	60	34	0	35	15	46	1	5	0	0	330
7:15 AM	2	123	61	37	1	21	12	58	1	1	0	4	321
7:30 AM	1	134	51	46	0	37	11	74	0	0	0	2	356
7:45 AM	4	119	78	39	0	39	12	59	0	5	0	1	356
8:00 AM	0	126	71	49	0	46	10	67	1	1	0	2	373
8:15 AM	0	125	72	46	0	41	19	69	2	0	0	0	374
8:30 AM	1	127	47	46	2	44	12	62	0	1	0	0	342
8:45 AM	1	129	61	37	1	36	16	82	3	4	0	4	374
Total	11	1,015	501	334	4	299	107	517	8	17	0	13	2,826

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	507	251	178	3	167	57	280	6	6	0	6	1,463
PHF	0.50	0.98	0.87	0.91	0.38	0.91	0.75	0.85	0.50	0.38	#####	0.38	0.98
Movement PHF		0.96			0.92			0.85			0.38		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	1	104	40	67	0	25	17	103	3	3	2	0	365
4:15 PM	3	87	37	75	2	23	19	94	2	2	0	1	345
4:30 PM	1	95	36	66	0	20	20	107	4	2	2	0	353
4:45 PM	0	118	41	62	1	13	18	101	0	1	0	1	356
5:00 PM	3	79	44	67	0	24	14	111	2	0	0	0	344
5:15 PM	5	94	38	63	0	16	25	113	1	2	0	2	359
5:30 PM	2	80	48	49	0	17	16	120	0	1	0	1	334
5:45 PM	2	87	30	52	1	22	23	113	0	2	2	4	338
Total	17	744	314	501	4	160	152	862	12	13	6	9	2,794

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	5	404	154	270	3	81	74	405	9	8	4	2	1419
PHF	0.42	0.856	0.939	0.9	0.375	0.81	0.925	0.946	0.563	0.667	0.5	0.5	0.97
Movement PHF		0.89			0.89			0.93			0.70		0.97



Location: Via Molena @ El Camino Real

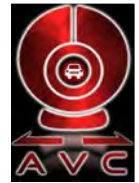
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location:

Via Molena @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	2	431	9	0	0	7	1	135	3	12	0	5	605
7:15 AM	12	487	14	0	1	8	6	164	3	10	0	7	712
7:30 AM	14	457	11	5	1	3	5	212	9	10	0	7	734
7:45 AM	12	499	18	3	1	2	6	199	7	16	2	11	776
8:00 AM	16	487	13	3	0	9	4	202	6	16	0	13	769
8:15 AM	22	519	15	4	1	5	7	235	13	18	3	17	859
8:30 AM	13	399	22	13	1	13	6	234	15	11	1	17	745
8:45 AM	13	431	25	10	1	10	9	263	6	15	3	21	807
Total	104	3,710	127	38	6	57	44	1,644	62	108	9	98	6,007

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	64	1,836	75	30	3	37	26	934	40	60	7	68	3,180
PHF	0.73	0.88	0.75	0.58	0.75	0.71	0.72	0.89	0.67	0.83	0.58	0.81	0.93
Movement PHF		0.89			0.65			0.90			0.87		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	16	365	18	12	2	12	7	367	36	37	2	35	909
4:15 PM	24	375	32	7	4	6	8	360	31	37	1	52	937
4:30 PM	31	393	26	12	7	16	4	334	34	15	1	45	918
4:45 PM	20	338	24	11	1	11	7	379	28	28	1	61	909
5:00 PM	21	395	23	12	4	14	6	407	22	31	0	49	984
5:15 PM	24	348	23	10	3	12	4	398	28	35	2	52	939
5:30 PM	17	297	13	8	6	6	10	392	33	26	0	56	864
5:45 PM	19	306	23	7	4	16	5	335	32	15	1	53	816
Total	172	2817	182	79	31	93	51	2,972	244	224	8	403	7,276

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	96	1474	96	45	15	53	21	1518	112	109	4	207	3750
PHF	0.77	0.933	0.923	0.938	0.536	0.828	0.75	0.932	0.824	0.779	0.5	0.848	0.95
Movement PHF		0.93			0.81			0.95			0.89		0.95



Location: Lone Jack Road @ Rancho Santa Fe Road

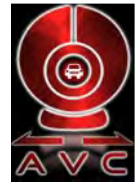
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Lone Jack Road @ Rancho Santa Fe Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	1	146	10	51	3	40	18	61	1	8	0	3	342
7:15 AM	1	146	24	47	0	41	27	74	1	4	0	6	371
7:30 AM	4	147	28	83	0	37	26	92	3	4	0	9	433
7:45 AM	6	158	27	36	1	36	32	65	1	2	1	2	367
8:00 AM	7	137	33	29	3	48	27	89	7	8	1	1	390
8:15 AM	4	152	32	37	4	38	22	96	2	3	0	4	394
8:30 AM	0	135	25	27	0	42	18	89	6	2	0	0	344
8:45 AM	5	143	24	19	1	40	27	93	8	3	1	2	366
Total	28	1,164	203	329	12	322	197	659	29	34	3	27	3,007

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	21	594	120	185	8	159	107	342	13	17	2	16	1,584
PHF	0.75	0.94	0.91	0.56	0.50	0.83	0.84	0.89	0.46	0.53	0.50	0.44	0.91
Movement PHF		0.96			0.73			0.94			0.67		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	4	113	38	23	1	36	34	137	4	0	0	0	390
4:15 PM	4	92	35	18	0	33	35	137	3	2	1	3	363
4:30 PM	2	87	31	28	2	41	25	139	7	6	0	3	371
4:45 PM	4	114	38	28	0	34	33	135	0	6	0	2	394
5:00 PM	7	95	32	34	2	26	25	143	5	6	0	7	382
5:15 PM	1	97	35	21	3	32	18	154	1	3	1	2	368
5:30 PM	2	93	40	11	0	34	38	134	3	7	0	3	365
5:45 PM	1	76	36	25	1	34	28	143	0	4	0	3	351
Total	25	767	285	188	9	270	236	1,122	23	34	2	23	2,984

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	14	406	142	97	3	144	127	548	14	14	1	8	1518
PHF	0.88	0.89	0.934	0.866	0.375	0.878	0.907	0.986	0.5	0.583	0.25	0.667	0.96
Movement PHF		0.90			0.86			0.98			0.64		0.96



Location: Mountain Vista Drive @ El Camino Real

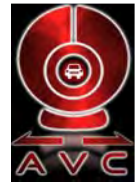
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Mountain Vista Drive @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	19	333	20	26	9	40	16	121	16	5	8	2	615
7:15 AM	11	368	27	41	20	77	19	136	20	2	3	2	726
7:30 AM	14	395	40	46	21	67	27	178	17	7	4	7	823
7:45 AM	16	460	50	63	14	41	39	198	16	8	8	4	917
8:00 AM	21	403	51	52	20	76	20	170	27	10	6	8	864
8:15 AM	14	472	42	41	13	67	18	233	29	10	3	3	945
8:30 AM	16	353	42	32	14	69	33	173	21	10	8	6	777
8:45 AM	18	409	42	43	11	47	30	208	36	7	7	3	861
Total	129	3,193	314	344	122	484	202	1,417	182	59	47	35	6,528

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	65	1,730	183	202	68	251	104	779	89	35	21	22	3,549
PHF	0.77	0.92	0.90	0.80	0.81	0.83	0.67	0.84	0.77	0.88	0.66	0.69	0.94
Movement PHF		0.94			0.88			0.87			0.81		0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	10	343	75	34	13	46	43	367	47	17	9	5	1,009
4:15 PM	14	364	80	37	15	47	52	415	25	16	12	5	1,082
4:30 PM	25	401	64	52	14	71	52	366	47	15	16	9	1,132
4:45 PM	23	421	84	47	18	69	80	310	51	19	10	3	1,135
5:00 PM	15	357	78	57	15	64	62	307	20	17	15	7	1,014
5:15 PM	6	510	120	38	18	53	61	421	21	17	21	8	1,294
5:30 PM	10	431	74	39	8	39	64	371	33	14	20	5	1,108
5:45 PM	11	362	77	40	12	66	68	293	41	16	14	10	1,010
Total	114	3189	652	344	113	455	482	2,850	285	131	117	52	8,784

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	69	1,689	346	194	65	257	255	1,404	139	68	62	27	4,575
PHF	0.69	0.828	0.721	0.851	0.903	0.905	0.797	0.834	0.681	0.895	0.738	0.75	0.88
Movement PHF		0.83			0.94			0.89			0.85		0.88



Location: Garden View Road @ El Camino Real

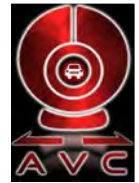
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Garden View Road @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	13	347	24	44	35	23	5	115	10	13	18	10	657
7:15 AM	19	450	20	56	39	18	13	177	9	10	19	2	832
7:30 AM	15	471	54	48	44	27	25	177	6	27	41	7	942
7:45 AM	14	516	50	47	41	17	21	144	11	29	37	7	934
8:00 AM	13	547	64	58	62	34	33	152	13	35	59	9	1,079
8:15 AM	21	519	60	64	43	36	36	189	15	21	49	9	1,062
8:30 AM	15	443	55	57	48	29	31	195	27	32	29	16	977
8:45 AM	18	533	59	38	28	28	29	204	26	44	27	17	1,051
Total	128	3,826	386	412	340	212	193	1,353	117	211	279	77	7,534

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	67	2,042	238	217	181	127	129	740	81	132	164	51	4,169
PHF	0.80	0.93	0.93	0.85	0.73	0.88	0.90	0.91	0.75	0.75	0.69	0.75	0.97
Movement PHF		0.94			0.85			0.92			0.84		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	14	286	49	72	60	35	37	408	50	35	43	20	1,109
4:15 PM	23	320	54	48	47	38	33	435	55	53	50	26	1,182
4:30 PM	23	330	39	74	55	48	29	445	56	50	43	27	1,219
4:45 PM	26	336	38	78	57	30	27	389	43	81	57	22	1,184
5:00 PM	16	319	52	78	66	40	17	490	43	57	27	26	1,231
5:15 PM	23	314	48	61	43	44	29	458	44	49	40	11	1,164
5:30 PM	38	328	35	56	30	40	36	413	32	34	37	13	1,092
5:45 PM	10	285	33	57	32	25	18	387	29	54	29	11	970
Total	173	2518	348	524	390	300	226	3,425	352	413	326	156	9,151

PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	88	1,305	183	278	225	156	106	1,759	197	241	177	101	4,816
PHF	0.85	0.971	0.847	0.891	0.852	0.813	0.803	0.897	0.879	0.744	0.776	0.935	0.98
Movement PHF		0.99			0.90			0.94			0.81		0.98



Location: Town Center Place @ El Camino Real

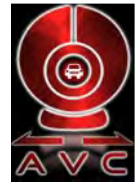
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Town Center Place @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	31	375	25	9	7	15	10	178	4	11	8	25	698
7:15 AM	37	475	30	11	7	15	15	208	7	13	7	54	879
7:30 AM	32	498	28	17	3	13	9	226	8	10	6	54	904
7:45 AM	41	572	37	4	3	16	7	181	7	7	6	29	910
8:00 AM	27	577	33	14	5	21	23	200	8	10	6	31	955
8:15 AM	32	580	35	11	5	23	22	231	11	12	5	24	991
8:30 AM	28	445	38	14	1	31	18	222	18	16	8	27	866
8:45 AM	34	594	40	11	4	20	27	224	19	9	6	41	1,029
Total	262	4,116	266	91	35	154	131	1,670	82	88	52	285	7,232

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	121	2,196	146	50	15	95	90	877	56	47	25	123	3,841
PHF	0.89	0.92	0.91	0.89	0.75	0.77	0.83	0.95	0.74	0.73	0.78	0.75	0.93
Movement PHF		0.92			0.87			0.95			0.87		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	11	307	33	33	16	33	11	442	48	25	14	82	1,055
4:15 PM	53	337	30	37	7	31	16	441	50	36	15	91	1,144
4:30 PM	44	307	22	26	12	34	11	455	64	31	9	74	1,089
4:45 PM	44	341	41	26	8	26	7	446	48	23	12	91	1,113
5:00 PM	47	314	32	16	9	18	7	497	41	42	5	79	1,107
5:15 PM	38	337	36	21	13	15	6	460	41	35	13	106	1,121
5:30 PM	50	334	22	24	10	24	7	449	46	32	6	104	1,108
5:45 PM	46	297	11	25	10	17	12	385	54	27	6	56	946
Total	333	2,574	227	208	85	198	77	3,575	392	251	80	683	8,683

PM Intersection Peak Hour : **4:15 PM - 5:15 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	188	1,299	125	105	36	109	41	1,839	203	132	41	335	4,453
PHF	0.89	0.952	0.762	0.709	0.75	0.801	0.641	0.925	0.793	0.786	0.683	0.92	0.97
Movement PHF		0.95			0.83			0.96			0.89		0.97



Location: Leucadia Boulevard @ El Camino Real

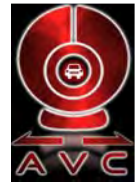
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	24	216	27	15	266	204	104	75	15	31	148	6	1,131
7:15 AM	21	300	23	13	384	247	122	112	24	22	202	18	1,488
7:30 AM	26	316	31	30	314	224	113	150	32	28	131	24	1,419
7:45 AM	20	324	50	21	279	317	49	157	28	38	117	27	1,427
8:00 AM	36	337	47	27	310	247	89	131	25	47	150	19	1,465
8:15 AM	34	399	52	35	234	235	78	176	33	44	121	30	1,471
8:30 AM	18	221	22	47	247	268	89	158	30	58	134	40	1,332
8:45 AM	42	392	39	37	248	250	85	175	31	44	133	23	1,499
Total	221	2,505	291	225	2,282	1,992	729	1,134	218	312	1,136	187	11,232

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	103	1,277	151	91	1,287	1,035	373	550	109	135	600	88	5,799
PHF	0.72	0.95	0.76	0.76	0.84	0.82	0.76	0.88	0.85	0.72	0.74	0.81	0.97
Movement PHF		0.91			0.94			0.87			0.85		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	11	170	41	22	236	170	239	252	49	38	252	55	1,535
4:15 PM	28	227	56	31	189	144	218	303	69	37	245	61	1,608
4:30 PM	26	186	47	41	161	181	186	296	92	43	277	78	1,614
4:45 PM	61	143	50	34	197	261	217	292	76	38	279	61	1,709
5:00 PM	32	174	53	31	196	193	251	290	66	38	282	50	1,656
5:15 PM	41	199	56	34	196	186	123	399	86	34	285	70	1,709
5:30 PM	33	195	63	33	146	194	162	344	87	37	262	86	1,642
5:45 PM	37	158	70	34	157	183	109	278	100	49	304	77	1,556
Total	269	1,452	436	260	1,478	1,512	1,505	2,454	625	314	2,186	538	13,029

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	167	711	222	132	735	834	753	1,325	315	147	1,108	267	6,716
PHF	0.68	0.893	0.881	0.971	0.933	0.799	0.75	0.83	0.905	0.967	0.972	0.776	0.98
Movement PHF		0.93			0.86			0.98			0.98		0.98



Location: Leucadia Boulevard @ Town Center Place

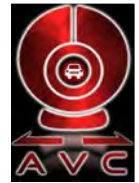
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Town Center Place

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	18	6	12	39	252	30	18	3	22	15	137	4	556
7:15 AM	24	8	15	48	355	40	26	2	24	24	204	9	779
7:30 AM	10	5	19	49	265	71	32	4	13	23	137	7	635
7:45 AM	27	11	19	53	212	49	31	10	19	25	143	2	601
8:00 AM	20	9	17	53	256	78	38	5	17	36	142	5	676
8:15 AM	29	3	19	37	213	51	39	13	27	29	145	7	612
8:30 AM	8	5	19	42	215	42	28	3	27	34	152	5	580
8:45 AM	24	9	20	41	240	58	37	5	28	29	129	12	632
Total	160	56	140	362	2,008	419	249	45	177	215	1,189	51	5,071

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	81	33	70	203	1,088	238	127	21	73	108	626	23	2,691
PHF	0.75	0.75	0.92	0.96	0.77	0.76	0.84	0.53	0.76	0.75	0.77	0.64	0.86
Movement PHF		0.81			0.86			0.92			0.80		0.86

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	18	19	44	48	199	69	69	20	64	72	237	27	886
4:15 PM	23	9	45	44	165	61	103	14	80	49	196	24	813
4:30 PM	34	13	42	53	154	60	78	24	82	61	249	25	875
4:45 PM	34	10	36	47	189	79	96	8	72	68	252	20	911
5:00 PM	22	14	35	42	165	68	83	21	65	60	268	16	859
5:15 PM	19	11	46	64	208	65	101	13	80	64	254	27	952
5:30 PM	15	14	42	50	145	57	83	18	62	66	246	32	830
5:45 PM	11	8	34	51	186	45	94	12	54	75	267	24	861
Total	176	98	324	399	1,411	504	707	130	559	515	1,969	195	6,987

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	109	48	159	206	716	272	358	66	299	253	1023	88	3597
PHF	0.80	0.857	0.864	0.805	0.861	0.861	0.886	0.688	0.912	0.93	0.954	0.815	0.94
Movement PHF		0.89			0.89			0.93			0.99		0.94



Location: Leucadia Boulevard @ Garden View Road

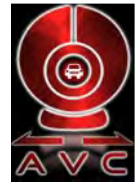
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Garden View Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	49	22	1	3	272	20	8	12	33	29	164	31	644
7:15 AM	54	56	1	0	285	54	8	18	39	43	160	32	750
7:30 AM	71	35	0	4	298	40	14	29	43	37	164	27	762
7:45 AM	85	49	3	6	273	25	8	20	53	47	172	30	771
8:00 AM	80	25	5	4	230	25	2	12	48	85	166	40	722
8:15 AM	81	37	5	8	303	36	5	18	52	71	153	29	798
8:30 AM	72	19	1	12	230	14	8	23	47	61	160	32	679
8:45 AM	58	25	1	10	180	28	5	17	41	63	173	31	632
Total	550	268	17	47	2,071	242	58	149	356	436	1,312	252	5,758

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	317	146	13	22	1,104	126	29	79	196	240	655	126	3,053
PHF	0.93	0.74	0.65	0.69	0.91	0.79	0.52	0.68	0.92	0.71	0.95	0.79	0.96
Movement PHF		0.87			0.90			0.88			0.88		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	88	27	14	33	215	24	11	33	64	70	343	88	1,010
4:15 PM	84	33	37	30	225	16	12	37	80	82	301	81	1,018
4:30 PM	81	18	16	39	209	14	22	32	79	68	339	68	985
4:45 PM	65	20	29	33	247	14	18	25	69	88	346	107	1,061
5:00 PM	74	24	21	44	202	21	24	39	65	57	322	82	975
5:15 PM	63	30	18	32	172	14	14	35	74	61	316	115	944
5:30 PM	75	19	28	39	200	13	22	34	37	45	341	108	961
5:45 PM	63	37	17	35	237	10	11	30	34	47	380	78	979
Total	593	208	180	285	1,707	126	134	265	502	518	2,688	727	7,933

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	318	98	96	135	896	68	63	127	292	308	1329	344	4074
PHF	0.90	0.742	0.649	0.865	0.907	0.708	0.716	0.858	0.913	0.875	0.96	0.804	0.96
Movement PHF		0.83			0.93			0.91			0.92		0.96



Location: Leucadia Boulevard @ Quail Gardens Drive

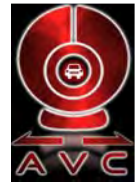
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Quail Gardens Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	2	14	9	12	282	107	35	5	7	29	200	8	710
7:15 AM	4	19	14	13	295	107	44	9	47	26	207	6	791
7:30 AM	5	14	18	9	276	79	43	10	41	33	213	8	749
7:45 AM	3	17	13	9	285	88	22	4	20	45	256	3	765
8:00 AM	8	14	23	16	275	66	32	12	16	29	224	10	725
8:15 AM	5	11	11	14	256	61	36	4	17	25	236	6	682
8:30 AM	3	13	13	14	267	71	32	7	13	23	240	10	706
8:45 AM	4	7	17	10	230	60	26	2	20	26	218	6	626
Total	34	109	118	97	2,166	639	270	53	181	236	1,794	57	5,754

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	20	64	68	47	1,131	340	141	35	124	133	900	27	3,030
PHF	0.63	0.84	0.74	0.73	0.96	0.79	0.80	0.73	0.66	0.74	0.88	0.68	0.96
Movement PHF		0.84			0.91			0.75			0.87		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	9	11	13	16	266	40	47	7	24	20	400	7	860
4:15 PM	11	6	6	19	282	41	63	11	24	11	406	4	884
4:30 PM	5	9	10	12	273	38	66	10	33	20	442	7	925
4:45 PM	10	3	21	10	273	51	82	9	22	19	434	4	938
5:00 PM	6	8	12	17	242	39	79	8	15	19	416	7	868
5:15 PM	7	14	12	19	267	57	78	13	34	19	403	15	938
5:30 PM	1	15	13	19	267	39	55	12	20	18	399	6	864
5:45 PM	5	7	16	23	314	47	48	7	8	18	489	9	991
Total	54	73	103	135	2,184	352	518	77	180	144	3,389	59	7,268

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	28	34	55	58	1055	185	305	40	104	77	1695	33	3669
PHF	0.70	0.607	0.655	0.763	0.966	0.811	0.93	0.769	0.765	0.963	0.959	0.55	0.98
Movement PHF		0.86			0.95			0.90			0.96		0.98



Location: Leucadia Boulevard @ Saxony Road

Date of Count: Saturday, June 06, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Saxony Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	7	20	6	5	217	54	18	2	11	34	182	5	561
7:15 AM	8	37	9	2	235	69	19	2	15	53	192	3	644
7:30 AM	10	49	4	13	270	87	23	16	16	43	181	6	718
7:45 AM	5	56	13	11	294	74	21	11	26	78	260	5	854
8:00 AM	5	53	28	5	253	59	13	16	23	50	256	5	766
8:15 AM	9	55	13	5	246	57	23	6	25	54	245	5	743
8:30 AM	9	45	11	6	276	61	23	8	14	44	235	5	737
8:45 AM	19	52	4	2	210	54	24	8	28	52	252	5	710
Total	72	367	88	49	2,001	515	164	69	158	408	1,803	39	5,733

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	28	209	65	27	1,069	251	80	41	88	226	996	20	3,100
PHF	0.78	0.93	0.58	0.61	0.91	0.85	0.87	0.64	0.85	0.72	0.96	1.00	0.91
Movement PHF		0.88			0.89			0.90			0.91		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	8	18	8	14	303	38	31	17	29	30	422	8	926
4:15 PM	5	21	15	12	288	36	40	18	48	28	324	5	840
4:30 PM	7	55	11	12	301	39	65	25	34	47	315	7	918
4:45 PM	4	27	7	8	268	60	49	32	37	37	278	9	816
5:00 PM	8	25	11	4	296	36	46	21	49	44	349	15	904
5:15 PM	6	18	8	6	278	27	51	23	31	35	376	8	867
5:30 PM	8	18	8	5	258	19	37	19	25	49	350	8	804
5:45 PM	4	12	2	6	231	28	42	20	36	27	339	11	758
Total	50	194	70	67	2,223	283	361	175	289	297	2,753	71	6,833

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	125	37	30	1143	162	211	101	151	163	1318	39	3505
PHF	0.78	0.568	0.841	0.625	0.949	0.675	0.812	0.789	0.77	0.867	0.876	0.65	0.95
Movement PHF		0.64			0.95			0.93			0.91		0.95



Location: Leucadia Boulevard @ I-5 NB Ramps

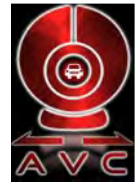
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	52	208	0	82	13	34	0	122	26	537
7:15 AM	0	0	0	88	207	0	68	7	32	0	121	41	564
7:30 AM	0	0	0	91	203	0	76	15	29	0	109	45	568
7:45 AM	0	0	0	126	260	0	71	28	35	0	158	55	733
8:00 AM	0	0	0	91	252	0	66	10	41	0	187	53	700
8:15 AM	0	0	0	63	250	0	76	10	35	0	129	45	608
8:30 AM	0	0	0	84	255	0	83	14	42	0	146	47	671
8:45 AM	0	0	0	76	197	0	88	7	31	0	171	42	612
Total	0	0	0	671	1,832	0	610	104	279	0	1,143	354	4,993

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	364	1,017	0	296	62	153	0	620	200	2,712
PHF	#####	#####	#####	0.72	0.98	#####	0.89	0.55	0.91	#####	0.83	0.91	0.92
Movement PHF	#DIV/0!			0.89			0.92			0.85			0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	131	210	0	215	18	48	0	248	74	944
4:15 PM	0	0	0	135	241	0	152	13	38	0	159	35	773
4:30 PM	0	0	0	129	224	0	158	7	46	0	186	44	794
4:45 PM	0	0	0	127	189	0	176	17	48	0	168	39	764
5:00 PM	0	0	0	118	238	0	174	15	48	0	197	53	843
5:15 PM	0	0	0	123	202	0	179	8	63	0	222	39	836
5:30 PM	0	0	0	106	203	0	179	15	61	0	206	35	805
5:45 PM	0	0	0	93	179	0	195	19	56	0	187	37	766
Total	0	0	0	962	1,686	0	1,428	112	408	0	1,573	356	6,525

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.87**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	522	864	0	701	55	180	0	761	192	3,275
PHF	#####	#####	#####	0.967	0.896	#####	0.815	0.764	0.938	#####	0.767	0.649	0.87
Movement PHF	#DIV/0!			0.92			0.83			0.74			0.87



Location: Leucadia Boulevard @ I-5 SB Ramps

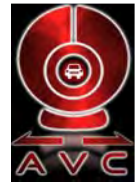
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	25	0	29	0	108	134	0	0	0	55	119	0	470
7:15 AM	20	0	24	0	96	143	0	0	0	53	138	0	474
7:30 AM	28	0	18	0	110	122	0	0	0	44	136	0	458
7:45 AM	26	0	43	0	150	145	0	0	0	45	170	0	579
8:00 AM	20	2	47	0	166	127	0	0	0	55	193	0	610
8:15 AM	28	0	39	0	139	146	0	0	0	41	135	0	528
8:30 AM	37	1	55	0	150	147	0	0	0	63	138	0	591
8:45 AM	38	0	69	0	132	96	0	0	0	52	144	0	531
Total	222	3	324	0	1,051	1,060	0	0	0	408	1,173	0	4,241

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	111	3	184	0	605	565	0	0	0	204	636	0	2,308
PHF	0.75	0.38	0.84	#####	0.91	0.96	#####	#####	#####	0.81	0.82	#####	0.95
Movement PHF		0.80			0.98		#DIV/0!				0.85		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	45	2	114	0	164	94	0	0	0	40	208	0	667
4:15 PM	63	2	65	0	187	92	0	0	0	50	129	0	588
4:30 PM	52	0	57	0	173	97	0	0	0	45	173	0	597
4:45 PM	44	0	49	0	157	80	0	0	0	36	158	0	524
5:00 PM	41	0	81	0	183	103	0	0	0	52	169	0	629
5:15 PM	43	0	94	0	160	105	0	0	0	54	167	0	623
5:30 PM	48	0	90	0	153	111	0	0	0	66	151	0	619
5:45 PM	47	0	86	0	144	91	0	0	0	42	138	0	548
Total	383	4	636	0	1,321	773	0	0	0	385	1,293	0	4,795

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	179	0	351	0	640	410	0	0	0	214	625	0	2419
PHF	0.93	#####	0.934	#####	0.874	0.923	#####	#####	#####	0.811	0.925	#####	0.96
Movement PHF		0.96			0.92		#DIV/0!				0.95		0.96



Location: Leucadia Boulevard @ Orpheus Avenue

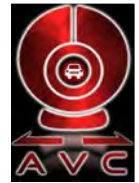
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Orpheus Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	2	41	29	84	20	27	4	4	6	106	5	332
7:15 AM	2	3	52	18	71	27	39	3	1	3	100	4	323
7:30 AM	6	6	47	24	84	30	18	5	0	5	115	5	345
7:45 AM	3	8	48	36	103	37	37	2	2	3	130	1	410
8:00 AM	7	7	52	41	112	33	27	2	2	2	169	6	460
8:15 AM	8	6	30	28	106	33	41	4	2	5	105	8	376
8:30 AM	6	10	51	38	117	32	50	0	0	2	100	4	410
8:45 AM	6	4	48	36	109	25	31	2	0	0	117	3	381
Total	42	46	369	250	786	237	270	22	11	26	942	36	3,037

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	24	31	181	143	438	135	155	8	6	12	504	19	1,656
PHF	0.75	0.78	0.87	0.87	0.94	0.91	0.78	0.50	0.75	0.60	0.75	0.59	0.90
Movement PHF		0.88			0.96			0.85			0.76		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	8	5	40	24	154	31	54	2	3	5	154	7	487
4:15 PM	4	6	21	25	190	35	41	4	5	2	117	3	453
4:30 PM	4	7	41	26	164	35	48	5	4	2	129	0	465
4:45 PM	3	3	27	24	146	31	34	1	3	5	133	4	414
5:00 PM	9	4	31	34	163	27	53	1	3	8	137	3	473
5:15 PM	3	7	39	28	144	31	45	4	2	3	137	1	444
5:30 PM	2	5	23	29	146	26	52	6	4	6	142	3	444
5:45 PM	3	4	30	21	150	20	41	4	3	2	109	1	388
Total	36	41	252	211	1,257	236	368	27	27	33	1,058	22	3,568

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	21	129	99	654	132	177	12	15	14	533	14	1819
PHF	0.59	0.75	0.787	0.952	0.861	0.943	0.819	0.6	0.75	0.7	0.865	0.5	0.93
Movement PHF		0.80			0.89			0.86			0.84		0.93



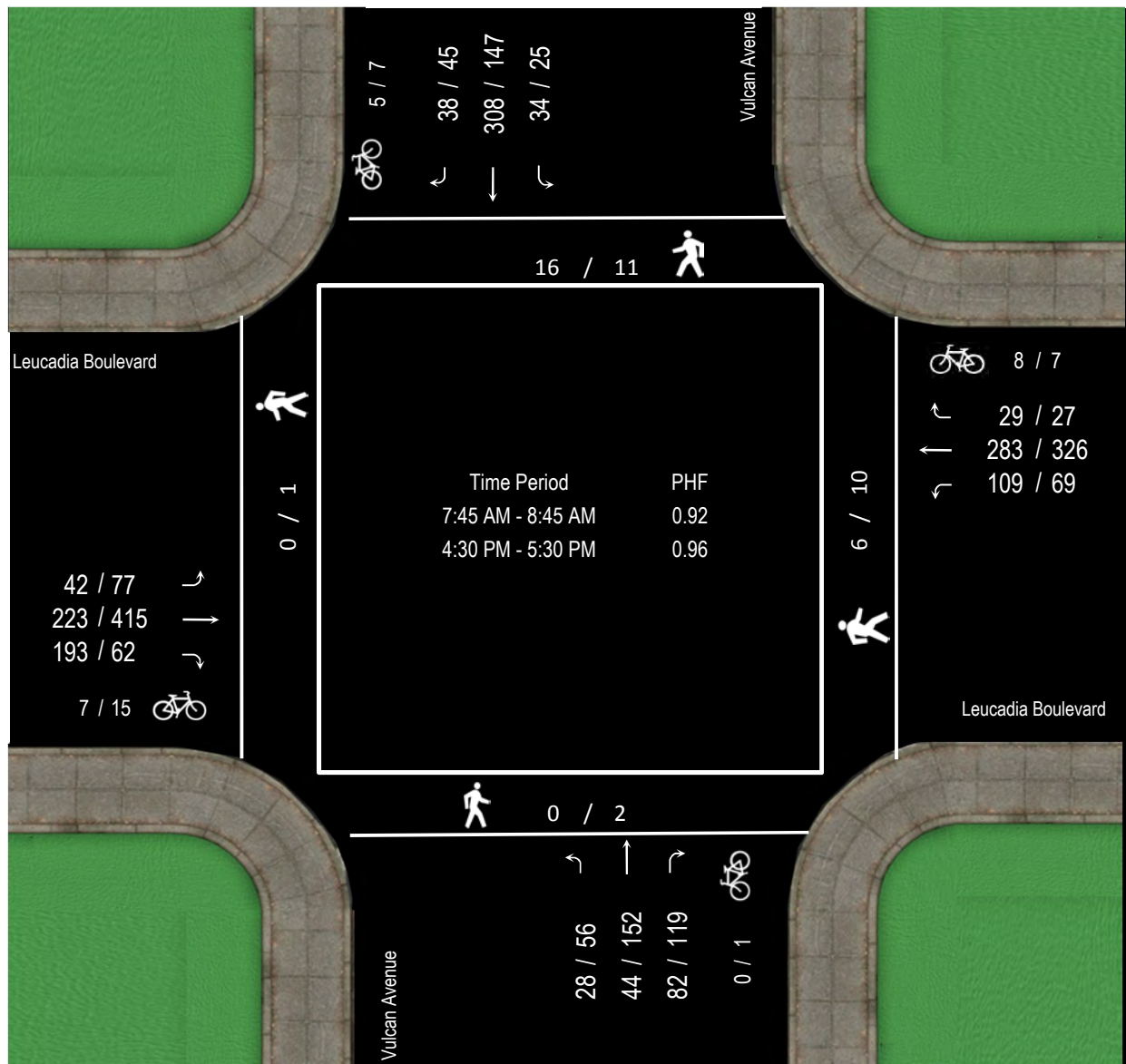
Location: Leucadia Boulevard @ Vulcan Avenue

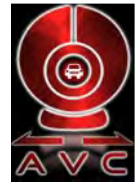
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Vulcan Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	7	38	9	9	38	19	5	8	1	25	49	9	217
7:15 AM	7	54	3	4	47	19	11	8	2	36	52	3	246
7:30 AM	9	56	6	3	44	24	14	10	3	52	60	10	291
7:45 AM	10	98	7	8	71	29	31	11	3	65	45	4	382
8:00 AM	8	86	11	5	63	35	28	11	14	48	64	7	380
8:15 AM	9	59	7	7	77	23	8	11	3	53	69	16	342
8:30 AM	11	65	9	9	72	22	15	11	8	27	45	15	309
8:45 AM	8	46	5	3	82	28	14	8	9	17	52	6	278
Total	69	502	57	48	494	199	126	78	43	323	436	70	2,445

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	38	308	34	29	283	109	82	44	28	193	223	42	1,413
PHF	0.86	0.79	0.77	0.81	0.92	0.78	0.66	1.00	0.50	0.74	0.81	0.66	0.92
Movement PHF		0.83			0.97			0.73			0.83		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	9	26	17	9	88	20	35	34	11	13	104	11	377
4:15 PM	14	39	6	10	90	25	10	26	12	8	81	24	345
4:30 PM	9	40	3	6	86	26	28	32	15	9	111	23	388
4:45 PM	19	42	9	3	79	13	18	33	14	20	84	17	351
5:00 PM	12	40	3	9	91	11	32	52	12	19	98	17	396
5:15 PM	5	25	10	9	70	19	41	35	15	14	122	20	385
5:30 PM	12	19	8	8	72	13	25	23	9	10	69	22	290
5:45 PM	12	18	6	5	88	14	23	33	10	18	89	20	336
Total	92	249	62	59	664	141	212	268	98	111	758	154	2,868

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	45	147	25	27	326	69	119	152	56	62	415	77	1520
PHF	0.59	0.875	0.625	0.75	0.896	0.663	0.726	0.731	0.933	0.775	0.85	0.837	0.96
Movement PHF		0.78			0.89			0.85			0.89		0.96



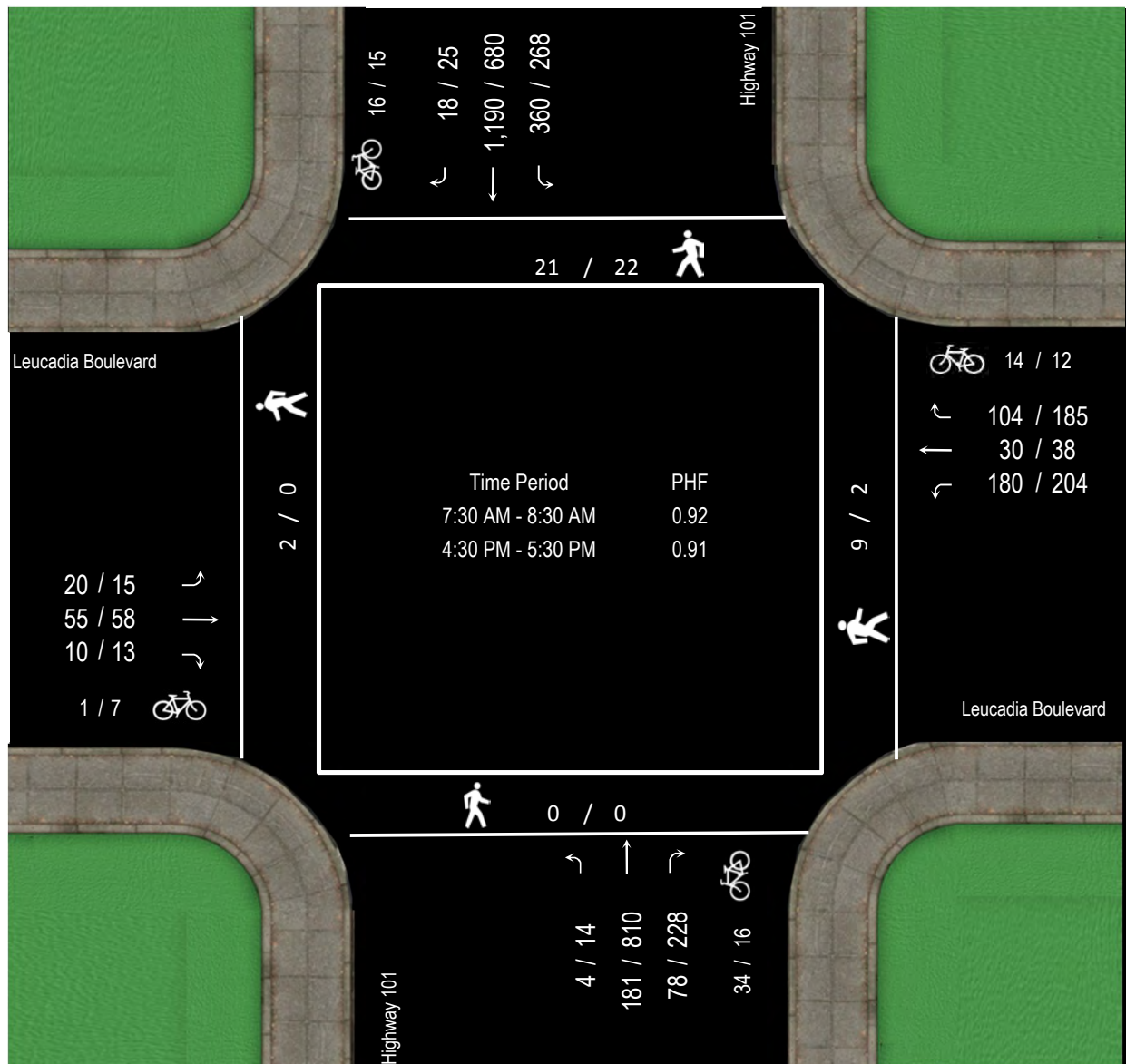
Location: Leucadia Boulevard @ Highway 101

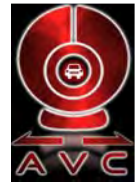
Date of Count: Wednesday, June 03, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Leucadia Boulevard @ Highway 101

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	4	228	54	12	6	28	21	39	0	0	8	1	401
7:15 AM	2	307	73	16	9	31	9	39	2	5	9	1	503
7:30 AM	4	285	95	17	9	30	15	49	2	3	12	5	526
7:45 AM	2	306	91	27	6	51	13	40	1	2	10	3	552
8:00 AM	6	294	85	26	7	52	23	34	1	3	11	7	549
8:15 AM	6	305	89	34	8	47	27	58	0	2	22	5	603
8:30 AM	4	246	50	33	7	51	26	43	1	2	11	5	479
8:45 AM	5	169	49	31	8	60	20	50	0	3	6	2	403
Total	33	2,140	586	196	60	350	154	352	7	20	89	29	4,016

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	18	1,190	360	104	30	180	78	181	4	10	55	20	2,230
PHF	0.75	0.97	0.95	0.76	0.83	0.87	0.72	0.78	0.50	0.83	0.63	0.71	0.92
Movement PHF		0.98			0.88			0.77			0.73		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	10	92	57	41	13	54	48	173	6	5	23	8	530
4:15 PM	5	119	58	36	7	73	49	175	1	4	6	9	542
4:30 PM	5	149	68	44	8	58	60	169	1	4	15	5	586
4:45 PM	6	175	59	41	11	60	51	173	6	2	11	3	598
5:00 PM	7	166	73	48	13	54	54	224	4	3	7	1	654
5:15 PM	7	190	68	52	6	32	63	244	3	4	25	6	700
5:30 PM	5	126	46	43	9	41	46	211	3	14	9	2	555
5:45 PM	5	105	60	60	10	40	47	160	1	8	20	4	520
Total	50	1122	489	365	77	412	418	1,529	25	44	116	38	4,685

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	680	268	185	38	204	228	810	14	13	58	15	2538
PHF	0.89	0.895	0.918	0.889	0.731	0.85	0.905	0.83	0.583	0.813	0.58	0.625	0.91
Movement PHF		0.92			0.93			0.85			0.61		0.91



Location: La Costa Avenue @ El Camino Real

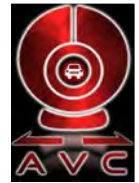
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	186	176	23	23	161	37	5	100	43	39	72	116	981
7:15 AM	192	269	16	39	166	45	4	126	40	43	71	141	1,152
7:30 AM	173	264	18	41	187	43	5	182	56	75	66	156	1,266
7:45 AM	187	281	13	51	167	44	4	224	64	97	80	198	1,410
8:00 AM	137	289	18	63	167	32	16	207	65	71	55	154	1,274
8:15 AM	119	199	15	45	160	36	3	204	45	80	79	163	1,148
8:30 AM	103	314	29	65	209	56	15	254	54	78	53	136	1,366
8:45 AM	183	214	22	56	118	42	20	199	40	51	64	144	1,153
Total	1,280	2,006	154	383	1,335	335	72	1,496	407	534	540	1,208	9,750

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	546	1,083	75	224	703	168	38	889	228	326	267	651	5,198
PHF	0.73	0.86	0.65	0.86	0.84	0.75	0.59	0.88	0.88	0.84	0.83	0.82	0.92
Movement PHF		0.89			0.83			0.89			0.83		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	154	238	59	44	95	37	27	325	87	72	118	149	1,405
4:15 PM	163	290	51	36	98	30	33	303	68	73	135	159	1,439
4:30 PM	146	206	48	38	118	36	13	306	93	61	134	161	1,360
4:45 PM	182	253	63	32	95	33	21	347	56	80	155	193	1,510
5:00 PM	171	227	53	44	118	35	17	273	80	74	165	200	1,457
5:15 PM	204	248	61	29	114	29	15	291	102	71	214	177	1,555
5:30 PM	175	229	54	38	117	35	12	278	81	70	189	199	1,477
5:45 PM	163	248	49	37	100	29	3	298	50	89	170	173	1,409
Total	1358	1939	438	298	855	264	141	2,421	617	590	1,280	1,411	11,612

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	732	957	231	143	444	132	65	1189	319	295	723	769	5999
PHF	0.90	0.946	0.917	0.813	0.941	0.943	0.774	0.857	0.782	0.922	0.845	0.961	0.96
Movement PHF		0.94			0.91			0.93			0.97		0.96



Location: La Costa Avenue @ Saxony Road

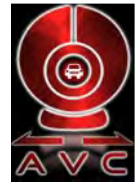
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ Saxony Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		345	23	11	4	17	227	627
7:15 AM		435	47	15	7	25	261	790
7:30 AM		302	44	14	7	34	282	683
7:45 AM		365	42	22	12	42	378	861
8:00 AM		352	42	16	5	34	322	771
8:15 AM		389	20	21	7	24	330	791
8:30 AM		300	48	27	16	46	323	760
8:45 AM		337	48	13	5	27	278	708
Total		2,825	314	139	63	249	2,401	5,991

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,406	152	86	40	146	1,353	3,183
PHF		0.90	0.79	0.80	0.63	0.79	0.89	0.92
Movement PHF		0.95		0.73		0.89		0.92

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		315	25	36	12	23	343	754
4:15 PM		345	26	26	17	26	381	821
4:30 PM		305	28	36	15	25	442	851
4:45 PM		307	57	33	22	29	422	870
5:00 PM		364	36	34	19	33	419	905
5:15 PM		358	41	37	17	23	418	894
5:30 PM		361	29	31	17	27	434	899
5:45 PM		329	15	38	15	28	416	841
Total		2,684	257	271	134	214	3,275	6,835

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.99**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1390	163	135	75	112	1693	3568
PHF		0.955	0.715	0.912	0.852	0.848	0.975	0.99
Movement PHF		0.97		0.95		0.98		0.99



Location: La Costa Avenue @ Pirareus Street

Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ Pirareus Street

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		341	8	9	13	20	236	627
7:15 AM		434	8	8	7	19	278	754
7:30 AM		281	28	8	27	49	309	702
7:45 AM		336	41	23	33	60	397	890
8:00 AM		346	11	29	37	31	330	784
8:15 AM		386	10	16	21	27	338	798
8:30 AM		311	5	12	24	35	357	744
8:45 AM		333	9	16	20	24	289	691
Total		2,768	120	121	182	265	2,534	5,990

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.90**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,379	67	80	115	153	1,422	3,216
PHF		0.89	0.41	0.69	0.78	0.64	0.90	0.90
Movement PHF		0.91		0.74		0.86		0.90

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		320	7	17	24	19	349	736
4:15 PM		357	5	19	35	15	388	819
4:30 PM		316	4	14	22	19	454	829
4:45 PM		314	15	10	25	10	441	815
5:00 PM		376	7	17	17	17	435	869
5:15 PM		371	4	17	21	18	424	855
5:30 PM		358	20	17	19	10	444	868
5:45 PM		327	17	8	25	23	436	836
Total		2,739	79	119	188	131	3,371	6,627

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.99**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1432	48	59	82	68	1739	3428
PHF		0.952	0.6	0.868	0.82	0.739	0.979	0.99
Movement PHF		0.97		0.93		0.98		0.99



Location: La Costa Avenue @ I-5 NB Ramps

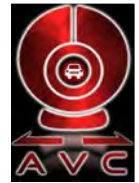
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	83	286	0	126	0	12	0	134	37	678
7:15 AM	0	0	0	109	295	0	151	0	19	0	184	41	799
7:30 AM	0	0	0	131	255	0	139	0	15	0	236	40	816
7:45 AM	0	0	0	158	256	0	180	0	17	0	301	65	977
8:00 AM	0	0	0	148	238	0	132	1	18	0	243	63	843
8:15 AM	0	0	0	130	275	0	135	0	19	0	252	45	856
8:30 AM	0	0	0	131	203	0	141	0	20	0	293	46	834
8:45 AM	0	0	0	135	217	0	144	1	20	0	178	41	736
Total	0	0	0	1,025	2,025	0	1,148	2	140	0	1,821	378	6,539

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	567	972	0	588	1	74	0	1,089	219	3,510
PHF	#####	#####	#####	0.90	0.88	#####	0.82	0.25	0.93	#####	0.90	0.84	0.90
Movement PHF	#DIV/0!			0.93			0.84			0.89			0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	137	226	0	169	0	33	0	197	52	814
4:15 PM	0	0	0	121	259	0	195	0	44	0	188	51	858
4:30 PM	0	0	0	106	288	0	224	1	34	0	205	33	891
4:45 PM	0	0	0	113	266	0	201	0	27	0	217	47	871
5:00 PM	0	0	0	113	288	0	214	0	40	0	274	38	967
5:15 PM	0	0	0	122	277	0	192	0	26	0	211	38	866
5:30 PM	0	0	0	104	294	0	224	0	31	0	209	38	900
5:45 PM	0	0	0	82	311	0	229	0	32	0	213	38	905
Total	0	0	0	898	2,209	0	1,648	1	267	0	1,714	335	7,072

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	421	1170	0	859	0	129	0	907	152	3638
PHF	#####	#####	#####	0.863	0.941	#####	0.938	#####	0.806	#####	0.828	1	0.94
Movement PHF	#DIV/0!			0.99			0.95			0.85			0.94



Location: La Costa Avenue @ I-5 SB Ramps

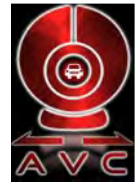
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	42	1	69	0	86	212	0	0	0	49	102	0	561
7:15 AM	24	0	74	0	103	211	0	0	0	26	152	0	590
7:30 AM	73	3	120	0	103	167	0	0	0	29	155	0	650
7:45 AM	37	4	144	0	125	148	0	0	0	30	220	0	708
8:00 AM	82	2	165	0	116	140	0	0	0	25	140	0	670
8:15 AM	100	2	156	0	116	178	0	0	0	21	141	0	714
8:30 AM	94	2	210	0	92	130	0	0	0	26	129	0	683
8:45 AM	40	0	97	0	93	144	0	0	0	24	122	0	520
Total	492	14	1,035	0	834	1,330	0	0	0	230	1,161	0	5,096

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	313	10	675	0	449	596	0	0	0	102	630	0	2,775
PHF	0.78	0.63	0.80	#####	0.90	0.84	#####	#####	#####	0.85	0.72	#####	0.97
Movement PHF		0.82			0.89		#DIV/0!				0.73		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	23	1	97	0	111	148	0	0	0	21	152	0	553
4:15 PM	45	0	106	0	136	167	0	0	0	21	133	0	608
4:30 PM	45	0	114	0	147	175	0	0	0	30	124	0	635
4:45 PM	31	3	114	0	111	182	0	0	0	33	150	0	624
5:00 PM	38	0	156	0	128	201	0	0	0	23	155	0	701
5:15 PM	42	2	119	0	125	178	0	0	0	23	129	0	618
5:30 PM	52	0	126	0	149	176	0	0	0	21	122	0	646
5:45 PM	41	0	134	0	130	213	0	0	0	33	117	0	668
Total	317	6	966	0	1,037	1,440	0	0	0	205	1,082	0	5,053

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	173	2	535	0	532	768	0	0	0	100	523	0	2633
PHF	0.83	0.25	0.857	#####	0.893	0.901	#####	#####	#####	0.758	0.844	#####	0.94
Movement PHF		0.91			0.95		#DIV/0!				0.88		0.94



Location: La Costa Avenue @ Vulcan Avenue

Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ Vulcan Avenue

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
7:00 AM		59	34	42	5	14	74	228
7:15 AM		97	32	37	11	14	85	276
7:30 AM		95	52	63	10	22	84	326
7:45 AM		91	55	62	14	31	120	373
8:00 AM		120	60	49	9	31	95	364
8:15 AM		136	57	32	11	19	82	337
8:30 AM		113	42	27	8	21	63	274
8:45 AM		118	19	35	8	8	85	273
Total		829	351	347	76	160	688	2,451

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		442	224	206	44	103	381	1,400
PHF		0.81	0.93	0.82	0.79	0.83	0.79	0.94
Movement PHF		0.86		0.82		0.80		0.94

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
4:00 PM		86	33	36	18	14	100	287
4:15 PM		94	37	38	11	15	99	294
4:30 PM		117	35	45	29	10	95	331
4:45 PM		103	36	42	15	14	124	334
5:00 PM		129	34	44	15	13	132	367
5:15 PM		118	42	48	16	17	102	343
5:30 PM		149	53	26	11	13	110	362
5:45 PM		130	30	38	9	19	103	329
Total		926	300	317	124	115	865	2,647

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.96**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		499	165	160	57	57	468	1406
PHF		0.837	0.778	0.833	0.891	0.838	0.886	0.96
Movement PHF		0.82		0.85		0.91		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: La Costa Avenue @ Highway 101

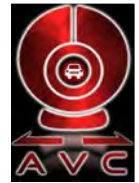
Date of Count: Tuesday, June 02, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: La Costa Avenue @ Highway 101

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
7:00 AM	180	55	16	48	33	30		362
7:15 AM	291	57	29	79	42	41		539
7:30 AM	293	74	27	78	32	51		555
7:45 AM	268	92	17	88	59	48		572
8:00 AM	219	61	25	104	65	62		536
8:15 AM	191	58	36	111	43	38		477
8:30 AM	139	45	36	85	39	53		397
8:45 AM	130	44	34	92	49	49		398
Total	1,711	486	220	685	362	372		3,836

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.96**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	1,071	284	98	349	198	202		2,202
PHF	0.91	0.77	0.84	0.84	0.76	0.81		0.96
Movement PHF	0.92		0.87			0.79		0.96

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
4:00 PM	93	45	47	57	69	127		438
4:15 PM	90	49	45	60	65	134		443
4:30 PM	100	49	76	70	56	106		457
4:45 PM	70	52	53	65	86	130		456
5:00 PM	126	63	76	68	82	164		579
5:15 PM	104	64	53	81	55	156		513
5:30 PM	118	48	83	77	75	135		536
5:45 PM	92	53	58	81	69	103		456
Total	793	423	491	559	557	1,055		3,878

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.90**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	418	227	265	291	298	585		2084
PHF	0.829	0.887	0.798	0.898	0.866	0.892		0.90
Movement PHF	0.85		0.87			0.90		0.90



Location: Poinsettia Lane @ Aviara Parkway

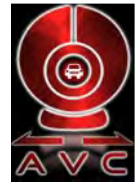
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Poinsettia Lane @ Aviara Parkway

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	24	24	14	13	89	3	5	33	48	34	44	52	383
7:15 AM	26	75	36	44	109	3	5	27	54	63	78	67	587
7:30 AM	38	70	27	32	103	2	5	83	78	60	66	74	638
7:45 AM	20	41	12	49	93	2	4	81	65	40	106	121	634
8:00 AM	27	36	24	52	77	3	2	68	39	45	86	111	570
8:15 AM	17	34	20	32	80	4	4	48	44	43	89	117	532
8:30 AM	25	22	14	24	51	3	1	44	46	30	70	139	469
8:45 AM	23	28	13	21	57	5	4	38	52	36	96	124	497
Total	200	330	160	267	659	25	30	422	426	351	635	805	4,310

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	111	222	99	177	382	10	16	259	236	208	336	373	2,429
PHF	0.73	0.74	0.69	0.85	0.88	0.83	0.80	0.78	0.76	0.83	0.79	0.77	0.95
Movement PHF		0.79			0.91			0.77			0.86		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	69	66	29	30	84	5	4	50	73	58	74	33	575
4:15 PM	75	65	27	16	93	6	3	40	64	56	86	32	563
4:30 PM	94	90	24	13	81	4	1	47	74	65	92	32	617
4:45 PM	82	85	20	20	103	4	4	42	43	63	76	31	573
5:00 PM	85	89	37	17	86	3	4	52	82	66	101	63	685
5:15 PM	149	76	27	21	91	6	3	63	75	56	108	65	740
5:30 PM	116	85	31	28	108	6	2	59	74	63	125	76	773
5:45 PM	73	81	19	27	82	6	3	38	58	66	125	48	626
Total	743	637	214	172	728	40	24	391	543	493	787	380	5,152

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	423	331	114	93	367	21	12	212	289	251	459	252	2824
PHF	0.71	0.93	0.77	0.83	0.85	0.875	0.75	0.841	0.881	0.951	0.918	0.829	0.91
Movement PHF		0.86			0.85			0.91			0.91		0.91



Location: Poinsettia Lane @ I-5 NB Ramps

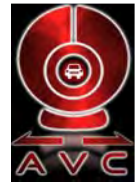
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Poinsettia Lane @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	210	257	0	80	0	19	0	82	61	709
7:15 AM	0	0	0	119	266	0	91	0	34	0	136	36	682
7:30 AM	0	0	0	120	258	0	129	0	44	0	133	31	715
7:45 AM	0	0	0	111	254	0	172	0	45	0	158	20	760
8:00 AM	0	0	0	112	226	0	185	1	64	0	177	43	808
8:15 AM	0	0	0	92	243	0	178	1	48	0	123	37	722
8:30 AM	0	0	0	104	199	0	156	0	56	0	121	44	680
8:45 AM	0	0	0	81	186	0	172	0	43	0	127	47	656
Total	0	0	0	949	1,889	0	1,163	2	353	0	1,057	319	5,732

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	435	981	0	664	2	201	0	591	131	3,005
PHF	#####	#####	#####	0.91	0.95	#####	0.90	0.50	0.79	#####	0.83	0.76	0.93
Movement PHF	#DIV/0!			0.94			0.87			0.82			0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	83	277	0	92	0	47	0	189	60	748
4:15 PM	0	0	0	67	296	0	118	0	57	0	193	59	790
4:30 PM	0	0	0	69	304	0	153	0	50	0	218	41	835
4:45 PM	0	0	0	71	307	0	145	0	80	0	216	36	855
5:00 PM	0	0	0	66	285	0	191	1	55	0	216	38	852
5:15 PM	0	0	0	67	338	0	169	2	77	0	272	36	961
5:30 PM	0	0	0	63	319	0	165	0	90	0	235	51	923
5:45 PM	0	0	0	65	271	0	198	0	66	0	254	39	893
Total	0	0	0	551	2,397	0	1,231	3	522	0	1,793	360	6,857

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	261	1213	0	723	3	288	0	977	164	3629
PHF	#####	#####	#####	0.974	0.897	#####	0.913	0.375	0.8	#####	0.898	0.804	0.94
Movement PHF	#DIV/0!			0.91			0.96			0.93			0.94



Location: Poinsettia Lan @ I-5 SB Ramps

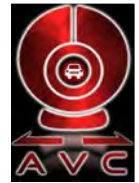
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Poinsettia Lan @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	16	2	32	0	112	164	0	0	0	41	111	0	478
7:15 AM	42	1	52	0	182	118	0	0	0	29	120	0	544
7:30 AM	65	1	52	0	202	100	0	0	0	22	112	0	554
7:45 AM	75	1	55	0	207	92	0	0	0	29	123	0	582
8:00 AM	52	0	58	0	165	125	0	0	0	26	162	0	588
8:15 AM	42	1	37	0	159	132	0	0	0	28	123	0	522
8:30 AM	39	0	42	0	153	102	0	0	0	26	123	0	485
8:45 AM	61	1	58	0	142	87	0	0	0	29	116	0	494
Total	392	7	386	0	1,322	920	0	0	0	230	990	0	4,247

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	234	3	217	0	756	435	0	0	0	106	517	0	2,268
PHF	0.78	0.75	0.94	#####	0.91	0.87	#####	#####	#####	0.91	0.80	#####	0.96
Movement PHF		0.87			0.99		#DIV/0!				0.83		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	53	2	64	0	185	139	0	0	0	60	185	0	688
4:15 PM	58	0	83	0	198	155	0	0	0	42	169	0	705
4:30 PM	50	0	89	0	191	163	0	0	0	52	170	0	715
4:45 PM	59	1	69	0	216	171	0	0	0	41	183	0	740
5:00 PM	56	0	88	0	160	180	0	0	0	51	166	0	701
5:15 PM	51	0	106	0	217	198	0	0	0	50	202	0	824
5:30 PM	45	1	70	0	222	187	0	0	0	64	216	0	805
5:45 PM	45	0	92	0	151	186	0	0	0	43	201	0	718
Total	417	4	661	0	1,540	1,379	0	0	0	403	1,492	0	5,896

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	211	2	333	0	815	736	0	0	0	206	767	0	3070
PHF	0.89	0.5	0.785	#####	0.918	0.929	#####	#####	#####	0.805	0.888	#####	0.93
Movement PHF		0.87			0.93		#DIV/0!				0.87		0.93



Location: Poinsettia Lan @ Highway 101

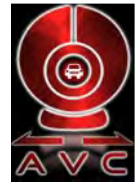
Date of Count: Thursday, June 04, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0360





Location: Poinsettia Lan @ Highway 101

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	5	201	25	18	0	44	12	32	0	1	5	1	344
7:15 AM	5	234	27	15	0	93	13	36	0	0	3	2	428
7:30 AM	5	251	25	20	0	100	14	36	0	2	3	1	457
7:45 AM	3	150	23	23	0	116	28	52	0	0	5	1	401
8:00 AM	4	140	17	23	0	81	24	53	0	0	2	0	344
8:15 AM	4	164	24	22	0	52	23	47	0	3	6	0	345
8:30 AM	2	90	13	25	0	55	28	44	1	1	11	2	272
8:45 AM	10	78	20	26	0	64	23	45	0	0	9	3	278
Total	38	1,308	174	172	0	605	165	345	1	7	44	10	2,869

AM Intersection Peak Hour : **7:00 AM - 8:00 AM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	18	836	100	76	0	353	67	156	0	3	16	5	1,630
PHF	0.90	0.83	0.93	0.83	#####	0.76	0.60	0.75	#####	0.38	0.80	0.63	0.89
Movement PHF		0.85			0.77			0.70			0.86		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	9	88	33	28	1	54	31	132	0	0	3	1	380
4:15 PM	11	97	30	32	0	48	36	170	1	1	10	1	437
4:30 PM	11	96	31	29	0	38	25	138	1	2	6	3	380
4:45 PM	10	90	43	47	1	70	43	152	0	0	5	0	461
5:00 PM	14	106	30	46	0	49	41	141	1	2	5	4	439
5:15 PM	13	83	36	56	0	52	53	138	0	3	8	2	444
5:30 PM	8	88	33	46	0	59	31	141	2	0	1	2	411
5:45 PM	15	74	27	39	0	35	38	133	1	1	2	0	365
Total	91	722	263	323	2	405	298	1,145	6	9	40	13	3,317

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	45	367	142	195	1	230	168	572	3	5	19	8	1755
PHF	0.80	0.866	0.826	0.871	0.25	0.821	0.792	0.941	0.375	0.417	0.594	0.5	0.95
Movement PHF		0.92			0.90			0.95			0.62		0.95

INTERSECTION: Carlsbad Blvd & Poinsettia

Page 1 (of 9)

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **102**

N/S Street Name: **Not Assigned**
E/W Street Name: **Not Assigned**

Last Database Change: **1/30/2015 17:33**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	160	<C/0+0+3>
QuicNet Channel	P:8005:10.241.0.	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>
FYA Red Revert	2.0	<F/1+0+5>
OVLP CHG Red	6.0	<F/1+0+3>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
Outputs at E/127+A+E & F)

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	0
1	Ped FDW	0	23	0	27	0	23	0	0
2	Min Green	4	7	0	10	4	7	0	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.0	0.0	4.5	2.0	3.0	0.0	4.0
6	Max Gap	2.0	3.0	0.0	4.5	2.0	3.0	0.0	4.0
7	Min Gap	2.0	3.0	0.0	4.5	2.0	3.0	0.0	4.0
8	Max Limit	20	50	0	20	20	50	0	30
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	23	0	27	0	23	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0
E	Yellow Change	3.0	5.0	0.0	4.0	3.0	5.0	0.0	4.0
F	Red Clear	1.5	1.5	0.0	1.5	1.5	1.5	0.0	1.5

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	5
EV-C Delay	0
EV-C Clear	5
EV-D Delay	0
EV-D Clear	5
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

	F	Row
Permit	12 456 8	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	2 6	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	_____	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_____ 8	E
First Phases	2 6	F

Phase Functions <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8	Overlap Recall	N	N	N	N	N	N	N	N
9	Queue Jump Phase								
A	Queue Jump Time	0	0	0	0	0	0	0	0
B	Minimum Green	0	0	0	0	0	0	0	0
C	Maximum Green	0	0	0	0	0	0	0	0
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments

<C+0+E=29>

Extra 1 Flags

- 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = Solid FDW on EV
 5 = Extended Status
 6 = International Ped
 7 = Flash - Clear Outputs
 8 = Split Ring

Extra 2 Flags

- 1 = AWB During Initial
 2 = Reserved
 3 = Disable Min Walk
 4 = QuicNet System
 5 = Ignore P/P on EV
 6 = Manual Hold in FDW
 7 = Allow QuicNet PE
 8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

Preempt Priority

<C+0+E=125>

(* RR-1 is always Highest,
 and RR-2 is always
 Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	4 8
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	1 6
B	EV-B Phases	4
C	EV-C Phases	2 5
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4

Configuration

<C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials

<C+0+F=2>

Flash to PE &
PE Non-Lock

- 1 = EV A 5 = RR 1
 2 = EV B 6 = RR 2
 3 = EV C 7 = SE 1
 4 = EV D 8 = SE 2

IC Select Flags

- 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 =
 5 =
 6 = Simplex Master
 7 =
 8 = Offset Interrupter

	2	Row
		0
Phase 1	15	1
Phase 2	12	2
Phase 3	15	3
Phase 4	12	4
Phase 5	15	5
Phase 6	12	6
Phase 7	15	7
Phase 8	12	8

Coordination
Transition
Minimums

<C+0+C=5>

Column Numbers ---->		Plan								
		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length	0	0	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	0	0	0	0	0	0	0	0	0
E	Hold Release	0	0	0	0	0	0	0	0	0
F	Reserved	0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

Row										
0	Ped Adjustment	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2

<C+0+C=2>

Coord Extra			
1 = Programmed WALK Time for Sync Phases			
2 = Always Terminate Sync Phase Peds			
Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Sync Phases

<C+0+C=1>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	2 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases

<C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Reserved	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Reserved	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Reserved	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Reserved	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Reserved	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Reserved	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Reserved	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Reserved	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	Reserved		Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs

<C+0+E=127>

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 =
Number of
cycles when
lengthing

Transition Type | 0.3 <C/5+1+9>
TBC Transition

Hawk Select | 0 <F/1+0+4>
Hawk Select 200 = Mid-Block, 201 = Hawk

Address | 0 <C/1+0+6>
Select Parity | 0 <C/1+0+5>
AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings
Date
If set to all zeros,
standard dates
will be used.

Begin Month | 3 <C/5+2+A>
Begin Week | 2 <C/5+2+B>
End Month | 11 <C/5+2+C>
End Week | 1 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow | 0.0 <F/1+C+E>
Phase Number | 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow | 0.0
Phase Number | 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time | 0 <C/5+2+E>
Max Cycle Time | 20 <C/5+2+F>

Yellow Yield Coordination

12345678
Omit Alarm | 12345678 <C/5+F+0>
Local Alarm Disable

Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.5	1.0	0.0	1.0	0.0	1.0	0.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->						1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45 7	2	123	0.0	3.0
1		40	45 7	6	123	0.0	3.0
2		41	45 7	4	123	0.0	0.0
3		42	45 7	8	123	10.0	0.0
4		43	45 7	2	123	0.0	0.0
5		44	45 7	6	123	0.0	0.0
6		45	45 7	4	123	0.0	0.0
7		46	45 7	8	123	0.0	0.0
8		47	67	2	123	0.0	0.0
9		48	67	6	123	0.0	0.0
A		49	67	4	123	0.0	0.0
B		50	67	8	123	0.0	0.0
C		55	45 7	5	123	0.0	0.0
D		56	45 7	1	123	0.0	0.0
E		57	45 7	7	123	0.0	0.0
F		58	45 7	3	123	0.0	0.0

Column Numbers ---->						2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45 7	5	123	0.0	0.0
1		60	45 7	1	123	0.0	0.0
2		61	45 7	7	123	0.0	0.0
3		62	45 7	3	123	0.0	0.0
4		63	45 7	2	123	0.0	0.0
5		64	45 7	6	123	0.0	0.0
6		65	45 7	4	123	0.0	0.0
7		66	45 7	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45 7	2	123	0.0	0.0
D		77	45 7	6	123	0.0	0.0
E		78	45 7	4	123	0.0	0.0
F		79	45 7	8	123	0.0	0.0

Detector Assignments <C+0+E=126>

<C+0+D=0>

Column Numbers ---->	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type 0 <E/125+D+0>

Enable Redirection

(Enable Redirection = 30)

Max OFF (minutes) 20 <D/0+0+1>

Max ON (minutes) 7 <D/0+0+2>

Chatter Fail Time 0 <D/0+0+4>

Detector Failure MonitorDetector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 = Overlap
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week
06 : 00	E	23456
21 : 00	E	23456
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

TOD <C+0+7=0.1>
Function

Column 4
Phases/Bits
78

<C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions

- 0 =
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 5 - Disable Low
 Priority Preempt
 Bit 6 - FYA Inhibit
 Bit 7 - Detector Count
 Monitor
 Bit 8 - Real Time Split
 Monitor
 F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

Holiday <C+0+7=0.2>
TOD Function

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select

- 1 thru 9 = Coordination
 Plan 1 thru 9
 14 or E = Free
 15 or F = Flash

Offset Select

- A = Offset A
 B = Offset B
 C = Offset C

Month Select: October = A, November = B, December = C

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:

0 <E/27+5+F>

Limited Service Interval

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds) | 0 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 255 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>

Disable Low Priority ChannelLow Priority

- 1 = Channel A
 2 = Channel B
 3 = Channel C
 4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters

<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway Schedule <C+0+9=2.1>

Headway Time
 (minutes)
 1 thru 9 = 1 thru 9
 A = 10
 B = 11
 C = 12
 D = 13
 E = 14
 F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

	INTERVAL	PHASE TIMING								9	PRE-EMPTION		F							
		1	2	3	4	5	6	7	8		CLK RST	E	FLAGS	1	2	3	4	5	6	7
0	WALK	1	7		1					EV SEL	0	PERMIT	1	2		4	6		0	
1	DONT WALK	1	12		1					RR1 CLR	15	RED LOCK	1			4			1	
2	MIN GREEN	5	7		5					EVA DLY	0	YEL LOCK							2	
3	TYPE 3 DET	0	0		0					EVA CLR	5	V RECALL		2			6		3	
4	ADD/VEH	0.0	0.0		0.0					EVB DLY	0	P RECALL							4	
5	PASSAGE	2.0	2.0		2.0					EVB CLR	5	PED PHASES		2			6		5	
6	MAX GAP	2.0	2.0		2.0					EVC DLY	0	RT OLA							6	
7	MIN GAP	2.0	2.0		2.0					EVC CLR	5	RT OLB							7	
8	MAX EXT	40	45		25					EVD DLY	0	DBL ENTRY							8	
9	MAX 2								YR	EVD CLR	5	MAX 2 PHASES							9	
A	MAX 3								MO	MAX EV	255	LAG PHASES	READ ONLY							
B									DAY	RR2 CLR	15	RED REST							B	
C	REDUCE BY	0.0	0.0		0.0				DOW			REST-IN-WALK							C	
D	EVERY	1.0	1.0		1.0				HR			MAX 3 PHASES							D	
E	YELLOW	3.7	4.1		4.1				MIN			YEL START UP		2			6		E	
F	RED	1.0	1.0		1.0				SEC			FIRST PHASE				4			F	
3.5	PED XING FT		57										1	2	3	4	5	6	7	8
	BIKE XING FT		69																	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

NOTES:

OLA = FZ 4

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

		D	FLAGS								E	FLAGS								F	FLAGS							
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	MAX									MIN										PED								
	RCL									RCL										RCL								
1	CP 1									CP 1										CP 1								
2	CP 2									CP 2										CP 2								
3	CP 3									CP 3										CP 3								
4	CP 4									CP 4										CP 4								
5	CP 5									CP 5										CP 5								
6	CP 6									CP 6										CP 6								
7	CP 7									CP 7										CP 7								
8	CP 8									CP 8										CP 8								
9	CP 9									CP 9										CP 9								
A																			RCL 1									
B																			RCL 2									
C																												
D																												
E																												
F																												
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

PRCL 1 = TIME OF DAY MAX RECALL	(1ST SELECT)	PHASES
<i>(CALL ACTIVE LIGHTS)</i>		
PRCL 2 = TIME OF DAY MAX RECALL	(2ND SELECT)	PHASES
<i>(CALL ACTIVE LIGHTS)</i>		

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER

D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

[illegible][illegible]

CONTROL PLAN TIME OF DAY								
9+EVENT+HR+MIN+CP+OS+E+S								
	HR	MIN	CP	OS	S	M	T	W
					1	2	3	4
0								
1								
2								
3								
4								
5								
6								
7								
8								
9								
A								
B								
C								
D								
E								
F								

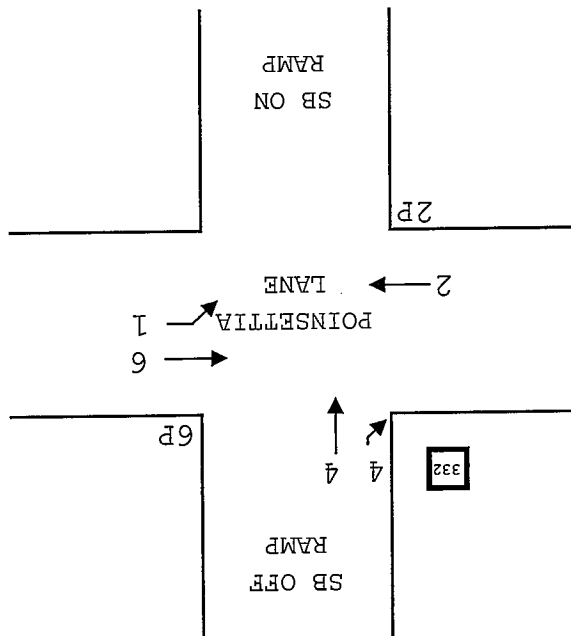
ACTIVITY CODE

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

```

CONFLICT MONITOR PROGRAM



DIODE CUT OUT LIST:

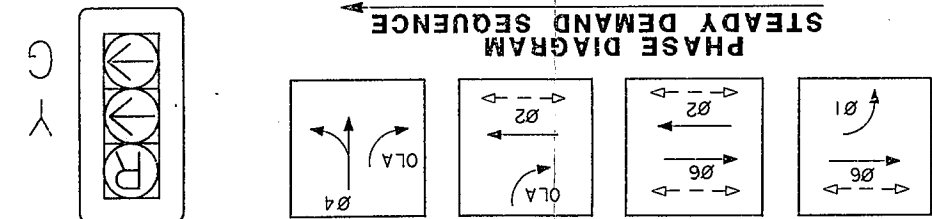
|           | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| FZ 1      | C | C | C | X | X | X | X | X | X  | C  | C  | X  | X  | X  | X  |
| FZ 2      | C | C | C | X | X | X | X | X | X  | X  | X  | X  | X  | X  | X  |
| FZ 3      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 5      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 6      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 7      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| RTOLA 9   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| RTOLB 10  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 1 11  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 2 12  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 2 P 13 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4 P 14 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 6 P 15 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8 P 16 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

1-6, 9, 10, 15  
 2-6, 9, 10, 13, 15  
 4-9, 10  
 6-9, 10, 13, 15  
 9-10, 13, 15  
 10-13, 15  
 13-15

[C] = CONFLICTING CHANNELS  
 [X] = CONCURRENT CHANNELS  
 (REMOVE DIODE)

| AWG SIZE<br>OR<br>CABLE TYPE |   | PHASE      | POLE OR<br>CIRCUIT | CONDUIT SIZE AND RUN |   |   |   |   |   |   |   |   |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |    |    |    |    |    |    |    |    |    |                                   |    |    |     |  |  |  |  |  |  |  |  |                                   |  |  |  |  |  |  |  |  |  |  |  |                                   |  |  |  |  |  |  |  |  |  |  |  |          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| NO 14 CABLES                 | 3 | CONDUCTORS | POLE A             | 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 | 36 | 37                                | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49                                | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61                                | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73                                | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85                                | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97                                | 98 | 99 | 100 |  |  |  |  |  |  |  |  |                                   |  |  |  |  |  |  |  |  |  |  |  |                                   |  |  |  |  |  |  |  |  |  |  |  |          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|                              |   |            |                    | 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 | 36 | 37                                | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49                                | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61                                | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73                                | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85                                | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97                                | 98 | 99 | 100 |  |  |  |  |  |  |  |  |                                   |  |  |  |  |  |  |  |  |  |  |  |                                   |  |  |  |  |  |  |  |  |  |  |  |          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|                              |   |            |                    | CONDUCTORS           |   |   |   |   |   |   |   |   |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |    |    |    |    |    |    |    |    |    | TOTAL CABLES-3 CONDUCT/12 CONDUCT |    |    |     |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  |  |  |  |  |  |  |  |  |  | TOTAL CABLES-3 CONDUCT/12 CONDUCT |  |  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|    |                         |
|----|-------------------------|
| 9  | 1/2" C, 3 D/LC          |
| 10 | 1/2" C, 4 D/LC          |
| 11 | 2" C, 2 D/LC            |
| 12 | 2" C, 2 D/LC, 2 S/C     |
| 13 | 2 1/2" C, 6 D/LC, 2 S/C |
| 14 | 2 1/2" C, 6 D/LC, 2 S/C |
| 15 | 1 1/2" C, 2 D/LC        |
| 16 | 1 1/2" C, 3 D/LC        |
| 17 | 2" C, 4 D/LC            |
| 18 | 1 1/2" C, 2 D/LC        |



|      |        |       |                             |                |
|------|--------|-------|-----------------------------|----------------|
| DIST | COUNTY | ROUTE | POST MILES<br>TOTAL PROJECT | SHEET NO. 1262 |
| 11   | SD     | 5     | R44.9/R45.9                 | 138.167        |

REGISTERED CIVIL ENGINEER  
Bruce D. Moller  
PROFESSIONAL  
No. 19388  
Exp. 9/30/97  
STATE OF CALIF. CIVIL  
BRUCE D. MOLLER

BOYLE ENGINEERING CORPORATION  
7807 CONVOY COURT, SUITE 200  
SAN DIEGO, CA 92111

G Y

SEE SHEETS E-4 AND E-9  
2" C, 2 SIC(6 PAIR)

—BEGIN BRIDGE

SIGNAL AND LIGHTING  
LOCATION 2  
SIGNAL NO P45.595  
E-8  
SCALE 1"=20'

1 STATE-FURNISHED MODEL 170 CONTROLLER  
ASSEMBLY WITH TYPE 332 CABINET  
SEE FOUNDATION DETAILS ON ES-4B  
CONTRACTOR SHALL FURNISH AND INSTALL  
MODEL 262 DISCRIMINATOR ASSEMBLY

2 EMERGENCY VEHICLE DETECTOR  
EQUIPMENT CONTRACTOR SUPPLIED

DETAIL "U" ES-61 REQUIRED

NOTES

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

▲ = ALL INDICATIONS SHALL BE 12"

EA 167841

CU 11276

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USERNAME = > ph11f
DCN FILE = > /usr/ph11f/P0/b16784u08.dgn

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FOR REDUCED PLANS IN INCHES



0 1 2 3

FORM 06-0E-92-PF (REV. 3/88)

| INTERVAL |              | PHASE TIMING |     |   |   |     |     |   |     | PRE-EMPTION |         | F   |              |           |   |   |   |   |   |   |   |   |   |  |  |  |   |  |  |
|----------|--------------|--------------|-----|---|---|-----|-----|---|-----|-------------|---------|-----|--------------|-----------|---|---|---|---|---|---|---|---|---|--|--|--|---|--|--|
|          |              | 1            | 2   | 3 | 4 | 5   | 6   | 7 | 8   | 9           | E       |     | FLAGS        |           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   |  |  |  |   |  |  |
| 0        | WALK         |              | 7   |   |   | 1   | 7   |   | 1   | CLK RST     | EV SEL  | 0   | PERMIT       |           |   |   |   |   |   |   |   |   |   |  |  |  |   |  |  |
| 1        | DONT WALK    |              | 12  |   |   | 1   | 10  |   | 1   |             | RR1 CLR | 15  | RED LOCK     |           | 2 |   |   |   | 5 | 6 |   | 8 | 0 |  |  |  |   |  |  |
| 2        | MIN GREEN    |              | 8   |   |   | 5   | 5   |   | 5   |             | EVA DLY | 0   | YEL LOCK     |           |   |   |   |   |   |   |   | 8 | 1 |  |  |  |   |  |  |
| 3        | TYPE 3 DET   |              | 255 |   |   | 0   | 0   |   | 0   |             | EVA CLR | 5   | V RECALL     |           |   |   |   |   |   | 6 |   | 2 |   |  |  |  |   |  |  |
| 4        | ADD/VEH      |              | 0.0 |   |   | 0.0 | 0.0 |   | 0.0 |             | EVB DLY | 0   | P RECALL     |           |   |   |   |   |   |   |   | 3 |   |  |  |  |   |  |  |
| 5        | PASSAGE      |              | 5.0 |   |   | 2.0 | 2.0 |   | 2.0 |             | EVB CLR | 5   | PED PHASES   |           | 2 |   |   |   |   | 6 |   | 5 |   |  |  |  |   |  |  |
| 6        | MAX GAP      |              | 6.0 |   |   | 2.0 | 2.0 |   | 2.0 |             | EVC DLY | 0   | RT OLA       |           |   |   |   |   |   |   |   | 6 |   |  |  |  |   |  |  |
| 7        | MIN GAP      |              | 3.0 |   |   | 2.0 | 2.0 |   | 2.0 |             | EVC CLR | 5   | RT OLB       |           |   |   |   |   |   |   |   | 7 |   |  |  |  |   |  |  |
| 8        | MAX EXT      |              | 45  |   |   | 25  | 45  |   | 25  |             | EVD DLY | 0   | DBL ENTRY    |           |   |   |   |   |   |   |   | 8 |   |  |  |  |   |  |  |
| 9        | MAX 2        |              |     |   |   |     |     |   |     | YR          | EVD CLR | 5   | MAX 2 PHASES |           |   |   |   |   |   |   |   | 9 |   |  |  |  |   |  |  |
| A        | MAX 3        |              |     |   |   |     |     |   |     | MO          | MAX EV  | 255 | LAG PHASES   | READ ONLY |   |   |   |   |   |   |   |   |   |  |  |  |   |  |  |
| B        |              |              |     |   |   |     |     |   |     | DAY         | RR2 CLR | 15  | RED REST     |           |   |   |   |   |   |   |   | B |   |  |  |  |   |  |  |
| C        | REDUCE BY    |              | 0.1 |   |   | 0.0 | 0.0 |   | 0.0 | DOW         |         |     | REST-IN-WALK |           |   |   |   |   |   |   |   | C |   |  |  |  |   |  |  |
| D        | EVERY        |              | 0.8 |   |   | 1.0 | 1.0 |   | 1.0 | HR          |         |     | MAX 3 PHASES |           |   |   |   |   |   |   |   | D |   |  |  |  |   |  |  |
| E        | YELLOW       |              | 4.1 |   |   | 3.7 | 4.1 |   | 4.1 | MIN         |         |     | YEL START UP |           | 2 |   |   |   |   | 6 |   | E |   |  |  |  |   |  |  |
| F        | RED          |              | 1.0 |   |   | 1.0 | 1.0 |   | 1.0 | SEC         |         |     | FIRST PHASE  |           |   |   |   |   |   |   |   | F |   |  |  |  | 8 |  |  |
| 3.5      | PED XING FT  |              | 55  |   |   |     | 48  |   |     |             |         |     |              |           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   |  |  |  |   |  |  |
|          | BIKE XING FT |              | 85  |   |   |     | 43  |   |     |             |         |     |              |           |   |   |   |   |   |   |   |   |   |  |  |  |   |  |  |

NOTES:

OLA = FZ 8

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

|                   |   |
|-------------------|---|
| FOC LONG FAILURE  |   |
| FOD SHORT FAILURE |   |
| FOE               | 0 |
| FOF               | 5 |

|     |     |
|-----|-----|
| FCO | 3   |
| FC1 | 3   |
| FC2 | 10  |
| FCA | 0.0 |
| FCB | 0.0 |
| FCC | 0.0 |
| FCD | 0.0 |

|                |   |
|----------------|---|
| FDO TB SELECT  | 1 |
| FD3 PED SELECT | 0 |
| FD4 7 WIRE     | 0 |
| FD5 PERMISSIVE | 0 |
| FD8 OS SEEKING | 1 |

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |

# INTERSECTION: Aviara & Poinsettia

Page 1 (of 5)

Group Assignment: NONE

N/S Street Name: Not Assigned

Last Database Change: 5/14/2014 12:33

Field Master Assignment: NONE

E/W Street Name: Not Assigned

System Reference Number: 87

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

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|                 |                 |           |
|-----------------|-----------------|-----------|
| Drop Number     | 1               | <C+0+0>   |
| Zone Number     |                 | <C+0+1>   |
| Area Number     | 0               | <C+0+2>   |
| Area Address    | 89              | <C+0+3>   |
| QuicNet Channel | P:8006:10.241.0 | (QuicNet) |

## Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

## Manual Selection

|               |     |         |
|---------------|-----|---------|
| Max Initial   | 20  | <F+0+E> |
| Red Revert    | 5.0 | <F+0+F> |
| All Red Start | 5.0 | <F+C+0> |

## Start / Revert Times

| Column Numbers ----> |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|                      |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1                    | Ped FDW           | 0     | 22  | 0   | 23  | 0   | 25  | 0   | 23  |
| 2                    | Min Green         | 4     | 5   | 4   | 5   | 4   | 5   | 4   | 5   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.5   | 3.5 | 2.5 | 4.0 | 2.5 | 3.5 | 3.0 | 4.0 |
| 6                    | Max Gap           | 2.5   | 3.5 | 2.5 | 4.0 | 2.5 | 3.5 | 3.0 | 4.0 |
| 7                    | Min Gap           | 2.5   | 3.5 | 2.5 | 4.0 | 2.5 | 3.5 | 3.0 | 4.0 |
| 8                    | Max Limit         | 50    | 45  | 40  | 30  | 20  | 45  | 20  | 30  |
| 9                    | Max Limit 2       | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| D                    | Reduce Every      | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change     | 4.5   | 5.0 | 4.5 | 5.0 | 4.5 | 5.0 | 4.5 | 5.0 |
| F                    | Red Clear         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

## Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 0   |
| EV-A Delay    | 0   |
| EV-A Clear    | 5   |
| EV-B Delay    | 0   |
| EV-B Clear    | 5   |
| EV-C Delay    | 0   |
| EV-C Clear    | 5   |
| EV-D Delay    | 0   |
| EV-D Clear    | 5   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 0   |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

## Preempt Timing

| F               |          |
|-----------------|----------|
| Permit          | 12345678 |
| Red Lock        |          |
| Yellow Lock     |          |
| Min Recall      | 2 6      |
| Ped Recall      |          |
| View Set Peds   | -----    |
| Rest In Walk    |          |
| Red Rest        |          |
| Dual Entry      | 2 4 6 8  |
| Max Recall      |          |
| Soft Recall     |          |
| Max 2           |          |
| Cond. Service   |          |
| Man Cntrl Calls |          |
| Yellow Start    | 4 8      |
| First Phases    | 2 6      |

## Phase Functions

<F Page>

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

(\* = Coordination Recall)

| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan Name ---->      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 65   | 65  | 65  | 65  | 65  | 65  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 25   | 25  | 25  | 25  | 25  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 65   | 65  | 65  | 65  | 65  | 65  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 25   | 25  | 25  | 25  | 25  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

Coordination

&lt;C Page&gt;

| E             |     | Row |
|---------------|-----|-----|
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

Sync Phases &lt;C Page&gt;

| Column Numbers ----> |                          | E   |
|----------------------|--------------------------|-----|
| 0                    | Exclusive Phases         |     |
| 1                    | RR-1 Clear Phases        |     |
| 2                    | RR-2 Clear Phases        |     |
| 3                    | RR-2 Limited Service     |     |
| 4                    | Prot / Perm Phases       |     |
| 5                    | Overlap A - Green Omit   |     |
| 6                    | Overlap B - Green Omit   |     |
| 7                    | Overlap C - Green Omit   |     |
| 8                    | Overlap D - Green Omit   |     |
| 9                    | Overlap Yellow Flash     |     |
| A                    | EV-A Phases              | 2 5 |
| B                    | EV-B Phases              | 4 7 |
| C                    | EV-C Phases              | 1 6 |
| D                    | EV-D Phases              | 3 8 |
| E                    | Extra 1 Config. Bits     | 1 3 |
| F                    | IC Select (Interconnect) | 2   |

Configuration

&lt;E Page&gt;

| F                     |   | Row |
|-----------------------|---|-----|
| RR Overlap A - Phases |   |     |
| RR Overlap B - Phases |   |     |
| RR Overlap C - Phases |   |     |
| RR Overlap D - Phases |   |     |
| Ped 2P                | 2 |     |
| Ped 6P                | 6 |     |
| Ped 4P                | 4 |     |
| Ped 8P                | 8 |     |
| Yellow Flash Phases   |   |     |
| Overlap A - Phases    |   |     |
| Overlap B - Phases    |   |     |
| Overlap C - Phases    |   |     |
| Overlap D - Phases    |   |     |
| Restricted Phases     |   |     |
| Assign 5 Outputs      |   |     |

Configuration

&lt;E Page&gt;

Extra 1 Flags  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

Assign 5 Outputs  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust 0  
**Coord Force-Off Adjust**  
**for Ped Service <C+D+F>**

Transition Type 0  
**TBC Transition <C+D+D>**

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

| F            |         | Row |
|--------------|---------|-----|
| Free Lag     | 23 6 8  | 0   |
| Plan 1 - Lag | 2 4 6 8 | 1   |
| Plan 2 - Lag | 2 4 6 8 | 2   |
| Plan 3 - Lag | 2 4 6 8 | 3   |
| Plan 4 - Lag | 2 4 6 8 | 4   |
| Plan 5 - Lag | 2 4 6 8 | 5   |
| Plan 6 - Lag | 2 4 6 8 | 6   |
| Plan 7 - Lag | 2 4 6 8 | 7   |
| Plan 8 - Lag | 2 4 6 8 | 8   |
| Plan 9 - Lag | 2 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

Lag Phases &lt;C Page&gt;



| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | 0    | 0      |             |
| 1   | 00:00 | 0    | 0      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week | Column F<br>Phases/Bits |
|-------|--------|-------------|-------------------------|
| 06:00 | E      | 23456       | 78                      |
| 21:00 | E      | 23456       |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |
| 00:00 | 0      |             |                         |

**TOD Function** <D Page>  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row | Day | Year | Month | Day of Week |
|-----|-----|------|-------|-------------|
| A   |     |      |       |             |
| B   |     |      |       |             |
| C   |     |      |       |             |

| Holiday # 1 Date | Day | Year | Month |
|------------------|-----|------|-------|
|                  | 0   | 0    | 0     |
| Holiday # 2 Date | Day | Year | Month |
|                  | 0   | 0    | 0     |
| Holiday # 3 Date | Day | Year | Month |
|                  | 0   | 0    | 0     |

**Holiday Dates**  
<8 Key>

|     | 1     | 3          |               |                |                 |
|-----|-------|------------|---------------|----------------|-----------------|
| Row | Delay | Carry-over | Detector Name | 332 Input File | Detector Number |
| 0   | 0.0   | 0.0        |               | I-1            | 14              |
| 1   | 0.0   | 0.0        |               | I-2U           | 1               |
| 2   | 0.0   | 0.0        |               | I-2L           | 5               |
| 3   | 0.0   | 0.0        |               | I-3U           | 21              |
| 4   | 0.0   | 0.0        |               | I-3L           | 25              |
| 5   | 0.0   | 0.0        |               | I-4            | 9               |
| 6   | 0.0   | 0.0        |               | I-5            | 16              |
| 7   | 0.0   | 0.0        |               | I-6U           | 3               |
| 8   | 0.0   | 0.0        |               | I-6L           | 7               |
| 9   | 0.0   | 0.0        |               | I-7U           | 23              |
| A   | 0.0   | 0.0        |               | I-7L           | 27              |
| B   | 0.0   | 0.0        |               | I-8            | 11              |
| C   | 0.0   | 0.0        |               | I-9U           | 18              |
| D   | 0.0   | 0.0        |               | I-9L           | 20              |
| E   | ---   | ---        | ---           | ---            | ---             |
| F   | ---   | ---        | ---           | ---            | ---             |

|     | 2     | 4          |               |                |                 |
|-----|-------|------------|---------------|----------------|-----------------|
| Row | Delay | Carry-over | Detector Name | 332 Input File | Detector Number |
| 0   | 0.0   | 0.0        |               | J-1            | 13              |
| 1   | 0.0   | 0.0        |               | J-2U           | 2               |
| 2   | 0.0   | 0.0        |               | J-2L           | 6               |
| 3   | 0.0   | 0.0        |               | J-3U           | 22              |
| 4   | 0.0   | 0.0        |               | J-3L           | 26              |
| 5   | 0.0   | 0.0        |               | J-4            | 10              |
| 6   | 0.0   | 0.0        |               | J-5            | 15              |
| 7   | 0.0   | 0.0        |               | J-6U           | 4               |
| 8   | 0.0   | 0.0        |               | J-6L           | 8               |
| 9   | 0.0   | 0.0        |               | J-7U           | 24              |
| A   | 0.0   | 0.0        |               | J-7L           | 28              |
| B   | 0.0   | 0.0        |               | J-8            | 12              |
| C   | 0.0   | 0.0        |               | J-9U           | 17              |
| D   | 0.0   | 0.0        |               | J-9L           | 19              |
| E   | ---   | ---        | ---           | ---            | ---             |
| F   | ---   | ---        | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

|     | 9           | C             | D         | 0             |
|-----|-------------|---------------|-----------|---------------|
| Row | Green Clear | Yellow Change | Red Clear | Load-Switch # |
| A   | 0.0         | 0.0           | 0.0       | 0             |
| B   | 0.0         | 0.0           | 0.0       | 0             |
| C   | 0.0         | 0.0           | 0.0       | 0             |
| D   | 0.0         | 0.0           | 0.0       | 0             |

Overlap Timing

&lt;F Page&gt;

&lt;D Page&gt;

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- -- --  | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- -- -- | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

Active Detectors &lt;D Page&gt;

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

|     | 0               |
|-----|-----------------|
| Row | Detector Number |
| 0   |                 |
| 1   | System Det. # 1 |
| 2   | System Det. # 2 |
| 3   | System Det. # 3 |
| 4   | System Det. # 4 |
| 5   | System Det. # 5 |
| 6   | System Det. # 6 |
| 7   | System Det. # 7 |
| 8   | System Det. # 8 |

System Detectors &lt;D Page&gt;

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

| Column Numbers ----> |               | Phase |     |     |     |     |     |     |     |
|----------------------|---------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Phase Names ---->    |               | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| 0                    | Ped Walk      | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1                    | Ped FDW       | 0     | 22  | 0   | 23  | 0   | 25  | 0   | 23  |
| 2                    | Min Green     | 4     | 5   | 4   | 5   | 4   | 5   | 4   | 5   |
| 3                    | Type 3 Limit  | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension | 2.5   | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 |
| 6                    | Max Gap       | 2.5   | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 |
| 7                    | Min Gap       | 2.5   | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 |
| 8                    | Max Limit     | 10    | 45  | 10  | 30  | 20  | 45  | 20  | 30  |
| 9                    | Max Limit 2   | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | -----         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| D                    | Reduce Every  | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change | 4.5   | 5.0 | 4.5 | 5.0 | 4.5 | 5.0 | 4.5 | 5.0 |
| F                    | Red Clear     | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Phase Timing - Bank 2

&lt;F Page&gt;

| Column Numbers ----> |     | Phase |     |     |     |     |     |     |   |
|----------------------|-----|-------|-----|-----|-----|-----|-----|-----|---|
| Phase Names ---->    |     | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8 |
| Ped Walk             | 0   | 7     | 0   | 7   | 0   | 7   | 0   | 7   |   |
| Ped FDW              | 0   | 22    | 0   | 23  | 0   | 25  | 0   | 23  |   |
| Min Green            | 4   | 5     | 4   | 5   | 4   | 5   | 4   | 5   |   |
| Type 3 Limit         | 0   | 0     | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Added Initial        | 0.0 | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |   |
| Veh Extension        | 2.5 | 5.0   | 2.5 | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 |   |
| Max Gap              | 2.5 | 5.0   | 2.5 | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 |   |
| Min Gap              | 2.5 | 5.0   | 2.5 | 5.0 | 2.5 | 5.0 | 2.5 | 5.0 |   |
| Max Limit            | 10  | 45    | 10  | 30  | 20  | 45  | 20  | 30  |   |
| Max Limit 2          | 0   | 0     | 0   | 0   | 0   | 0   | 0   | 0   |   |
| -----                | 0   | 0     | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Call To Phase        | 0   | 0     | 0   | 0   | 0   | 0   | 0   | 0   |   |
| Reduce By            | 0.0 | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |   |
| Reduce Every         | 0.0 | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |   |
| Yellow Change        | 4.5 | 5.0   | 4.5 | 5.0 | 4.5 | 5.0 | 4.5 | 5.0 |   |
| Red Clear            | 1.0 | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |   |

Phase Timing - Bank 3

&lt;F Page&gt;

| Row              |                            | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |  |
|------------------|----------------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|--|
| Delay Only ----> |                            | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |  |
| 0                |                            | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |  |
| 1                |                            | 0    | 0     |      |         |           |              |               |          |        | 1   |  |
| 2                |                            | 0    | 0     |      |         |           |              |               |          |        | 2   |  |
| 3                |                            | 0    | 0     |      |         |           |              |               |          |        | 3   |  |
| 4                |                            | 0    | 0     |      |         |           |              |               |          |        | 4   |  |
| 5                |                            | 0    | 0     |      |         |           |              |               |          |        | 5   |  |
| 6                |                            | 0    | 0     |      |         |           |              |               |          |        | 6   |  |
| 7                |                            | 0    | 0     |      |         |           |              |               |          |        | 7   |  |
| 8                |                            | 0    | 0     |      |         |           |              |               |          |        | 8   |  |
| 9                | Limited Service Int. ----> | 0    | 0     |      |         |           |              |               |          |        | 9   |  |
| A                |                            | ---  | 0     |      |         |           |              |               |          |        | A   |  |
| B                |                            | 0    | 0     |      |         |           |              |               |          |        | B   |  |
| C                |                            | 0    | 0     |      |         |           |              |               |          |        | C   |  |
| D                |                            | 0    | 0     |      |         |           |              |               |          |        | D   |  |
| E                |                            | 0    | 0     |      |         |           |              |               |          |        | E   |  |
| F                |                            | 0    | 0     |      |         |           |              |               |          |        | F   |  |

Special Event Schedule

&lt;C Page with F+9+F=22&gt;

<--- Limited Service Interval  
(Set Dwell = 255)

**INTERSECTION: N Coast Hwy 101 & La Costa**

Page 1 (of 9)

 Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **53**

 N/S Street Name: **N Coast Hwy 101**  
 E/W Street Name: **La Costa Ave**

 Last Database Change: **5/8/2014 7:35**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>3</b>     | <C/0+0+0> |
| Zone Number     | <b>0</b>     | <C/0+0+1> |
| Area Number     | <b>1</b>     | <C/0+0+2> |
| Area Address    | <b>53</b>    | <C/0+0+3> |
| QuicNet Channel | <b>COM4:</b> | (QuicNet) |

**Communication Addresses**

|               |  |           |
|---------------|--|-----------|
| Manual Plan   |  | <C/0+A+1> |
| Manual Offset |  | <C/0+B+1> |

**Manual Selection**

## Notes:

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

|               |            |           |
|---------------|------------|-----------|
| Flash Start   | <b>0</b>   | <F/1+0+E> |
| Red Revert    | <b>5.0</b> | <F/1+0+F> |
| All Red Start | <b>5.0</b> | <F/1+C+0> |

**Start / Revert Times**

|                |            |           |
|----------------|------------|-----------|
| Exclusive Walk | <b>0</b>   | <F/1+0+0> |
| Exclusive FDW  | <b>0</b>   | <F/1+0+1> |
| All Red Clear  | <b>0.0</b> | <F/1+0+2> |

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 0   | 0   | 0   |
| 1                    | Ped FDW           | 0     | 11  | 0   | 22  | 0   | 0   | 0   | 0   |
| 2                    | Min Green         | 4     | 10  | 0   | 4   | 0   | 10  | 0   | 0   |
| 3                    | Type 3 Disconnect | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added per Vehicle | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.0   | 3.0 | 0.0 | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 |
| 6                    | Max Gap           | 2.0   | 5.0 | 0.0 | 3.0 | 0.0 | 5.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 2.0   | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| 8                    | Max Limit         | 40    | 40  | 0   | 40  | 0   | 40  | 0   | 0   |
| 9                    | Max Limit 2       | 30    | 70  | 0   | 70  | 0   | 70  | 0   | 0   |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 5   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 0     | 7   | 0   | 15  | 0   | 7   | 0   | 0   |
| C                    | Cond Serv Check   | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Reduce Every      | 0.0   | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| E                    | Yellow Change     | 3.0   | 4.3 | 0.0 | 4.0 | 0.0 | 4.3 | 0.0 | 0.0 |
| F                    | Red Clear         | 1.0   | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |

**Phase Timing - Bank 1** <C+0+F=1>

|         | 9  | A | B | C | D   |
|---------|----|---|---|---|-----|
| Phase 1 | 15 | 0 | 0 | 0 | 0.0 |
| Phase 2 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 3 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 4 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 5 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 6 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 7 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 8 | 0  | 0 | 0 | 0 | 0.0 |

|                     |  |
|---------------------|--|
| Max Initial         |  |
| Alternate Walk      |  |
| Alternate FDW       |  |
| Alternate Initial   |  |
| Alternate Extension |  |

**Alternate Timing** <C+0+F=1>

|               | E   |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 0   |
| EV-A Delay    | 0   |
| EV-A Clear    | 0   |
| EV-B Delay    | 0   |
| EV-B Clear    | 0   |
| EV-C Delay    | 0   |
| EV-C Clear    | 0   |
| EV-D Delay    | 0   |
| EV-D Clear    | 0   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 0   |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

**Preempt Timing**

|                 | F      | Row |
|-----------------|--------|-----|
| Permit          | 12 4 6 | 0   |
| Red Lock        |        | 1   |
| Yellow Lock     |        | 2   |
| Min Recall      | 2 6    | 3   |
| Ped Recall      |        | 4   |
| View Set Peds   | -----  | 5   |
| Rest In Walk    |        | 6   |
| Red Rest        |        | 7   |
| Dual Entry      |        | 8   |
| Max Recall      |        | 9   |
| Soft Recall     |        | A   |
| Max 2           |        | B   |
| Cond. Service   |        | C   |
| Man Cntrl Calls |        | D   |
| Yellow Start    | 4      | E   |
| First Phases    | 2 6    | F   |

**Phase Functions** <C+0+F=1>

|                      |                       | Overlap |     |     |     |     |     |     |     |
|----------------------|-----------------------|---------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                       | 1       | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Overlap Name ---->    |         |     |     |     |     |     |     |     |
| 0                    | Load Switch Number    | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 1                    | Veh Set 1 - Phases    |         |     |     |     |     |     |     |     |
| 2                    | Veh Set 2 - Phases    |         |     |     |     |     |     |     |     |
| 3                    | Veh Set 3 - Phases    |         |     |     |     |     |     |     |     |
| 4                    | Neg Veh Phases        |         |     |     |     |     |     |     |     |
| 5                    | Neg Ped Phases        |         |     |     |     |     |     |     |     |
| 6                    | Green Omit Phases     |         |     |     |     |     |     |     |     |
| 7                    | Green Clear Omit Phs. |         |     |     |     |     |     |     |     |
| 8                    |                       |         |     |     |     |     |     |     |     |
| 9                    |                       |         |     |     |     |     |     |     |     |
| A                    |                       |         |     |     |     |     |     |     |     |
| B                    |                       |         |     |     |     |     |     |     |     |
| C                    |                       |         |     |     |     |     |     |     |     |
| D                    | Green Clear           | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change         | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| F                    | Red Clear             | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## Overlap Assignments

&lt;C+0+E=29&gt;

## Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = Solid FDW on EV  
 5 = Extended Status  
 6 = International Ped  
 7 = Flash - Clear Outputs  
 8 = Split Ring

## Extra 2 Flags

- 1 = AWB During Initial  
 2 = LMU Installed  
 3 = Disable Min Walk  
 4 = QuicNet/4 System  
 5 = Ignore P/P on EV  
 6 =  
 7 = Reserved  
 8 =

|        | C   | Row |
|--------|-----|-----|
| EV-A   | 0   | 0   |
| EV-B   | 0   | 1   |
| EV-C   | 0   | 2   |
| EV-D   | 0   | 3   |
| RR-1 * | --- | 4   |
| RR-2 * | --- | 5   |
| SE-1   | 0   | 6   |
| SE-2   | 0   | 7   |

## Preempt Priority

&lt;C+0+E=125&gt;

(\* RR-1 is always Highest,  
 and RR-2 is always  
 Second Highest )

| Column Numbers ----> |                          | E     |
|----------------------|--------------------------|-------|
| 0                    | Exclusive Phases         |       |
| 1                    | RR-1 Clear Phases        |       |
| 2                    | RR-2 Clear Phases        |       |
| 3                    | RR-2 Limited Service     |       |
| 4                    | Prot / Perm Phases       |       |
| 5                    | Flash to PE Circuits     |       |
| 6                    | Flash Entry Phases       |       |
| 7                    | Disable Yellow Range     |       |
| 8                    | Disable Ovp Yel Range    |       |
| 9                    | Overlap Yellow Flash     |       |
| A                    | EV-A Phases              | 2     |
| B                    | EV-B Phases              | 4     |
| C                    | EV-C Phases              | 6     |
| D                    | EV-D Phases              |       |
| E                    | Extra 1 Config. Bits     | 1 3 5 |
| F                    | IC Select (Interconnect) | 2     |

## Configuration

&lt;C+0+E=125&gt;

|                       | F   |
|-----------------------|-----|
| Ext. Permit 1 Phases  |     |
| Ext. Permit 2 Phases  |     |
| Exclusive Ped Assign  |     |
| Preempt Non-Lock      |     |
| Ped for 2P Output     | 2   |
| Ped for 6P Output     |     |
| Ped for 4P Output     | 4   |
| Ped for 8P Output     |     |
| Yellow Flash Phases   |     |
| Low Priority A Phases |     |
| Low Priority B Phases |     |
| Low Priority C Phases |     |
| Low Priority D Phases |     |
| Restricted Phases     |     |
| Extra 2 Config. Bits  | 4 7 |

## Configuration

&lt;C+0+E=125&gt;

|                         | F      |
|-------------------------|--------|
| Fast Green Flash Phase  |        |
| Green Flash Phases      |        |
| Flashing Walk Phases    |        |
| Guaranteed Passage      |        |
| Simultaneous Gap Term   |        |
| Sequential Timing       |        |
| Advance Walk Phases     | 4      |
| Delay Walk Phases       |        |
| External Recall         |        |
| Start-up Overlap Green  |        |
| Max Extension           |        |
| Inhibit Ped Reservice   |        |
| Semi-Actuated           |        |
| Start-up Overlap Yellow |        |
| Start-up Vehicle Calls  | 12 4 6 |
| Start-up Ped Calls      | 2 4    |

## Specials

&lt;C+0+F=2&gt;

Flash to PE &  
PE Non-Lock

- 1 = EV A 5 = RR 1  
 2 = EV B 6 = RR 2  
 3 = EV C 7 = SE 1  
 4 = EV D 8 = SE 2

## IC Select Flags

- 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

|         | 2  | Row |
|---------|----|-----|
| Phase 1 | 20 | 1   |
| Phase 2 | 30 | 2   |
| Phase 3 | 0  | 3   |
| Phase 4 | 25 | 4   |
| Phase 5 | 0  | 5   |
| Phase 6 | 50 | 6   |
| Phase 7 | 0  | 7   |
| Phase 8 | 0  | 8   |

Coordination  
Transition  
Minimums

&lt;C+0+C=5&gt;

| Column Numbers ----> |                    | Plan |   |   |   |   |   |   |   |   |
|----------------------|--------------------|------|---|---|---|---|---|---|---|---|
|                      |                    | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Row                  | Plan Name ---->    |      |   |   |   |   |   |   |   |   |
| 0                    | Cycle Length       | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1                    | Phase 1 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2                    | Phase 2 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3                    | Phase 3 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4                    | Phase 4 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5                    | Phase 5 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6                    | Phase 6 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7                    | Phase 7 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8                    | Phase 8 - ForceOff | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9                    | Ring Offset        | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A                    | Offset 1           | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B                    | Offset 2           | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C                    | Offset 3           | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D                    | Perm 1 - End       | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| E                    | Hold Release       | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| F                    | Zone Offset        | 0    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Coordination - Bank 1

&lt;C+0+C=1&gt;

| Row |                  |   |   |   |   |   |   |   |   |   |
|-----|------------------|---|---|---|---|---|---|---|---|---|
| 0   | Ped Adjustment   | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1   | Perm 2 - Start   | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2   | Perm 2 - End     | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3   | Perm 3 - Start   | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4   | Perm 3 - End     | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5   | Reservice Time   | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6   | Reservice Phases |   |   |   |   |   |   |   |   |   |
| 7   |                  |   |   |   |   |   |   |   |   |   |
| 8   | Pretimed Phases  |   |   |   |   |   |   |   |   |   |
| 9   | Max Recall       |   |   |   |   |   |   |   |   |   |
| A   | Perm 1 Veh Phase |   |   |   |   |   |   |   |   |   |
| B   | Perm 1 Ped Phase |   |   |   |   |   |   |   |   |   |
| C   | Perm 2 Veh Phase |   |   |   |   |   |   |   |   |   |
| D   | Perm 2 Ped Phase |   |   |   |   |   |   |   |   |   |
| E   | Perm 3 Veh Phase |   |   |   |   |   |   |   |   |   |
| F   | Perm 3 Ped Phase |   |   |   |   |   |   |   |   |   |

Coordination - Bank 2

&lt;C+0+C=2&gt;

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

| Row |               | E | Row |
|-----|---------------|---|-----|
| 0   |               |   | 0   |
| 1   | Plan 1 - Sync |   | 1   |
| 2   | Plan 2 - Sync |   | 2   |
| 3   | Plan 3 - Sync |   | 3   |
| 4   | Plan 4 - Sync |   | 4   |
| 5   | Plan 5 - Sync |   | 5   |
| 6   | Plan 6 - Sync |   | 6   |
| 7   | Plan 7 - Sync |   | 7   |
| 8   | Plan 8 - Sync |   | 8   |
| 9   | Plan 9 - Sync |   | 9   |
| A   | NEMA Sync     |   | A   |
| B   | NEMA Hold     |   | B   |
| C   |               |   | C   |
| D   |               |   | D   |
| E   | Coord Extra   |   | E   |
| F   |               |   | F   |

Sync Phases

&lt;C+0+C=1&gt;

| Row |              | F       | Row |
|-----|--------------|---------|-----|
| 0   | Free Lag     | 2 4 6 8 | 0   |
| 1   | Plan 1 - Lag |         | 1   |
| 2   | Plan 2 - Lag |         | 2   |
| 3   | Plan 3 - Lag |         | 3   |
| 4   | Plan 4 - Lag |         | 4   |
| 5   | Plan 5 - Lag |         | 5   |
| 6   | Plan 6 - Lag |         | 6   |
| 7   | Plan 7 - Lag |         | 7   |
| 8   | Plan 8 - Lag |         | 8   |
| 9   | Plan 9 - Lag |         | 9   |
| A   | External Lag |         | A   |
| B   |              |         | B   |
| C   |              |         | C   |
| D   |              |         | D   |
| E   |              |         | E   |
| F   |              |         | F   |

Lag Phases

&lt;C+0+C=1&gt;



| Row | Column 9       |   | Column A      |   | Column B           |   | Column C |   | Column D       |    | Column E          |   | Column F      |    | Row |
|-----|----------------|---|---------------|---|--------------------|---|----------|---|----------------|----|-------------------|---|---------------|----|-----|
| 0   | Spec. Funct. 1 | 0 | NOT-3         | 0 | Max 2              | 0 | Pretimed | 0 | Set Monday     | 0  | Dial 2 (7-Wire)   | 0 | Sim Term      | 0  | 0   |
| 1   | Spec. Funct. 2 | 0 | NOT-4         | 0 | System Det 1       | 0 | Plan 1   | 0 | Ext. Perm 1    | 0  | Dial 3 (7-Wire)   | 0 | EV-A          | 71 | 1   |
| 2   | Spec. Funct. 3 | 0 | OR-4 (a)      | 0 | System Det 2       | 0 | Plan 2   | 0 | Ext. Perm 2    | 0  | Offset 1 (7-Wire) | 0 | EV-B          | 72 | 2   |
| 3   | Spec. Funct. 4 | 0 | OR-4 (b)      | 0 | System Det 3       | 0 | Plan 3   | 0 | Dimming        | 0  | Offset 2 (7-Wire) | 0 | EV-C          | 73 | 3   |
| 4   | NAND-3 (a)     | 0 | OR-5 (a)      | 0 | System Det 4       | 0 | Plan 4   | 0 | Set Clock      | 0  | Offset 3 (7-Wire) | 0 | EV-D          | 74 | 4   |
| 5   | NAND-3 (b)     | 0 | OR-5 (b)      | 0 | System Det 5       | 0 | Plan 5   | 0 | Stop Time      | 82 | Free (7-Wire)     | 0 | RR-1          | 51 | 5   |
| 6   | NAND-4 (a)     | 0 | OR-6 (a)      | 0 | System Det 6       | 0 | Plan 6   | 0 | Flash Sense    | 81 | Flash (7-Wire)    | 0 | RR-2          | 52 | 6   |
| 7   | NAND-4 (b)     | 0 | OR-6 (b)      | 0 | System Det 7       | 0 | Plan 7   | 0 | Manual Enable  | 0  | Excl. Ped Omit    | 0 | Spec. Event 1 | 0  | 7   |
| 8   | OR-7 (a)       | 0 | Fig 3 Diamond | 0 | System Det 8       | 0 | Plan 8   | 0 | Man. Advance   | 0  | NOT-1             | 0 | Spec. Event 2 | 0  | 8   |
| 9   | OR-7 (b)       | 0 | Fig 4 Diamond | 0 | Max Inhibit (nema) | 0 | Plan 9   | 0 | External Alarm | 0  | NOT-2             | 0 | External Lag  | 0  | 9   |
| A   | OR-7 (c)       | 0 | AND-4 (a)     | 0 | Force A (nema)     | 0 | DELAY-A  | 0 | Phase Bank 2   | 0  | OR-1 (a)          | 0 | AND-1 (a)     | 0  | A   |
| B   | OR-7 (d)       | 0 | AND-4 (b)     | 0 | Force B (nema)     | 0 | DELAY-B  | 0 | Phase Bank 3   | 0  | OR-1 (b)          | 0 | AND-1 (b)     | 0  | B   |
| C   | OR-8 (a)       | 0 | NAND-1 (a)    | 0 | C.N.A. (nema)      | 0 | DELAY-C  | 0 | Overlap Set 2  | 0  | OR-2 (a)          | 0 | AND-2 (a)     | 0  | C   |
| D   | OR-8 (b)       | 0 | NAND-1 (b)    | 0 | Hold (nema)        | 0 | DELAY-D  | 0 | Overlap Set 3  | 0  | OR-2 (b)          | 0 | AND-2 (b)     | 0  | D   |
| E   | OR-8 (c)       | 0 | NAND-2 (a)    | 0 | Max Recall         | 0 | DELAY-E  | 0 | Detector Set 2 | 0  | OR-3 (a)          | 0 | AND-3 (a)     | 0  | E   |
| F   | OR-8 (d)       | 0 | NAND-2 (b)    | 0 | Min Recall         | 0 | DELAY-F  | 0 | Detector Set 3 | 0  | OR-3 (b)          | 0 | AND-3 (b)     | 0  | F   |

Assignable Inputs

&lt;C+0+E=126&gt;

| Row | Column 9      |   | Column A        |   | Column B      |   | Column C       |   | Column D      |   | Column E      |   | Column F          |   | Row |
|-----|---------------|---|-----------------|---|---------------|---|----------------|---|---------------|---|---------------|---|-------------------|---|-----|
| 0   | Phase ON - 1  | 0 | Preempt Fail    | 0 | Flasher 0     | 0 | Free           | 0 | NOT-1         | 0 | TOD Out 1     | 0 | Dial 2 (7-Wire)   | 0 | 0   |
| 1   | Phase ON - 2  | 0 | Sp Evnt Out 1   | 0 | Flasher 1     | 0 | Plan 1         | 0 | OR-1          | 0 | TOD Out 2     | 0 | Dial 3 (7-Wire)   | 0 | 1   |
| 2   | Phase ON - 3  | 0 | Sp Evnt Out 2   | 0 | Fast Flasher  | 0 | Plan 2         | 0 | OR-2          | 0 | TOD Out 3     | 0 | Offset 1 (7-Wire) | 0 | 2   |
| 3   | Phase ON - 4  | 0 | Sp Evnt Out 3   | 0 | Fig 3 Diamond | 0 | Plan 3         | 0 | OR-3          | 0 | TOD Out 4     | 0 | Offset 2 (7-Wire) | 0 | 3   |
| 4   | Phase ON - 5  | 0 | Sp Evnt Out 4   | 0 | Fig 4 Diamond | 0 | Plan 4         | 0 | AND-1         | 0 | TOD Out 5     | 0 | Offset 3 (7-Wire) | 0 | 4   |
| 5   | Phase ON - 6  | 0 | Sp Evnt Out 5   | 0 |               |   | Plan 5         | 0 | AND-2         | 0 | TOD Out 6     | 0 | Free (7-Wire)     | 0 | 5   |
| 6   | Phase ON - 7  | 0 | Sp Evnt Out 6   | 0 |               |   | Plan 6         | 0 | AND-3         | 0 | TOD Out 7     | 0 | Flash (7-Wire)    | 0 | 6   |
| 7   | Phase ON - 8  | 0 | Sp Evnt Out 7   | 0 |               |   | Plan 7         | 0 | NOT-2         | 0 | TOD Out 8     | 0 | Preempt           | 0 | 7   |
| 8   | Ph. Check - 1 | 0 | Sp Evnt Out 8   | 0 | NOT-3         | 0 | Plan 8         | 0 | EV-A          | 0 | Adv. Warn - 1 | 0 | Low Priority A    | 0 | 8   |
| 9   | Ph. Check - 2 | 0 |                 |   | NOT-4         | 0 | Plan 9         | 0 | EV-B          | 0 | Adv. Warn - 2 | 0 | Low Priority B    | 0 | 9   |
| A   | Ph. Check - 3 | 0 | Detector Fail   | 0 | OR-4          | 0 | Spec. Funct. 3 | 0 | EV-C          | 0 | DELAY-A       | 0 | Low Priority C    | 0 | A   |
| B   | Ph. Check - 4 | 0 | Spec. Funct. 1  | 0 | OR-5          | 0 | Spec. Funct. 4 | 0 | EV-D          | 0 | DELAY-B       | 0 | Low Priority D    | 0 | B   |
| C   | Ph. Check - 5 | 0 | Spec. Funct. 2  | 0 | OR-6          | 0 | NAND-3         | 0 | RR-1          | 0 | DELAY-C       | 0 |                   |   | C   |
| D   | Ph. Check - 6 | 0 | Central Control | 0 | AND-4         | 0 | NAND-4         | 0 | RR-2          | 0 | DELAY-D       | 0 |                   |   | D   |
| E   | Ph. Check - 7 | 0 | Excl. Ped DW    | 0 | NAND-1        | 0 | OR-7           | 0 | Spec. Event 1 | 0 | DELAY-E       | 0 |                   |   | E   |
| F   | Ph. Check - 8 | 0 | Excl. Ped WK    | 0 | NAND-2        | 0 | OR-8           | 0 | Spec. Event 2 | 0 | DELAY-F       | 0 |                   |   | F   |

Assignable Outputs

&lt;C+0+E=127&gt;

| Column Numbers ----> |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Phase Names ---->    |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| 0                    | Ped Walk          | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 1                    | Ped FDW           | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2                    | Min Green         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Type 3 Disconnect | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added per Vehicle | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6                    | Max Gap           | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8                    | Max Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 9                    | Max Limit 2       | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Cond Serv Check   | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Reduce Every      | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| F                    | Red Clear         | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Phase Timing - Bank 2 &lt;C+0+F=2&gt;

|                     | 9   | A   | B   | C   | D   |
|---------------------|-----|-----|-----|-----|-----|
| Phase 1             | --- | --- | --- | --- | --- |
| Phase 2             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 3             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 4             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 5             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 6             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 7             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 8             | 0   | 0   | 0   | 0   | 0.0 |
| Max Initial         |     |     |     |     |     |
| Alternate Walk      |     |     |     |     |     |
| Alternate FDW       |     |     |     |     |     |
| Alternate Initial   |     |     |     |     |     |
| Alternate Extension |     |     |     |     |     |

Alternate Timing

Transition Type  
 0.X = Shortway  
 1.X = Lengthen  
 X.1 thru X.4 =  
 Number of  
 cycles when  
 lengthening

Transition Type | 0.3 <C/5+1+9>  
**TBC Transition**

Lag Hold Phases | <C/5+1+A>  
**Coordinated Lag Hold Phases**

Sync Output Time | 0.0 <C/5+1+C>  
**7-Wire Master**

Daylight Savings  
 Date  
 If set to all zeros,  
 standard dates  
 will be used.

Begin Month | 3 <C/5+2+A>  
 Begin Week | 2 <C/5+2+B>  
 End Month | 11 <C/5+2+C>  
 End Week | 1 <C/5+2+D>

**Daylight Savings Time**

Time B4 Yellow | 0.0 <F/1+C+E>  
 Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>  
 Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure | 0.0 <F/1+0+6>  
 Short Failure | 0.0 <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

| Row |                   | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|-----|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | Ped Walk          | 0   | 5   | 0   | 5   | 0   | 0   | 0   | 0   |
| 1   | Ped FDW           | 0   | 11  | 0   | 22  | 0   | 0   | 0   | 0   |
| 2   | Min Green         | 4   | 10  | 0   | 4   | 0   | 10  | 0   | 0   |
| 3   | Type 3 Disconnect | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added per Vehicle | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 0.0 |
| 5   | Veh Extension     | 2.0 | 3.0 | 0.0 | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 |
| 6   | Max Gap           | 2.0 | 5.0 | 0.0 | 3.0 | 0.0 | 5.0 | 0.0 | 0.0 |
| 7   | Min Gap           | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 |
| 8   | Max Limit         | 40  | 40  | 0   | 40  | 0   | 40  | 0   | 0   |
| 9   | Max Limit 2       | 30  | 70  | 0   | 70  | 0   | 70  | 0   | 0   |
| A   | Adv. / Delay Walk | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | PE Min Ped FDW    | 0   | 7   | 0   | 15  | 0   | 0   | 0   | 0   |
| C   | Cond Serv Check   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D   | Reduce Every      | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |
| E   | Yellow Change     | 3.0 | 4.3 | 0.0 | 4.0 | 0.0 | 4.3 | 0.0 | 0.0 |
| F   | Red Clear         | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |

Phase Timing - Bank 3 &lt;C+0+F=3&gt;

|                     | 9   | A   | B   | C   | D   |
|---------------------|-----|-----|-----|-----|-----|
| Phase 1             | --- | --- | --- | --- | --- |
| Phase 2             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 3             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 4             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 5             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 6             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 7             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 8             | 0   | 0   | 0   | 0   | 0.0 |
| Max Initial         |     |     |     |     |     |
| Alternate Walk      |     |     |     |     |     |
| Alternate FDW       |     |     |     |     |     |
| Alternate Initial   |     |     |     |     |     |
| Alternate Extension |     |     |     |     |     |

Alternate Timing

| Column Numbers ----> |               |               |            |          |        | 1     | 3          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 39            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| 1                    |               | 40            | 45 7       | 6        | 123    | 0.0   | 0.0        |
| 2                    |               | 41            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| 3                    |               | 42            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 4                    |               | 43            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| 5                    |               | 44            | 45 7       | 6        | 123    | 0.0   | 0.0        |
| 6                    |               | 45            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| 7                    |               | 46            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 8                    |               | 47            | 67         | 2        | 123    | 0.0   | 0.0        |
| 9                    |               | 48            | 67         | 6        | 123    | 0.0   | 0.0        |
| A                    |               | 49            | 67         | 4        | 123    | 0.0   | 0.0        |
| B                    |               | 50            | 67         | 8        | 123    | 0.0   | 0.0        |
| C                    |               | 55            | 45 7       | 5        | 123    | 0.0   | 0.0        |
| D                    |               | 56            | 45 7       | 1        | 123    | 0.0   | 0.0        |
| E                    |               | 57            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| F                    |               | 58            | 45 7       | 3        | 123    | 0.0   | 0.0        |

| Column Numbers ----> |               |               |            |          |        | 2     | 4          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 59            | 45 7       | 5        | 123    | 0.0   | 0.0        |
| 1                    |               | 60            | 45 7       | 1        | 123    | 0.0   | 0.0        |
| 2                    |               | 61            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| 3                    |               | 62            | 45 7       | 3        | 123    | 0.0   | 0.0        |
| 4                    |               | 63            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| 5                    |               | 64            | 45 7       | 6        | 123    | 0.0   | 0.0        |
| 6                    |               | 65            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| 7                    |               | 66            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 8                    |               | 67            | 2          | 2        | 123    | 0.0   | 0.0        |
| 9                    |               | 68            | 2          | 6        | 123    | 0.0   | 0.0        |
| A                    |               | 69            | 2          | 4        | 123    | 0.0   | 0.0        |
| B                    |               | 70            | 2          | 8        | 123    | 0.0   | 0.0        |
| C                    |               | 76            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| D                    |               | 77            | 45 7       | 6        | 123    | 0.0   | 0.0        |
| E                    |               | 78            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| F                    |               | 79            | 45 7       | 8        | 123    | 0.0   | 0.0        |

Detector Assignments &lt;C+0+E=126&gt;

&lt;C+0+D=0&gt;

Detector Attributes

- 1 = Full Time Delay  
 2 = Ped Call  
 3 =  
 4 = Count  
 5 = Extension  
 6 = Type 3  
 7 = Calling  
 8 = Alternate

Det. Assignments

- 1 = Det. Set 1  
 2 = Det. Set 2  
 3 = Det. Set 3  
 4 =  
 5 =  
 6 = Failure - Min Recall  
 7 = Failure - Max Recall  
 8 = Report on Failure

| Ped / Phase / Overlap |   |   |   |   |   |   |   |   | Row |
|-----------------------|---|---|---|---|---|---|---|---|-----|
| Column Numbers ---->  |   |   |   |   |   |   |   |   |     |
| 1                     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   |     |
| Walk                  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0   |
| Don't Walk            | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| Phase Green           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2   |
| Phase Yellow          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3   |
| Phase Red             | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4   |
| Overlap Green         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5   |
| Overlap Yellow        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| Overlap Red           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7   |

Redirect Phase Outputs &lt;C+0+E=127&gt;

| Cabinet Type              | 0   | <E/125+D+0> | D | Row |
|---------------------------|-----|-------------|---|-----|
| Enable Redirection        |     |             |   | 0   |
| (Enable Redirection = 30) |     |             |   | 1   |
| Max OFF (minutes)         | 254 | <D/0+0+1>   |   | 2   |
| Max ON (minutes)          | 7   | <D/0+0+2>   |   | 3   |
| Detector Failure Monitor  |     |             |   | 4   |
| Output Port 1             |     |             |   | 5   |
| Output Port 2             |     |             |   | 6   |
| Output Port 3             |     |             |   | 7   |
| Output Port 4             |     |             |   |     |
| Output Port 5             |     |             |   |     |
| Output Port 6             |     |             |   |     |
| Output Port 7             |     |             |   |     |

Dimming &lt;C+0+E=125&gt;

| D                | Row |
|------------------|-----|
| Number of Digits | 0   |
| 1 st Digit       | 0   |
| 2 ed Digit       | 0   |
| 3 ed Digit       | 0   |
| 4 th Digit       | 0   |
| 5 th Digit       | 0   |
| 6 th Digit       | 0   |
| 7 th Digit       | 0   |
| 8 th Digit       | 0   |
| 9 th Digit       | 0   |
| 10 th Digit      | 0   |
| 11 th Digit      | 0   |
| 12 th Digit      | 0   |
| 13 th Digit      | 0   |
| 14 th Digit      | 0   |
| 15 th Digit      | 0   |

Disable Alarms

- 1 = Stop Time  
 2 = Flash Sense  
 3 = Keyboard Entry  
 4 = Manual Plan  
 5 = Police Control  
 6 = External Alarm  
 7 = Detector Failure  
 8 =

| B       | Row |
|---------|-----|
| DELAY-A | 0   |
| DELAY-B | 0   |
| DELAY-C | 0   |
| DELAY-D | 0   |
| DELAY-E | 0   |
| DELAY-F | 0   |

Delay Logic Times

&lt;C+0+D=0&gt; (seconds)

Omit Alarm &lt;C/5+F+0&gt;

Disable Alarm Reporting

Time 0 &lt;C/5+C+0&gt;

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | 0    | 0      |             |
| 1   | 00 : 00 | 0    | 0      |             |
| 2   | 00 : 00 | 0    | 0      |             |
| 3   | 00 : 00 | 0    | 0      |             |
| 4   | 00 : 00 | 0    | 0      |             |
| 5   | 00 : 00 | 0    | 0      |             |
| 6   | 00 : 00 | 0    | 0      |             |
| 7   | 00 : 00 | 0    | 0      |             |
| 8   | 00 : 00 | 0    | 0      |             |
| 9   | 00 : 00 | 0    | 0      |             |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.1>  
(Bank 1)

| Time    | Funct. | Day of Week |
|---------|--------|-------------|
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |

**TOD Function** <C+0+7=0.1>

| Column 4    |
|-------------|
| Phases/Bits |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=27>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.1>  
(Bank 1)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 20 : 00 | 0    | 0      |              |
| 50 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.1>  
(Bank 1)

T.O.D. Functions

- 0 =  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 5 - Disable Low  
         Priority Preempt  
     Bit 7 - Detector Count  
         Monitor  
     Bit 8 - Real Time Split  
         Monitor  
 F = Output Bits 1 thru 8

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | 0    | 0      |             |
| 1   | 00 : 00 | 0    | 0      |             |
| 2   | 00 : 00 | 0    | 0      |             |
| 3   | 00 : 00 | 0    | 0      |             |
| 4   | 00 : 00 | 0    | 0      |             |
| 5   | 00 : 00 | 0    | 0      |             |
| 6   | 00 : 00 | 0    | 0      |             |
| 7   | 00 : 00 | 0    | 0      |             |
| 8   | 00 : 00 | 0    | 0      |             |
| 9   | 00 : 00 | 0    | 0      |             |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.2>  
(Bank 2)

| Time    | Funct. | Holiday Type |
|---------|--------|--------------|
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |

**Holiday TOD Function** <C+0+7=0.2>

| Column 4    |
|-------------|
| Phases/Bits |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=28>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.2>  
(Bank 2)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.2>  
(Bank 2)

Plan Select

- 1 thru 9 = Coordination  
 Plan 1 thru 9  
 14 or E = Free  
 15 or F = Flash

Offset Select

- A = Offset A  
 B = Offset B  
 C = Offset C

Month Select

- 1 = January  
 2 = February  
 3 = March  
 4 = April  
 5 = May  
 6 = June  
 7 = July  
 8 = August  
 9 = September  
 A = October  
 B = November  
 C = December

| Row | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
|     | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 1

&lt;C+0+E=27&gt;

Notes:

0 &lt;E/27+5+F&gt;

Limited Service Interval

| Row | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
|     | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 2

&lt;C+0+E=28&gt;

Notes:

0 &lt;E/28+5+F&gt;

Limited Service Interval

Min Time (seconds) | 0 | &lt;F/1+0+8&gt;

**Min Green Before PE Force Off**

Max Time (minutes) | 0 | &lt;F/1+0+9&gt;

**Max Preempt Time Before Failure**

Min Time (seconds) | 0 | &lt;F/1+0+A&gt;

**Min Time Between Same Preempts**

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | &lt;E/125+C+8&gt;

**Disable Low Priority Channel**Low Priority

- 1 = Channel A  
2 = Channel B  
3 = Channel C  
4 = Channel D

Delay Time (seconds) | 0 | &lt;F/1+A+D&gt;

**Bus Delay**

Max Time (seconds) | 0 | &lt;F/1+A+E&gt;

**Max Early Green**

Max Time (seconds) | 0 | &lt;F/1+A+F&gt;

**Max Green Extension**

| Row | Time    | Headway | Direction | Day of Week |
|-----|---------|---------|-----------|-------------|
| 0   | 00 : 00 | 0       | 0         | _____       |
| 1   | 00 : 00 | 0       | 0         | _____       |
| 2   | 00 : 00 | 0       | 0         | _____       |
| 3   | 00 : 00 | 0       | 0         | _____       |
| 4   | 00 : 00 | 0       | 0         | _____       |
| 5   | 00 : 00 | 0       | 0         | _____       |
| 6   | 00 : 00 | 0       | 0         | _____       |
| 7   | 00 : 00 | 0       | 0         | _____       |
| 8   | 00 : 00 | 0       | 0         | _____       |
| 9   | 00 : 00 | 0       | 0         | _____       |
| A   | 00 : 00 | 0       | 0         | _____       |
| B   | 00 : 00 | 0       | 0         | _____       |
| C   | 00 : 00 | 0       | 0         | _____       |
| D   | 00 : 00 | 0       | 0         | _____       |
| E   | 00 : 00 | 0       | 0         | 2           |
| F   | 00 : 00 | 0       | 0         | 2345        |

**Headway** <C+0+9=2.1>

Headway Time  
(minutes)  
1 thru 9 = 1 thru 9  
A = 10  
B = 11  
C = 12  
D = 13  
E = 14  
F = 15

**Low Priority Preemption (Bus Priority)**Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)



| INTERVAL        | PHASE TIMING |     |     |     |     |     |   |   | 9   | PRE-EMPTION |        | F            |           |   |   |   |   |   |   |   |   |
|-----------------|--------------|-----|-----|-----|-----|-----|---|---|-----|-------------|--------|--------------|-----------|---|---|---|---|---|---|---|---|
|                 | 1            | 2   | 3   | 4   | 5   | 6   | 7 | 8 |     | CLK RST     | EV SEL | E            | FLAGS     | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 WALK          | 1            | 7   | 7   | 1   | 1   | 7   |   |   |     |             | 0      | PERMIT       | 1         | 2 | 3 | 4 | 5 | 6 |   | 0 |   |
| 1 DONT WALK     | 1            | 14  | 28  | 1   | 1   | 10  |   |   |     | RR1 CLR     | 15     | RED LOCK     | 1         |   |   | 4 | 5 |   |   | 1 |   |
| 2 MIN GREEN     | 8            | 9   | 10  | 5   | 10  | 7   |   |   |     | EVA DLY     | 0      | YEL LOCK     |           |   |   |   |   |   |   | 2 |   |
| 3 TYPE 3 DET    | 0            | 0   | 0   | 0   | 0   | 0   |   |   |     | EVA CLR     | 5      | V RECALL     |           | 2 |   |   | 6 |   |   | 3 |   |
| 4 ADD/VEH       | 0.0          | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |   |   |     | EVB DLY     | 0      | P RECALL     |           |   |   |   |   |   |   | 4 |   |
| 5 PASSAGE       | 2.0          | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |   |   |     | EVB CLR     | 5      | PED PHASES   |           | 2 | 3 |   | 6 |   |   | 5 |   |
| 6 MAX GAP       | 2.0          | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |   |   |     | EVC DLY     | 0      | RT OLA       |           |   |   |   |   |   |   | 6 |   |
| 7 MIN GAP       | 2.0          | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |   |   |     | EVC CLR     | 5      | RT OLB       |           |   |   |   |   |   |   | 7 |   |
| 8 MAX EXT       | 17           | 21  | 20  | 20  | 10  | 23  |   |   |     | EVD DLY     | 0      | DBL ENTRY    |           |   |   |   |   |   |   | 8 |   |
| 9 MAX 2         |              | 31  |     |     |     |     |   |   | YR  | EVD CLR     | 5      | MAX 2 PHASES |           | 2 |   |   |   |   |   | 9 |   |
| A MAX 3         |              |     |     |     |     |     |   |   | MO  | MAX EV      | 255    | LAG PHASES   | READ ONLY |   |   |   |   |   |   |   | A |
| B               |              |     |     |     |     |     |   |   | DAY | RR2 CLR     | 15     | RED REST     |           |   |   |   |   |   |   | B |   |
| C REDUCE BY     | 0.0          | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |   |   | DOW |             |        | REST-IN-WALK |           |   |   |   |   |   |   | C |   |
| D EVERY         | 1.0          | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |   |   | HR  |             |        | MAX 3 PHASES |           |   |   |   |   |   |   | D |   |
| E YELLOW        | 4.1          | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 |   |   | MIN |             |        | YEL START UP |           | 2 |   |   | 6 |   |   | E |   |
| F RED           | 1.0          | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |   |   | SEC |             |        | FIRST PHASE  |           |   | 3 |   |   |   |   | F |   |
| BIKE XING FT    | 93           | 94  | 112 |     | 110 | 69  |   |   |     |             |        |              |           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3.5 PED XING FT |              |     | 66  | 115 |     | 50  |   |   |     |             |        |              |           |   |   |   |   |   |   |   |   |
|                 |              | 53  |     |     |     | 53  |   |   |     |             |        |              |           |   |   |   |   |   |   |   |   |

## NOTES:

OLA = CH 11

OLB = CH 12

OLC = CH 8

OLD = FZ 4

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

|                   |   |
|-------------------|---|
| FOC LONG FAILURE  |   |
| FOD SHORT FAILURE |   |
| FOE               | 0 |
| FOF               | 5 |

|     |     |
|-----|-----|
| FCO | 3   |
| FC1 | 3   |
| FC2 | 10  |
| FCA | 5.0 |
| FCB | 1.0 |
| FCC | 5.0 |
| FCD | 0.0 |

|                |   |
|----------------|---|
| FDO TB SELECT  | 1 |
| FD3 PED SELECT | 0 |
| FD4 7 WIRE     | 0 |
| FD5 PERMISSIVE | 0 |
| FD8 OS SEEKING | 1 |

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |

C PAGE

|                 | CONTROL PLANS |   |   |   |   |   |   |   |   | Y-COORD |   | LAG PHASE  |             | FLAGS |   |   |   |   |   |   |   |
|-----------------|---------------|---|---|---|---|---|---|---|---|---------|---|------------|-------------|-------|---|---|---|---|---|---|---|
|                 | 1             | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | C       | D | E          | F           | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 CYCLE LENGTH  | 0             | 0 |   |   |   |   |   |   |   |         |   |            | LAG FZ FREE |       | 2 |   | 4 |   | 6 |   | 0 |
| 1 FZ1 GRN FCTR  | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP1 | LAG FZ CP 1 |       |   |   |   |   |   |   | 1 |
| 2               |               |   |   |   |   |   |   |   |   |         |   | GAPOUT CP2 | LAG FZ CP 2 |       |   |   |   |   |   |   | 2 |
| 3 FZ3 GRN FCTR  | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP3 | LAG FZ CP 3 |       |   |   |   |   |   |   | 3 |
| 4 FZ4 GRN FCTR  | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP4 | LAG FZ CP 4 |       |   |   |   |   |   |   | 4 |
| 5 FZ5 GRN FCTR  | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP5 | LAG FZ CP 5 |       |   |   |   |   |   |   | 5 |
| 6               |               |   |   |   |   |   |   |   |   |         |   | GAPOUT CP6 | LAG FZ CP 6 |       |   |   |   |   |   |   | 6 |
| 7 FZ7 GRN FCTR  | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP7 | LAG FZ CP 7 |       |   |   |   |   |   |   | 7 |
| 8 FZ8 GRN FCTR  | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP8 | LAG FZ CP 8 |       |   |   |   |   |   |   | 8 |
| 9 MULTI CYCLE   | 0             | 0 |   |   |   |   |   |   |   |         |   | GAPOUT CP9 | LAG FZ CP 9 |       |   |   |   |   |   |   | 9 |
| A OFFSET A      | 0             | 0 |   |   |   |   |   |   |   |         |   |            | LAG C COORD |       |   |   |   |   |   |   | A |
| B OFFSET B      | 0             | 0 |   |   |   |   |   |   |   |         |   |            | LAG D COORD |       |   |   |   |   |   |   | B |
| C OFFSET C      | 0             | 0 |   |   |   |   |   |   |   |         |   |            | COORD FAZES | 2     |   |   |   | 6 |   |   | C |
| D FZ 3 EXT      |               |   |   |   |   |   |   |   |   |         |   |            |             |       |   |   |   |   |   |   | D |
| E FZ 7 EXT      |               |   |   |   |   |   |   |   |   |         |   |            |             |       |   |   |   |   |   |   | E |
| F OFFSET INTRPT |               |   |   |   |   |   |   |   |   |         |   |            |             |       |   |   |   |   |   |   | F |

CO1 MANUAL CP

CO2 MASTER CP

CO3 CURRENT CP

CO4 LAST CP

CO7 TRNSMT CP

COD MANUAL OFFSET

CAO LOCAL CYCLE TIMER

CBO MASTER CYCLE TIMER

CAA LOCAL OFFSET

CBA MASTER OFFSET

FEATURE

1

2

3

4

5

6

7

8

LOCATION

1

2

3

4

5

6

7

8

OFF

ON

1

2

3

4

5

6

7

8

CCB/CDB OFFSET TIMER

CCC/CDC LAG GREEN TIMER

CCD/CDD FORCE OFF TIMER

CCE/CDE LONG GREEN TIMER

CCF/CDF NO GREEN TIMER

COO = 2

D PAGE

E PAGE

| D    | FLAGS |   |   |   |   |   |   |   | E    | FLAGS |   |   |   |   |   |   |   | F     | FLAGS |   |   |   |   |   |   |   |
|------|-------|---|---|---|---|---|---|---|------|-------|---|---|---|---|---|---|---|-------|-------|---|---|---|---|---|---|---|
|      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |       | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MAX  |       |   |   |   |   |   |   |   | MIN  |       |   |   |   |   |   |   |   | PED   |       |   |   |   |   |   |   |   |
| RCL  |       |   |   |   |   |   |   |   | RCL  |       |   |   |   |   |   |   |   | RCL   |       |   |   |   |   |   |   |   |
| CP 1 |       |   |   |   |   |   |   |   | CP 1 |       |   |   |   |   |   |   |   | CP 1  |       |   |   |   |   |   |   |   |
| CP 2 |       |   |   |   |   |   |   |   | CP 2 |       |   |   |   |   |   |   |   | CP 2  |       |   |   |   |   |   |   |   |
| CP 3 |       |   |   |   |   |   |   |   | CP 3 |       |   |   |   |   |   |   |   | CP 3  |       |   |   |   |   |   |   |   |
| CP 4 |       |   |   |   |   |   |   |   | CP 4 |       |   |   |   |   |   |   |   | CP 4  |       |   |   |   |   |   |   |   |
| CP 5 |       |   |   |   |   |   |   |   | CP 5 |       |   |   |   |   |   |   |   | CP 5  |       |   |   |   |   |   |   |   |
| CP 6 |       |   |   |   |   |   |   |   | CP 6 |       |   |   |   |   |   |   |   | CP 6  |       |   |   |   |   |   |   |   |
| CP 7 |       |   |   |   |   |   |   |   | CP 7 |       |   |   |   |   |   |   |   | CP 7  |       |   |   |   |   |   |   |   |
| CP 8 |       |   |   |   |   |   |   |   | CP 8 |       |   |   |   |   |   |   |   | CP 8  |       |   |   |   |   |   |   |   |
| CP 9 |       |   |   |   |   |   |   |   | CP 9 |       |   |   |   |   |   |   |   | CP 9  |       |   |   |   |   |   |   |   |
| A    |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   | RCL 1 |       |   |   |   |   |   |   |   |
| B    |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   | RCL 2 |       |   |   |   |   |   |   |   |
| C    |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| D    |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| E    |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| F    |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
|      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |       | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

LAST POWER FAILURE REGISTER

HOUR = D-A-E  
 MINUTE = D-B-E  
 DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES  
 (CALL ACTIVE LIGHTS)  
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES  
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F  
 MINUTE = D-B-F  
 DAY = D-C-F

D-E-E = C8 VERSION NUMBER  
 D-E-F = LITHIUM BATTERY CONDITION  
 84 = BAD  
 85 = GOOD

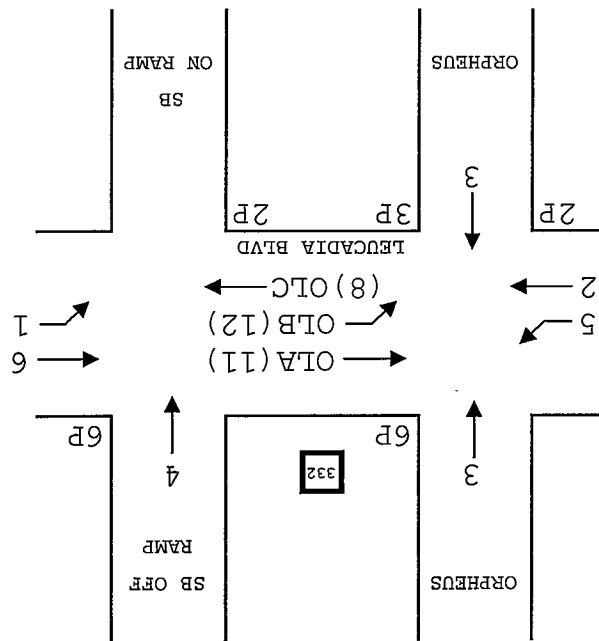
|          | E       | FLAGS |   |   |   |   |   |   |   | F         | FLAGS |   |   |   |   |   |   |   |
|----------|---------|-------|---|---|---|---|---|---|---|-----------|-------|---|---|---|---|---|---|---|
|          |         | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| FUNCTION |         |       |   |   |   |   |   |   |   | FUNCTION  |       |   |   |   |   |   |   |   |
| 0        |         |       |   |   |   |   |   |   |   | CODE 4    |       |   |   |   |   |   |   |   |
| 1        |         |       |   |   |   |   |   |   |   | CODE 5    |       |   |   |   |   |   |   |   |
| 2        |         |       |   |   |   |   |   |   |   | C-RECALL  |       |   |   |   |   |   |   |   |
| 3        |         |       |   |   |   |   |   |   |   | D-RECALL  |       |   |   |   |   |   |   |   |
| 4        |         |       |   |   |   |   |   |   |   | EXCLUSIVE |       |   |   |   |   |   |   |   |
| 5        |         |       |   |   |   |   |   |   |   | 2 PED     |       |   |   |   |   |   |   |   |
| 6        |         |       |   |   |   |   |   |   |   | 6 PED     |       |   |   |   |   |   |   |   |
| 7        |         |       |   |   |   |   |   |   |   | 4 PED     |       |   |   |   |   |   |   |   |
| 8        |         |       |   |   |   |   |   |   |   | 8 PED     |       |   |   |   |   |   |   |   |
| 9        |         |       |   |   |   |   |   |   |   |           |       |   |   |   |   |   |   |   |
| A        | OLA NOT |       |   |   |   |   |   |   |   | OLA ON    |       |   |   |   |   |   |   |   |
| B        | OLB NOT |       |   |   |   |   |   |   |   | OLB ON    |       |   |   |   |   |   |   |   |
| C        | OLC NOT |       |   |   |   |   |   |   |   | OLC ON    |       |   |   |   |   |   |   |   |
| D        | OLD NOT |       |   |   |   |   |   |   |   | OLD ON    |       |   |   |   |   |   |   |   |
| E        |         |       |   |   |   |   |   |   |   |           |       |   |   |   |   |   |   |   |
| F        |         |       |   |   |   |   |   |   |   |           |       |   |   |   |   |   |   |   |
|          |         | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

```

CONFLICT MONITOR PROGRAM



	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
FZ 1	C	C	C	C	X	X	C	X	X	X	X	C	X	C	X	C
FZ 2	C	C	C	C	X	X	X	X	X	X	C	X	C	X	C	
FZ 3	C	C	C	C	C	C	X	X	X	C	C	C	C	C	X	
FZ 4	C	C	C	C	C	C	X	X	X	X	C	C	C	C	C	
FZ 5	C	C	C	C	C	C	X	X	X	C	X	C	C	C	C	
FZ 6							X	X	X	X	X	X	X	C	X	
FZ 7																
OLC FZ 8	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
RTOLA 9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
RTOLB 10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
OLA AUX 1 11	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
OLB AUX 2 12	C	C	C	C	C	C	X	X	X	X	X	X	X	X	X	
FZ 2 P 13																
FZ 4 P 14																
FZ 6 P 15																
FZ (8) 3 P 16																

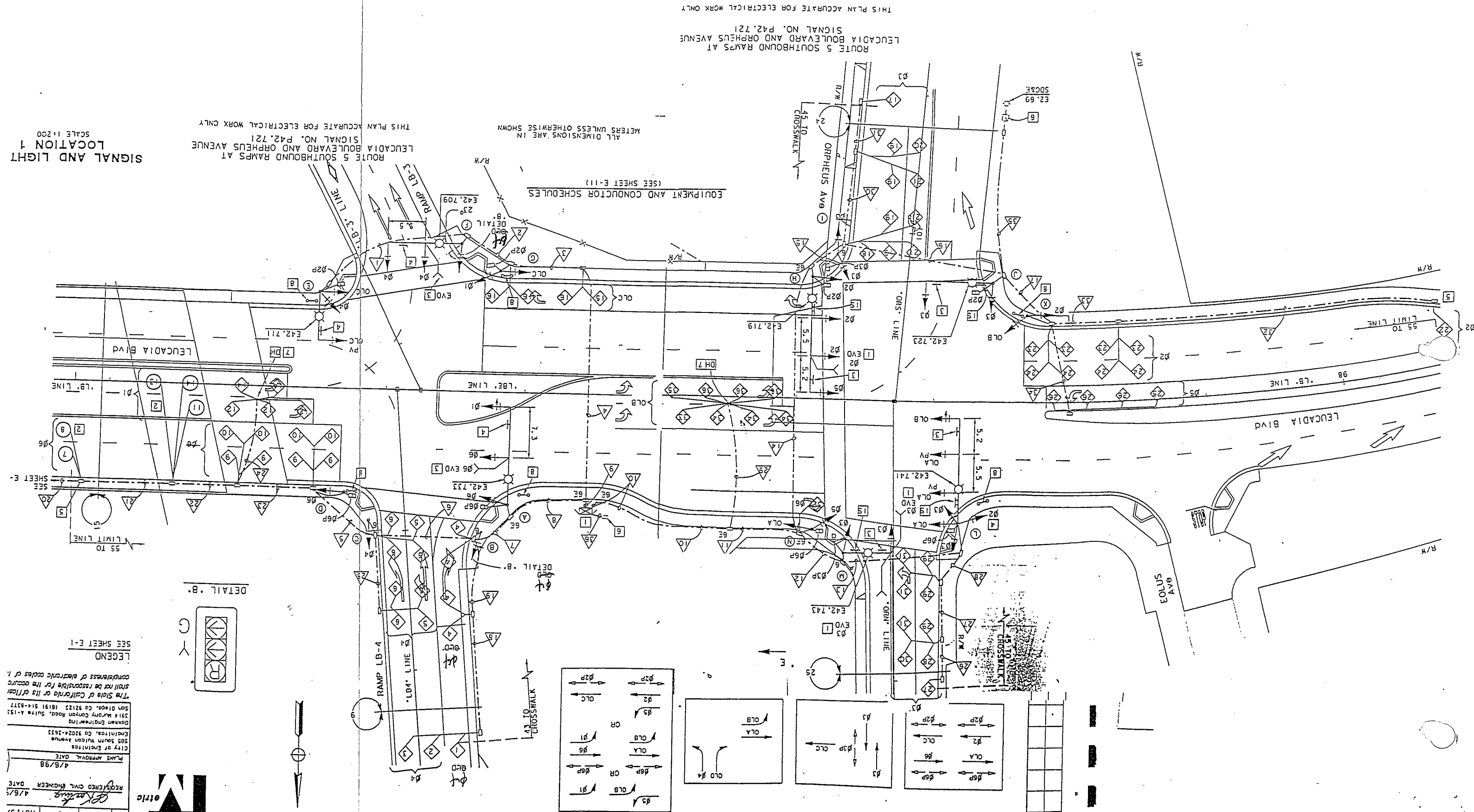
DIODE CUT OUT LIST:

- 1-5, 6, 9, 10, 11, 12, 15
- 2-5, 6, 8, 9, 10, 11, 13, 15
- 3-8, 9, 10, 16
- 4-9, 10, 11, 12
- 5-8, 9, 10, 12, 13
- 6-8, 9, 10, 11, 12, 13, 15
- 8-9, 10, 11, 12, 13, 15, 16
- 9-10, 11, 12, 13, 15, 16
- 10-11, 12, 13, 15, 16
- 11-12, 13, 15
- 12-15
- 13-15

[C] = CONFLICTING CHANNELS
 [X] = CONCURRENT CHANNELS
 (REMOVE DIODE)







City of Encinitas

101/Leu > Unit Configuration > Unit Configuration



B.3 System Information

System Id	5
Name	101/LEU/VULCAN
Location	

1.2 Unit Setup

Auto Ped Clr	Disabled
Red Revert	2.5
Min Yel	3.0
Tx Dmd	Disabled
Type	

1.3 Startup

Flash	0
All Red	5
No Start Veh Call	11
No Start Ped Call	11

2.5 Phase Concurrency

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

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	O	E	V	O	P	V	O	P	O	V	P	O	O	O	O
Source	1	5	1	3	3	4	5	6	6	7	8	8	1	2		4
Alt 1/2 Hz																
Flsh Red	X	X		X	X		X	X		X	X		X	X	X	X
Flsh Yel																

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	2	2	2	2	2	2	2	2	5	2	2	2	2	2	2	2
Enabled	X	X	X	X	X	X	X	X	X							
Ring1	X	X		X												
Ring2			X		X	X	X	X	X							
Ring3																
Ring4																

Program Type McCain Omni eX v1.4

Firmware

Street 1

Street 2

Last Modified 10/8/2014 11:35 AM

5.1 Coordination Constants

Correction Mode	Add Only
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Floating
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	Begin Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0



2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8,7,9,3
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

City of Encinitas

101/Leu > Phase > Phase Timing



2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	6	14	4	4	4	14	5	5	1	0	7	7	7	0	0	0
Pass/10	2.0	2.0	1.5	2.0	2.0	2.0	4.0	2.0	1.5	0.0	2.0	2.0	2.0	2.0	0.0	0.0
Max. 1	40	35	30	35	30	60	35	40	8	0	15	15	4	4	0	0
Max. 2	20	40	30	35	30	20	35	40	15	0	15	45	15	15	0	0
Yel/10	3.0	4.3	3.0	3.6	3.0	4.3	3.0	3.6	3.0	0.0	3.0	0.3	3.0	3.0	0.0	0.0
Red/10	0.5	1.0	1.5	1.5	0.0	1.0	1.0	1.5	0.5	0.0	1.0	0.0	0.5	0.5	0.0	0.0
Walk	0	0	0	6	0	6	6	6	0	0	7	7	7	7	0	0
Pedestrian Clear	0	0	0	22	0	12	12	17	0	0	12	25	12	12	0	0
Add In/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max. Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBR	10	20	10	0	0	25	10	10	0	0	0	0	0	0	0	0
CBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TTR	40	40	30	0	0	50	40	40	0	0	0	0	0	0	0	0
Reduce/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gp/10	1.0	1.5	1.0	0.0	0.0	1.5	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DM Limit	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DM Stp/10	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Rv/10	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Cond Svc Min	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ps/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St Dly/10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2.1 Phase Options Set 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit																
Ped Omit																
Min Recall		X				X										
Max Recall																
Soft Recall																
Ped Recall																
Pedestrian Recycle																
Cond Srv		X														
Detector Lock	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
Dual Entry																
Simul Gap	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Guar Pass																
Add Init Calc																
Walk Rest																
Red Rest																
Flash Entry																
Flash Exit																
CNA-1																
CNA-2																
No Backup																
Max Walk																
Max Extension																
Sequential Timing																
No Min Yellow																

City of Encinitas

101/Leu > Overlap > Vehicle Overlaps



3.1 Vehicle Overlap Set 1		1
Type	Normal	
Included Phases	1,2,3,4,7	
Modifier Phases		
Excluded Phases	8	
Excluded Peds		
Trail Grn	6	
Trailing Yel	3.0	
Trailing Red	0.5	
Start Delay	0.0	
No Trail Grn Phs	4, 7	
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

3.1 Vehicle Overlap Set 1		2
Type	Normal	
Included Phases	1,2,3,4	
Modifier Phases		
Excluded Phases	7,8	
Excluded Peds	6,7	
Trail Grn	6	
Trailing Yel	3.0	
Trailing Red	0.5	
Start Delay	0.0	
No Trail Grn Phs	4	
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

3.1 Vehicle Overlap Set 1		3
Type	Normal	
Included Phases	4,7,9	
Modifier Phases		
Excluded Phases	1,2,3,5,6	
Excluded Peds		
Trail Grn	5	
Trailing Yel	0.0	
Trailing Red	1.0	
Start Delay	0.0	
No Trail Grn Phs	7, 9	
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

3.1 Vehicle Overlap Set 1		4
Type	Minus Green Yellow	
Included Phases	2,7	
Modifier Phases	2	
Excluded Phases	1,8	
Excluded Peds		
Trail Grn	0	
Trailing Yel	0.0	
Trailing Red	0.0	
Start Delay	0.0	
No Trail Grn Phs		
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

3.1 Vehicle Overlap Set 1		5
Type	Normal	
Included Phases	2,8	
Modifier Phases		
Excluded Phases	1,3,4,7,9	
Excluded Peds		
Trail Grn	0	
Trailing Yel	4.3	
Trailing Red	1.0	
Start Delay	0.0	
No Trail Grn Phs		
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

3.1 Vehicle Overlap Set 1		6
Type	Normal	
Included Phases	6,8	
Modifier Phases		
Excluded Phases	3,4,5,7,9	
Excluded Peds		
Trail Grn	0	
Trailing Yel	4.3	
Trailing Red	1.0	
Start Delay	0.0	
No Trail Grn Phs		
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	



3.1 Vehicle Overlap Set 1		7
Type	Normal	
Included Phases	7	
Modifier Phases		
Excluded Phases		
Excluded Peds		
Trail Grn	0	
Trailing Yel	0.0	
Trailing Red	0.0	
Start Delay	0.0	
No Trail Grn Phs		
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

3.1 Vehicle Overlap Set 1		8
Type	Normal	
Included Phases	8	
Modifier Phases		
Excluded Phases		
Excluded Peds		
Trail Grn	0	
Trailing Yel	0.0	
Trailing Red	0.0	
Start Delay	0.0	
No Trail Grn Phs		
Call Phases		
Actuated Only	False	
Detector Lock	False	
No Min Yellow	False	

City of Encinitas
101/Leu > Overlap > Pedestrian Overlaps



3.2 Pedestrian Overlap Set 1 **1**

Included Phases	6,7
Excluded Phases	8
Intervals	Walk Mode
Call Phases	
Actuated Only	True

3.2 Pedestrian Overlap Set 1 **2**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1 **3**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1 **4**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1 **5**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1 **6**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1 **7**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1 **8**

Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

City of Encinitas

101/Leu > Detector > Vehicle & Pedestrian Detectors



4.1 Vehicle Detector Set 1

	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
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Queue				X	X				X									X								X						
Add Init	X	X	X				X	X					X	X	X	X	X		X		X	X	X	X	X		X	X				
Passage	X	X	X				X	X					X	X	X	X	X		X		X	X	X	X	X		X	X				
Red Lock																																
Yellow Lock																																
Volume		X									X					X											X	X				
Occupancy		X									X					X											X	X				
Call Phase	1	2	2	2	2	2	3	9	4	0	0	4	1	3	5	6	6	6	6	6	7	8	8	8	8	7	7	7	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	20	20	0	0	0	35	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	20	0	0	0	0	0	0
VOS Length	0	701	0	0	0	0	0	0	0	0	701	0	0	0	0	701	0	0	0	0	0	0	0	0	0	0	701	701	0	0	0	0
Alt Passage																																
Alt Min Green																																
Extra Call Phases																																
Call Overlaps											1																					

4.3 Vehicle Detector Diag Set 1

	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
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Pr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Err Cnts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	0	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0
Alternate Walk																
Extra Call Phases																
Call Overlaps	1															

City of Encinitas
101/Leu > Coordination > Coordination Patterns



5.2 Pattern Parameters		1	5.2 Pattern Parameters		2	5.2 Pattern Parameters		3	5.2 Pattern Parameters		4
Cycle Time		0	Cycle Time		0	Cycle Time		0	Cycle Time		0
Offset Time		0	Offset Time		0	Offset Time		0	Offset Time		0
Split		1	Split		1	Split		1	Split		1
Sequence		1	Sequence		1	Sequence		1	Sequence		1
Correction Mode			Correction Mode			Correction Mode			Correction Mode		
Maximum Mode			Maximum Mode			Maximum Mode			Maximum Mode		
Force Mode			Force Mode			Force Mode			Force Mode		
Perm Strategy			Perm Strategy			Perm Strategy			Perm Strategy		
Omit Strategy			Omit Strategy			Omit Strategy			Omit Strategy		
Early Return		Default	Early Return		Default	Early Return		Default	Early Return		Default
Texas Diamond			Texas Diamond			Texas Diamond			Texas Diamond		
Max2 Phases		0	Max2 Phases		0	Max2 Phases		33	Max2 Phases		0
Phase Timing Set		1	Phase Timing Set		1	Phase Timing Set		1	Phase Timing Set		2
Phase Option Set		1	Phase Option Set		2	Phase Option Set		1	Phase Option Set		1
Overlap Set		1	Overlap Set		1	Overlap Set		2	Overlap Set		1
Veh. Det. Set		1	Veh. Det. Set		1	Veh. Det. Set		1	Veh. Det. Set		1
Veh. Det. Diag Set		1	Veh. Det. Diag Set		1	Veh. Det. Diag Set		1	Veh. Det. Diag Set		1
Ped. Det. Diag Set		1	Ped. Det. Diag Set		1	Ped. Det. Diag Set		1	Ped. Det. Diag Set		1
Priority Set		1	Priority Set		1	Priority Set		1	Priority Set		1
Ped Ovlp Set		1	Ped Ovlp Set		1	Ped Ovlp Set		1	Ped Ovlp Set		1
Det. Reset			Det. Reset			Det. Reset			Det. Reset		

City of Encinitas

101/Leu > Coordination > Split Tables



5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible][illegible]

City of Encinitas
101/Leu > Timebase > Day Plans



6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8
Hour	7	9	17	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0
Action	3	1	2	0	0	0	0	0

6.5 Day Plan 1

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0



6.6 Action Parameters		1
Pattern		1
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		2
Pattern		2
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		3
Pattern		1
Auxiliary Function		
Special Function		1
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		4
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		5
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		6
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		7
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		8
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		9
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		10
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		11
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		12
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		13
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		14
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

6.6 Action Parameters		15
Pattern		0
Auxiliary Function		
Special Function		
Special Function		
Detector VOS Log		No Action
Speed Trap Log		No Action
Cycle MOE Log		No Action
Detector Reset		

City of Encinitas
101/Leu > Preemption > Preempts



7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases		7						
Track Overlaps		1,3						
Dwell Phases		2,6	2,5	4,7	1,6	4,8		
Dwell Overlaps		5,6	1,2,4,5	3,7	1,2,6	3,8		
Dwell Peds								
Cycling Phases		2,5,6						
Cycling Overlaps		5,6,9						
Cycling Ped		6						
Exit Phase		1,6						
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override Preempt+1	X	X	X	X	X	X	X	X
Flash Dwell	X						X	X
Track Green	0	10	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	600	75	75	75	75	0	0
Minimum Duration	15	0	0	0	0	0	0	0
Minimum Dwell	15	0	5	5	5	5	0	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	2	5	5	5	5	255	255
Enter Min Walk	255	0	0	0	0	0	255	255
Enter Min Ped Clear	255	0	15	15	15	15	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Ped Overlap								
Dwell Ped Overlap								
All Red Entry	X						X	
Track Ped								
Cycling Ped Overlap								



1.6 Logic Gate						1
	Functions	IDX	!	DLY	EXT	
Type	Or					
Out Mode	One-Shot					
IN1	Channel Green	2		0.0	0.0	
IN2	Unused	1		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Phase Omit	4		0.0	12.0	

1.6 Logic Gate						2
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Flash 60					
IN1	Preempt Active	2		25.5	0.0	
IN2	Phase On	7	X	0.0	0.0	
IN3	Phase Next	1	X	0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	1		0.0	0.0	

1.6 Logic Gate						3
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	1	X	0.0	0.0	
IN2	Channel Red	11		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	2		0.0	0.0	

1.6 Logic Gate						4
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	1	X	0.0	0.0	
IN2	Channel Red	10		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	3		0.0	0.0	

1.6 Logic Gate						5
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	1	X	0.0	0.0	
IN2	Channel Red	13		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	4		0.0	0.0	

1.6 Logic Gate						6
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	1	X	0.0	0.0	
IN2	Channel Red	14		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	5		0.0	0.0	

1.6 Logic Gate						7
	Functions	IDX	!	DLY	EXT	
Type	Or					
Out Mode	Normal					
IN1	Preempt Active	2		15.0	0.0	
IN2	Unused	1		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Pattern Select	3		0.0	0.0	

1.6 Logic Gate						8
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Preempt Active	2		20.0	0.0	
IN2	Phase On	7	X	0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	6		0.0	0.0	

1.6 Logic Gate						9
	Functions	IDX	!	DLY	EXT	
Type	Or					
Out Mode	Normal					
IN1	Phase Next	8		0.0	0.0	
IN2	Phase On	8		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	8		0.0	0.0	



1.6 Logic Gate						10
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	8		0.0	0.0	
IN2	Channel Green	2		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	9		0.0	0.0	

1.6 Logic Gate						11
	Functions	IDX	!	DLY	EXT	
Type	Or					
Out Mode	Normal					
IN1	Logic Output	9		0.0	0.0	
IN2	Preempt Active	2		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	10		0.0	0.0	

1.6 Logic Gate						12
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	6	X	0.0	0.0	
IN2	Channel Red	3		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	11		0.0	0.0	

1.6 Logic Gate						13
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Logic Output	6	X	0.0	0.0	
IN2	Channel Red	12		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Logic Output	12		0.0	0.0	

1.6 Logic Gate						14
	Functions	IDX	!	DLY	EXT	
Type	Or					
Out Mode	Latch					
IN1	Logic Output	6		0.0	5.0	
IN2	Unused	1		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Channel Red	1		25.5	0.0	
OUT	Phase Omit	2		0.0	0.0	

1.6 Logic Gate						15
	Functions	IDX	!	DLY	EXT	
Type	Or					
Out Mode	Normal					
IN1	Phase Omit	2		0.0	0.0	
IN2	Unused	1		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Vehicle Detector	12		0.0	0.0	

1.6 Logic Gate						16
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Phase Next	7	X	0.0	0.0	
IN2	Vehicle Detector	9	X	0.0	0.0	
IN3	Special Func Output	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Phase Omit	4		0.0	0.0	

1.6 Logic Gate						17
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	One-Shot					
IN1	Phase Next	7		12.0	0.0	
IN2	Preempt Active	2		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	Preempt Detector	1		0.0	5.0	

1.6 Logic Gate						18
	Functions	IDX	!	DLY	EXT	
Type	And					
Out Mode	Normal					
IN1	Preempt Active	1		4.5	0.0	
IN2	Phase Next	7		0.0	0.0	
IN3	Unused	1		0.0	0.0	
IN4	Unused	1		0.0	0.0	
OUT	External Start	1		0.0	1.0	



1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX	Pins	Function	IDX
C1-39	Vehicle Detector	2	C1-67	Pedestrian Detector	1
C1-40	Vehicle Detector	16	C1-68	Pedestrian Detector	3
C1-41	Vehicle Detector	8	C1-69	Pedestrian Detector	2
C1-42	Vehicle Detector	22	C1-70	Pedestrian Detector	4
C1-43	Vehicle Detector	3	C1-71	Preempt Detector	3
C1-44	Vehicle Detector	17	C1-72	Preempt Detector	4
C1-45	Vehicle Detector	9	C1-73	Preempt Detector	5
C1-46	Vehicle Detector	23	C1-74	Preempt Detector	6
C1-47	Vehicle Detector	6	C1-75	Unused Input	1
C1-48	Vehicle Detector	20	C1-76	Vehicle Detector	5
C1-49	Vehicle Detector	12	C1-77	Vehicle Detector	19
C1-50	Vehicle Detector	26	C1-78	Vehicle Detector	11
C1-51	Preempt Detector	7	C1-79	Vehicle Detector	25
C1-52	Preempt Detector	2	C1-80	Interval Advance	1
C1-53	Man Control Enable	1	C1-81	Mmu Flash	1
C1-54	Alarm	1	C1-82	Stop Time All Rings	1
C1-55	Vehicle Detector	15	C11-15	Unused Input	1
C1-56	Vehicle Detector	1	C11-16	Unused Input	1
C1-57	Vehicle Detector	21	C11-17	Unused Input	1
C1-58	Vehicle Detector	7	C11-18	Unused Input	1
C1-59	Vehicle Detector	27	C11-19	Unused Input	1
C1-60	Vehicle Detector	13	C11-20	Unused Input	1
C1-61	Vehicle Detector	28	C11-21	Unused Input	1
C1-62	Vehicle Detector	14	C11-22	Unused Input	1
C11-10	Unused Input	1	C11-23	Unused Input	1
C11-11	Unused Input	1	C11-24	Unused Input	1
C11-12	Unused Input	1	C11-25	Unused Input	1
C11-13	Unused Input	1	C11-26	Unused Input	1
C1-63	Vehicle Detector	4	C11-27	Unused Input	1
C1-64	Vehicle Detector	18	C11-28	Unused Input	1
C1-65	Vehicle Detector	10	C11-29	Unused Input	1
C1-66	Vehicle Detector	24	C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX	Pins	Function	IDX
C1-02	Channel Red	6	C1-35	Logic Output	10
C1-03	Channel Green	6	C1-36	Logic Output	6
C1-04	Channel Red	5	C1-37	Unused Output	1
C1-05	Channel Yellow	5	C1-38	Unused Output	1
C1-06	Channel Green	5	C1-100	Unused Output	1
C1-07	Channel Red	4	C1-101	Auto Flash Status	1
C1-08	Channel Yellow	4	C1-102	Detector Reset	1
C1-09	Channel Green	4	C1-103	Wdt Reset	1
C1-10	Logic Output	11	C1-83	Unused Output	1
C1-11	Channel Green	3	C1-84	Unused Output	1
C1-12	Channel Red	2	C1-85	Channel Red	16
C1-13	Channel Yellow	2	C1-86	Channel Yellow	16
C1-15	Channel Green	2	C1-87	Channel Green	16
C1-16	Channel Red	1	C1-88	Channel Red	15
C1-17	Channel Yellow	1	C1-89	Channel Yellow	15
C1-18	Channel Green	1	C1-90	Channel Green	15
C1-19	Logic Output	12	C1-91	Unused Output	1
C1-20	Channel Green	12	C1-93	Unused Output	1
C1-21	Logic Output	2	C1-94	Logic Output	5
C1-22	Channel Yellow	11	C1-95	Channel Yellow	14
C1-23	Channel Green	11	C1-96	Channel Green	14
C1-24	Logic Output	3	C1-97	Logic Output	4
C1-25	Channel Yellow	10	C1-98	Channel Yellow	13
C1-26	Channel Green	10	C1-99	Channel Green	13
C1-27	Channel Red	9	C11-1	Unused Output	1
C1-28	Channel Green	9	C11-2	Unused Output	1
C1-29	Channel Red	8	C11-3	Unused Output	1
C1-30	Channel Yellow	8	C11-4	Unused Output	1
C1-31	Channel Green	8	C11-5	Unused Output	1
C1-32	Channel Red	7	C11-6	Unused Output	1
C1-33	Channel Yellow	7	C11-7	Unused Output	1
C1-34	Channel Green	7	C11-8	Unused Output	1



A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	Ab3418 Master	None	None	Terminal	None	None
Speed	1200	1200	1200	56700	1200	1200
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	192.169.10.125	192.169.10.225
Net Mask	255.255.255.0	255.255.255.0
Gateway	0.0.0.0	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8002	8003
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0

INTERSECTION: ECR & La Costa

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 Group Assignment: **South El Camino Real**

 N/S Street Name: **Not Assigned**

 Last Database Change: **5/26/2015 13:41**

 Field Master Assignment: **NONE**

 E/W Street Name: **Not Assigned**

 System Reference Number: **3**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan

 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset

 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	14	<C/0+0+3>
QuicNet Channel	P:8001:10.241.0	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>
FYA Red Revert	2.0	<F/1+0+5>
OVLP CHG Red	6.0	<F/1+0+3>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

 (Outputs specified in Assignable
 Outputs at E/127+A+E & F)

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	29	0	33	0	23	0	31
2	Min Green	4	8	4	6	4	8	4	6
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	4.0	3.0
6	Max Gap	2.0	4.0	2.0	2.5	2.0	4.0	4.0	3.0
7	Min Gap	2.0	4.0	2.0	2.5	2.0	4.0	4.0	3.0
8	Max Limit	35	70	50	40	30	70	30	40
9	Max Limit 2	18	70	45	30	18	70	20	25
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	29	0	33	0	23	0	31
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.2	5.0	3.2	4.3	3.2	5.0	3.2	5.0
F	Red Clear	1.0	1.0	1.0	1.5	1.0	1.0	1.0	1.0

Phase Timing - Bank 1

<C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

<C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

	F
Permit	12345678
Red Lock	
Yellow Lock	3
Min Recall	2 6
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	4 8
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	4 8
First Phases	2 6

Phase Functions

<C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases	23							
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases	1 4							
5	Neg Ped Phases	2 4							
6	Green Omit Phases	2							
7	Green Clear Omit Phs.								
8	Overlap Recall	N	N	N	N	N	N	N	N
9	Queue Jump Phase								
A	Queue Jump Time	0	0	0	0	0	0	0	0
B	Minimum Green	0	0	0	0	0	0	0	0
C	Maximum Green	0	0	0	0	0	0	0	0
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments

<C+0+E=29>

Extra 1 Flags

- 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = Solid FDW on EV
 5 = Extended Status
 6 = International Ped
 7 = Flash - Clear Outputs
 8 = Split Ring

Extra 2 Flags

- 1 = AWB During Initial
 2 = Reserved
 3 = Disable Min Walk
 4 = QuicNet System
 5 = Ignore P/P on EV
 6 = Manual Hold in FDW
 7 = Allow QuicNet PE
 8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	- - -	4
RR-2 *	- - -	5
SE-1	0	6
SE-2	0	7

Preempt Priority

<C+0+E=125>

(* RR-1 is always Highest,
 and RR-2 is always
 Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	4 7
C	EV-C Phases	
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4 7

Configuration

<C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials

<C+0+F=2>

Flash to PE &
PE Non-Lock

- 1 = EV A 5 = RR 1
 2 = EV B 6 = RR 2
 3 = EV C 7 = SE 1
 4 = EV D 8 = SE 2

IC Select Flags

- 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 =
 5 =
 6 = Simplex Master
 7 =
 8 = Offset Interrupter

	2	Row
		0
Phase 1	15	1
Phase 2	37	2
Phase 3	15	3
Phase 4	45	4
Phase 5	15	5
Phase 6	37	6
Phase 7	15	7
Phase 8	45	8

Coordination
Transition
Minimums

<C+0+C=5>

Column Numbers ---->		Plan								
		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length	150	140	150	0	0	0	0	0	0
1	Phase 1 - ForceOff	22	22	30	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	72	98	80	0	0	0	0	0	0
4	Phase 4 - ForceOff	117	68	108	0	0	0	0	0	0
5	Phase 5 - ForceOff	141	118	135	0	0	0	0	0	0
6	Phase 6 - ForceOff	20	20	28	0	0	0	0	0	0
7	Phase 7 - ForceOff	117	43	65	0	0	0	0	0	0
8	Phase 8 - ForceOff	66	96	108	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	136	120	68	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	32	32	40	0	0	0	0	0	0
E	Hold Release	255	255	255	0	0	0	0	0	0
F	Reserved	0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

Row										
0	Ped Adjustment	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2

<C+0+C=2>

Coord Extra				
		1 = Programmed WALK Time for Sync Phases	2 = Always Terminate Sync Phase Peds	
Row		E		Row
0				0
1	Plan 1 - Sync	2 6		1
2	Plan 2 - Sync	2 6		2
3	Plan 3 - Sync	2 6		3
4	Plan 4 - Sync	2 6		4
5	Plan 5 - Sync	2 6		5
6	Plan 6 - Sync	2 6		6
7	Plan 7 - Sync	2 6		7
8	Plan 8 - Sync	2 6		8
9	Plan 9 - Sync	2 6		9
A	NEMA Sync			A
B	NEMA Hold			B
C				C
D				D
E				E
F				F

Sync Phases

<C+0+C=1>

Row		F		Row
0	Free Lag	23 6 8		0
1	Plan 1 - Lag	1 4 6 7		1
2	Plan 2 - Lag	1 3 6 8		2
3	Plan 3 - Lag	1 4 6 8		3
4	Plan 4 - Lag	2 4 6 8		4
5	Plan 5 - Lag	1 4 6 7		5
6	Plan 6 - Lag	1 3 6 8		6
7	Plan 7 - Lag	1 4 6 8		7
8	Plan 8 - Lag	2 4 6 8		8
9	Plan 9 - Lag	2 4 6 8		9
A	External Lag			A
B	Lag Hold			B
C				C
D				D
E				E
F				F

Lag Phases

<C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	201	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Reserved	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	0	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Reserved	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Reserved	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	0	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Reserved	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Reserved	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Reserved	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Reserved	0	Plan 7	0	Manual Enable	53	Excl. Ped Omit	0	Spec. Event 1	71	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Reserved	0	Plan 8	0	Man. Advance	80	NOT-1	0	Spec. Event 2	73	8
9	Spec. Funct. 2	0	OR-7 (b)	0	Reserved		Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	202	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	203	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	201	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	202	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	203	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs

<C+0+E=127>

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	29	0	33	0	23	0	31
2	Min Green	4	8	4	6	4	8	4	6
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.0	2.0	3.0	2.0	3.0	4.0	3.0
6	Max Gap	2.0	3.0	2.0	3.0	2.0	3.0	4.0	3.0
7	Min Gap	2.0	3.0	2.0	3.0	2.0	3.0	4.0	3.0
8	Max Limit	20	70	30	25	20	70	15	25
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	29	0	33	0	23	0	31
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.2	5.0	3.2	4.3	3.2	5.0	3.2	5.0
F	Red Clear	1.0	1.0	1.0	1.5	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	20	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	20	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 =
Number of
cycles when
lengthing

Transition Type | 0.3 <C/5+1+9>
TBC Transition

Hawk Select | 0 <F/1+0+4>
Hawk Select 200 = Mid-Block, 201 = Hawk

Address | 0 <C/1+0+6>
Select Parity | 0 <C/1+0+5>
AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings
Date
If set to all zeros,
standard dates
will be used.

Begin Month | 3 <C/5+2+A>
Begin Week | 2 <C/5+2+B>
End Month | 11 <C/5+2+C>
End Week | 1 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow | 0.0 <F/1+C+E>
Phase Number | 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow | 0.0
Phase Number | 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time | 0 <C/5+2+E>
Max Cycle Time | 20 <C/5+2+F>

Yellow Yield Coordination

12345678
Omit Alarm | 12345678 <C/5+F+0>
Local Alarm Disable

		1	2	3	4	5	6	7	8
Row									
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	29	0	33	0	23	0	31
2	Min Green	4	8	4	6	4	8	4	6
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.0	1.5	2.0	2.0	3.0	2.0	2.0
6	Max Gap	2.0	3.0	1.5	2.0	2.0	3.0	2.0	2.0
7	Min Gap	2.0	3.0	0.2	0.2	2.0	3.0	2.0	0.2
8	Max Limit	28	70	45	25	20	70	25	40
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	29	0	33	0	23	0	31
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.2	5.0	3.2	4.3	3.2	5.0	3.2	5.0
F	Red Clear	1.0	1.0	1.0	1.5	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->						1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45 7	2	123	0.0	0.0
1		40	45 7	6	123	0.0	0.0
2		41	45 7	4	123	0.0	0.0
3		42	45 7	8	123	0.0	0.0
4		43	45 7	2	123	0.0	0.0
5		44	45 7	6	123	0.0	0.0
6		45	45 7	4	123	0.0	0.0
7		46	45 7	8	123	0.0	0.0
8		47	67	2	123	0.0	0.0
9		48	67	6	123	0.0	0.0
A		49	67	4	123	0.0	0.0
B		50	67	8	123	0.0	0.0
C		55	45 7	5	123	0.0	0.0
D		56	45 7	1	123	0.0	0.0
E		57	45 7	7	123	0.0	0.0
F		58	45 7	3	123	0.0	0.0

Column Numbers ---->						2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45 7	5	123	0.0	0.0
1		60	45 7	1	123	0.0	0.0
2		61	45 7	7	123	0.0	0.0
3		62	45 7	3	123	0.0	0.0
4		63	45 7	2	123	0.0	0.0
5		64	45 7	6	123	0.0	0.0
6		65	45 7	4	123	0.0	0.0
7		66	45 7	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45 7	2	123	0.0	0.0
D		77	45 7	6	123	0.0	0.0
E		78	45 7	4	123	0.0	0.0
F		79	45 7		123	0.0	0.0

Detector Assignments <C+0+E=126>

<C+0+D=0>

Column Numbers ---->	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	35	0	0	0	0	0	0	0	5
Overlap Yellow	37	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type 30 <E/125+D+0>

Enable Redirection

(Enable Redirection = 30)

Max OFF (minutes) 15 <D/0+0+1>

Max ON (minutes) 3 <D/0+0+2>

Chatter Fail Time 0 <D/0+0+4>

Detector Failure MonitorDetector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 = Overlap
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	B	Row
One-Shot	0	8
Ext. Timer	4	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	06 : 29	1	A	23456
2	09 : 09	2	A	23456
3	15 : 14	3	A	23456
4	18 : 59	2	A	23456
5	21 : 00	E	A	23456
6	07 : 29	2	A	1 7
7	18 : 00	E	A	1 7
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week
00 : 05	E	1234567
23 : 55	E	1234567
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

TOD Function <C+0+7=0.1>

Column 4
Phases/Bits
78

<C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions

- 0 =
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 5 - Disable Low
 Priority Preempt
 Bit 6 - FYA Inhibit
 Bit 7 - Detector Count
 Monitor
 Bit 8 - Real Time Split
 Monitor
 F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

Holiday TOD Function <C+0+7=0.2>

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select

- 1 thru 9 = Coordination
 Plan 1 thru 9
 14 or E = Free
 15 or F = Flash

Offset Select

- A = Offset A
 B = Offset B
 C = Offset C

Month Select: October = A, November = B, December = C

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1	2 5	1					2 5	2 5		
2	3 7	10					3 7			
3	4 8	10					4 8			
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:

1 <E/27+5+F>

Limited Service Interval

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1	1 6	1					1 6	1 6		
2	3 7	10					3 7			
3	4 8	10					4 8			
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:

1 <E/28+5+F>

Limited Service Interval

Min Time (seconds) | 0 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 255 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>

Disable Low Priority ChannelLow Priority

- 1 = Channel A
 2 = Channel B
 3 = Channel C
 4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters

<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway Schedule <C+0+9=2.1>

Headway Time
 (minutes)
 1 thru 9 = 1 thru 9
 A = 10
 B = 11
 C = 12
 D = 13
 E = 14
 F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: La Costa & Saxony

Page 1 (of 9)

 Group Assignment: **NONE**

 N/S Street Name: **Not Assigned**

 Last Database Change: **4/25/2014 12:21**

 Field Master Assignment: **NONE**

 E/W Street Name: **Not Assigned**

 System Reference Number: **152**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Manual Plan

0 = Automatic

1-9 = Plan 1-9

14 = Free

15 = Flash

Manual Offset

0 = Automatic

1 = Offset A

2 = Offset B

3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	130	<C/0+0+3>
QuicNet Channel	P:8003:10.241.0.	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	0.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>
FYA Red Revert	0.0	<F/1+0+5>
OVLP CHG Red	6.0	<F/1+0+3>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable

Outputs at E/127+A+E & F)

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	0	0	7
1	Ped FDW	0	20	0	16	0	0	0	16
2	Min Green	0	6	5	10	0	6	0	10
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	3.0	2.0	5.0	0.0	2.0	0.0	5.0
6	Max Gap	0.0	3.0	2.0	5.0	0.0	2.0	0.0	5.0
7	Min Gap	0.0	3.0	2.0	5.0	0.0	2.0	0.0	5.0
8	Max Limit	0	35	25	60	0	15	0	60
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	4.0	4.0	5.0	0.0	4.0	0.0	5.0
F	Red Clear	0.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0

Phase Timing - Bank 1

<C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	5
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	5
EV-C Delay	0
EV-C Clear	5
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

	F
Permit	234 6 8
Red Lock	
Yellow Lock	
Min Recall	4 8
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	2 6
First Phases	4 8

Phase Functions <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8	Overlap Recall	N	N	N	N	N	N	N	N
9	Queue Jump Phase								
A	Queue Jump Time	0	0	0	0	0	0	0	0
B	Minimum Green	0	0	0	0	0	0	0	0
C	Maximum Green	0	0	0	0	0	0	0	0
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments

<C+0+E=29>

Extra 1 Flags

- 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = Solid FDW on EV
 5 = Extended Status
 6 = International Ped
 7 = Flash - Clear Outputs
 8 = Split Ring

Extra 2 Flags

- 1 = AWB During Initial
 2 = Reserved
 3 = Disable Min Walk
 4 = QuicNet System
 5 = Ignore P/P on EV
 6 = Manual Hold in FDW
 7 = Allow QuicNet PE
 8 = Flash Grn B4 Yellow

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

Preempt Priority

<C+0+E=125>

(* RR-1 is always Highest,
 and RR-2 is always
 Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2
B	EV-B Phases	4
C	EV-C Phases	6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration

<C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials

<C+0+F=2>

Flash to PE &
PE Non-Lock

- 1 = EV A 5 = RR 1
 2 = EV B 6 = RR 2
 3 = EV C 7 = SE 1
 4 = EV D 8 = SE 2

IC Select Flags

- 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 =
 5 =
 6 = Simplex Master
 7 =
 8 = Offset Interrupter

	2	Row
		0
Phase 1	0	1
Phase 2	3	2
Phase 3	0	3
Phase 4	0	4
Phase 5	5	5
Phase 6	5	6
Phase 7	5	7
Phase 8	17	8

Coordination
Transition
Minimums

<C+0+C=5>

Column Numbers ---->		Plan								
		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length	0	0	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	0	0	0	0	0	0	0	0	0
E	Hold Release	0	0	0	0	0	0	0	0	0
F	Reserved	0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

Row										
0	Ped Adjustment	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase									
B	Perm 1 Ped Phase									
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2

<C+0+C=2>

Coord Extra			
1 = Programmed WALK Time for Sync Phases			
2 = Always Terminate Sync Phase Peds			
Row		E	Row
0			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync		2
3	Plan 3 - Sync		3
4	Plan 4 - Sync		4
5	Plan 5 - Sync		5
6	Plan 6 - Sync		6
7	Plan 7 - Sync		7
8	Plan 8 - Sync		8
9	Plan 9 - Sync		9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Sync Phases

<C+0+C=1>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag		1
2	Plan 2 - Lag		2
3	Plan 3 - Lag		3
4	Plan 4 - Lag		4
5	Plan 5 - Lag		5
6	Plan 6 - Lag		6
7	Plan 7 - Lag		7
8	Plan 8 - Lag		8
9	Plan 9 - Lag		9
A	External Lag		A
B	Lag Hold		B
C			C
D			D
E			E
F			F

Lag Phases

<C+0+C=1>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	One-Shot Timer	0	Latch 1 Set	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	AND-5 (a)	0	Latch 1 Reset	0	NOT-4	0	Reserved	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	AND-5 (b)	0	Latch 2 Set	0	OR-4 (a)	0	Reserved	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	AND-6 (a)	0	Latch 2 Reset	0	OR-4 (b)	0	Reserved	0	Plan 3	0	Gate Down	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	AND-6 (b)	0	NAND-3 (a)	0	OR-5 (a)	0	Reserved	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	Reserved		NAND-3 (b)	0	OR-5 (b)	0	Reserved	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	Reserved		NAND-4 (a)	0	OR-6 (a)	0	Reserved	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	Reserved		NAND-4 (b)	0	OR-6 (b)	0	Reserved	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	Spec. Funct. 1	0	OR-7 (a)	0	EXTMR	0	Reserved	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	Spec. Funct. 2	0	OR-7 (b)	0	Reserved		Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	Spec. Funct. 3	0	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	Spec. Funct. 4	0	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	Reserved		OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	Reserved		OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	Reserved		OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	Reserved		OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 8		Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Reserved		Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Reserved		Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Reserved		Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Reserved		Phase ON - 4	0	Sp Evnt Out 3	0	EXTMR	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Reserved		Phase ON - 5	0	Sp Evnt Out 4	0	One-Shot Timer	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Reserved		Phase ON - 6	0	Sp Evnt Out 5	0	Reserved		Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Reserved		Phase ON - 7	0	Sp Evnt Out 6	0	Latch 1	0	Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Reserved		Phase ON - 8	0	Sp Evnt Out 7	0	Latch 2	0	Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Flh Yell Arrow 1	0	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Green 1	0	Ph. Check - 2	0	Coord On	0	NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Flh Yell Arrow 3	0	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Green 3	0	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Flh Yell Arrow 5	0	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0	AND-5	0	C
D	Green 5	0	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0	AND-6	0	D
E	Flh Yell Arrow 7	0	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0	Reserved		E
F	Green 7	0	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0	Reserved		F

Assignable Outputs

<C+0+E=127>

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	0	0	0	0	0	0	0
1	Ped FDW	0	0	0	0	0	0	0	0
2	Min Green	0	0	0	0	0	0	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	Max Limit	0	0	0	0	0	0	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 2 <C+0+F=2>

		1	2	3	4	5	6	7	8
Row									
0	Ped Walk	7	0	7	0	7	0	7	0
1	Ped FDW	10	0	10	0	10	0	10	0
2	Min Green	7	3	7	3	7	3	7	3
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.0
5	Veh Extension	3.5	0.5	3.5	0.5	3.5	0.5	3.5	0.5
6	Max Gap	5.0	0.5	5.0	0.5	5.0	0.5	5.0	0.5
7	Min Gap	2.0	0.5	2.0	0.5	2.0	0.5	2.0	0.5
8	Max Limit	40	17	40	17	40	17	40	17
9	Max Limit 2	70	30	70	30	70	30	70	30
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	1	1	1	1	1	1	1	1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	4.0	3.0	4.0	3.0	4.0	3.0	4.0	3.0
F	Red Clear	0.5	0.0	1.0	0.0	0.5	0.0	1.0	0.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	10	0	10	0	1.0
Phase 3	7	3	7	3	0.7
Phase 4	0	0	0	0	0.0
Phase 5	12	0	12	0	1.2
Phase 6	35	5	35	5	3.5
Phase 7	50	5	50	5	5.0
Phase 8	20	5	20	5	2.0
Phase 9	40	17	40	17	4.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 =
Number of
cycles when
lengthing

Transition Type | 7.0 <C/5+1+9>
TBC Transition

Hawk Select | 0 <F/1+0+4>
Hawk Select 200 = Mid-Block, 201 = Hawk

Address | 0 <C/1+0+6>
Select Parity | 0 <C/1+0+5>
AB3418 Comm 2 0 = No Parity, 1 = Even

Daylight Savings
Date
If set to all zeros,
standard dates
will be used.

Begin Month | 0 <C/5+2+A>
Begin Week | 0 <C/5+2+B>
End Month | 1 <C/5+2+C>
End Week | 10 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow | 0.0 <F/1+C+E>
Phase Number | 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow | 0.0
Phase Number | 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Offset Time | 0 <C/5+2+E>
Max Cycle Time | 0 <C/5+2+F>

Yellow Yield Coordination

12345678
Omit Alarm | <C/5+F+0>
Local Alarm Disable

Column Numbers ---->						1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45 7	2	123	0.0	0.0
1		40	45 7	6	123	0.0	0.0
2		41	45 7	4	123	0.0	0.0
3		42	45 7	8	123	0.0	0.0
4		43	45 7	2	123	0.0	0.0
5		44	45 7	6	123	0.0	0.0
6		45	45 7	4	123	0.0	0.0
7		46	45 7	8	123	0.0	0.0
8		47	67	2	123	0.0	0.0
9		48	67	6	123	0.0	0.0
A		49	67	4	123	0.0	0.0
B		50	67	8	123	0.0	0.0
C		55	45 7	5	123	0.0	0.0
D		56	45 7	1	123	0.0	0.0
E		57	45 7	7	123	0.0	0.0
F		58	45 7	3	123	0.0	0.0

Column Numbers ---->						2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45 7	5	123	0.0	0.0
1		60	45 7	1	123	0.0	0.0
2		61	45 7	7	123	0.0	0.0
3		62	45 7	3	123	0.0	0.0
4		63	45 7	2	123	0.0	0.0
5		64	45 7	6	123	0.0	0.0
6		65	45 7	4	123	0.0	0.0
7		66	45 7	8	123	0.0	0.0
8		67	2	2	123	0.0	0.0
9		68	2	6	123	0.0	0.0
A		69	2	4	123	0.0	0.0
B		70	2	8	123	0.0	0.0
C		76	45 7	2	123	0.0	0.0
D		77	45 7	6	123	0.0	0.0
E		78	45 7	4	123	0.0	0.0
F		79	45 7	8	123	0.0	0.0

Detector Assignments <C+0+E=126>

<C+0+D=0>

Column Numbers ---->	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type 0 <E/125+D+0>

Enable Redirection

(Enable Redirection = 30)

Max OFF (minutes) 0 <D/0+0+1>

Max ON (minutes) 0 <D/0+0+2>

Chatter Fail Time 0 <D/0+0+4>

Detector Failure MonitorDetector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 = Overlap
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	B	Row
One-Shot	0	8
Ext. Timer	0	9
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

<C+0+D=0> (seconds)

Row	Time	Plan	Offset	Day of Week
0	00 : 01	E	A	1234567
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

TOD Function <C+0+7=0.1>

Column 4
Phases/Bits

<C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
20 : 00	0	0	
50 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions

- 0 =
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 5 - Disable Low
 Priority Preempt
 Bit 6 - FYA Inhibit
 Bit 7 - Detector Count
 Monitor
 Bit 8 - Real Time Split
 Monitor
 F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

Holiday TOD Function <C+0+7=0.2>

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type
50	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select

- 1 thru 9 = Coordination
 Plan 1 thru 9
 14 or E = Free
 15 or F = Flash

Offset Select

- A = Offset A
 B = Offset B
 C = Offset C

Month Select: October = A, November = B, December = C

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

0 <E/27+5+F>

Limited Service Interval

Special Event Schedule -- Table 1

<C+0+E=27>

	6	7	8	9	A	B	C	D	E	F
Row	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Notes:

0 <E/28+5+F>

Limited Service Interval

Special Event Schedule -- Table 2

<C+0+E=28>

Min Time (seconds) | 0 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 0 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>

Disable Low Priority ChannelLow Priority

- 1 = Channel A
 2 = Channel B
 3 = Channel C
 4 = Channel D

Row		
C	Bus Headway	0
D	Bus Delay	0
E	Max Early Grn	0
F	Max Grn Ext.	0

Priority Parameters

<F/1 +A+Row>

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway Schedule <C+0+9=2.1>

Headway Time
 (minutes)
 1 thru 9 = 1 thru 9
 A = 10
 B = 11
 C = 12
 D = 13
 E = 14
 F = 15

Low Priority Preemption (Bus Priority)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERVAL	PHASE TIMING								PRE-EMPTION	F							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0 WALK	1	7	7	1	1	7	1	1	CLK RST	0	PERMIT	1	2	3	4	5	6
1 DONT WALK	1	10	24	1	1	11	1	1	RR1 CLR	15	RED LOCK						8
2 MIN GREEN	9	10	12	1	10	10	10	1	EVA DLY	0	YEL LOCK						1
3 TYPE 3 DET	0	0	0	1	0	255	0	1	EVA CLR	5	V RECALL		2		6		2
4 ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	EVB DLY	0	P RECALL						3
5 PASSAGE	2.0	2.0	2.0	0.9	2.0	7.0	2.0	0.9	EVB CLR	5	PED PHASES	2	3		6		4
6 MAX GAP	2.0	2.0	2.0	0.9	2.0	9.0	2.0	0.9	EVC DLY	0	RT OLA						5
7 MIN GAP	2.0	2.0	2.0	0.9	2.0	3.5	2.0	0.9	EVC CLR	5	RT OLB						6
8 MAX EXT	6	55	1	1	17	35	2	1	EVD DLY	0	DBL ENTRY		4				7
9 MAX 2							14		EVD CLR	5	MAX 2 PHASES					7	8
A MAX 3									YR	5	MAX 2 PHASES						9
B									MO	255	LAG PHASES						A
C REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	DAY	15	RED REST						B
D EVERY	1.0	1.0	1.0	1.0	1.0	0.5	1.0	1.0	RR2 CLR		REST-IN-WALK						C
E YELLOW	3.7	5.2	4.1	4.1	3.7	5.2	4.1	4.1			MAX 3 PHASES						D
F RED	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0	HR		YEL START UP	2			6		E
3.5 PED XING FT	50	100				62			MIN		FIRST PHASE		3			7	F
BIKE XING FT	99	103	145		108	94	129		SEC			1	2	3	4	5	6

NOTES:

OLA = CH 11
 OLB = CH 12
 FZ 2 BIKE = 7
 FZ 6 BIKE = 7

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CCI FLASH ONLY

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	2.0
FCB	2.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

COS FLASH TYPE	1
CC2 DOWNLOAD	1

		CONTROL PLANS									Y-COORD				LAG PHASE		FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E		F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	90	90	90	90	90	100									LAG: FZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR	10	10	10	10	10	10							GAPOUT CP1	1	LAG: FZ CP 1		2		4	5			8	1
2														GAPOUT CP2	1	LAG: FZ CP 2		2		4	5			8	2
3	FZ3 GRN FCTR	28	28	28	28	28	28							GAPOUT CP3	1	LAG: FZ CP 3		2		4	5			8	3
4	FZ4 GRN FCTR	0	0	0	0	0	0							GAPOUT CP4	1	LAG: FZ CP 4		2		4	5			8	4
5	FZ5 GRN FCTR	25	25	25	25	25	25							GAPOUT CP5	1	LAG: FZ CP 5		2		4	5			8	5
6														GAPOUT CP6	1	LAG: FZ CP 6		2		4	5			8	6
7	FZ7 GRN FCTR	10	10	10	18	10	10							GAPOUT CP7		LAG: FZ CP 7									7
8	FZ8 GRN FCTR	0	0	0	0	0	0							GAPOUT CP8		LAG: FZ CP 8									8
9	MULTI CYCLE	0	0	0	0	0	0							GAPOUT CP9		LAG: FZ CP 9									9
A	OFFSET A	83	83	83	83	83	83									LAG: C COORD									A
B	OFFSET B	83	83	83	83	83	83									LAG: D COORD									B
C	OFFSET C	83	83	83	83	83	83									COORD FAZES		2				6			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
RTE 5 SB RAMP

FEATURE

	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION

	OFF	ON
1		1
2		2
3		
4		
5		
6		
7		
8		

COO = 3

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

E PAGE

	D	FLAGS								E	FLAGS								F	FLAGS								
		MAX	1	2	3	4	5	6	7		8	MIN	1	2	3	4	5	6		7	8	PED	1	2	3	4	5	6
0	RCL									RCL									RCL									
1	CP 1									CP 1					5				CP 1									
2	CP 2									CP 2					5				CP 2									
3	CP 3									CP 3					5				CP 3									
4	CP 4									CP 4					5				CP 4									
5	CP 5									CP 5					5				CP 5									
6	CP 6									CP 6					5				CP 6									
7	CP 7									CP 7									CP 7									
8	CP 8									CP 8									CP 8									
9	CP 9									CP 9									CP 9									
A																			RCL 1									
B																			RCL 2									
C																												
D																												
E																												
F																												
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

E	FLAGS								F	FLAGS									
	FUNCTION	1	2	3	4	5	6	7		8	FUNCTION	1	2	3	4	5	6	7	8
0										CODE 4								0	
1										CODE 5								1	
2										C-RECALL								2	
3										D-RECALL								3	
4										EXCLUSIVE								4	
5										2 PED		2						5	
6										6 PED				6				6	
7										4 PED			4					7	
8										8 PED			3					8	
9																		9	
A	OLA NOT				4	5		7		OLA ON		1	2	3		6		8	
B	OLB NOT	1			3				8	OLB ON		2		4	5	6	7	B	
C	OLC NOT									OLC ON								C	
D	OLD NOT									OLD ON								D	
E																		E	
F																		F	
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES

(CALL ACTIVE LIGHTS)

DAY = D-C-E

RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES

(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

D-E-E = C8 VERSION NUMBER

MINUTE = D-B-F

D-E-F = LITHIUM BATTERY CONDITION

DAY = D-C-E

84 = BAD

DAY = D-C-E

85 = GOOD

TIME OF DAY ACTIVITY TABLE

7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS													
HR	MIN	ACT	ON/OFF	S	M	T	W	T	F	S			
0	14	00	2 ON		2	3	4	5	6	7			
1	15	30	2		2	3	4	5	6				
2													
3													
4													
5													
6													
7													
8													
9													
A													
B													
C													
D													
E	06	15	E		1	2	3	4	5	6	7		
F	19	00	E	ON	1	2	3	4	5	6	7		

ACTIVITY CODE

- 1 TYPE OF MAX TERMINATION
- 2 MAX 2
- 3 MAX 3
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 ENERGIZE AUX OUTPUT-RED
- 7 ENERGIZE AUX OUTPUT-GREEN

CONTROL PLAN TIME OF DAY

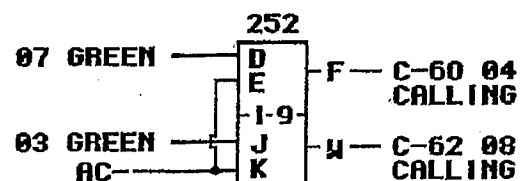
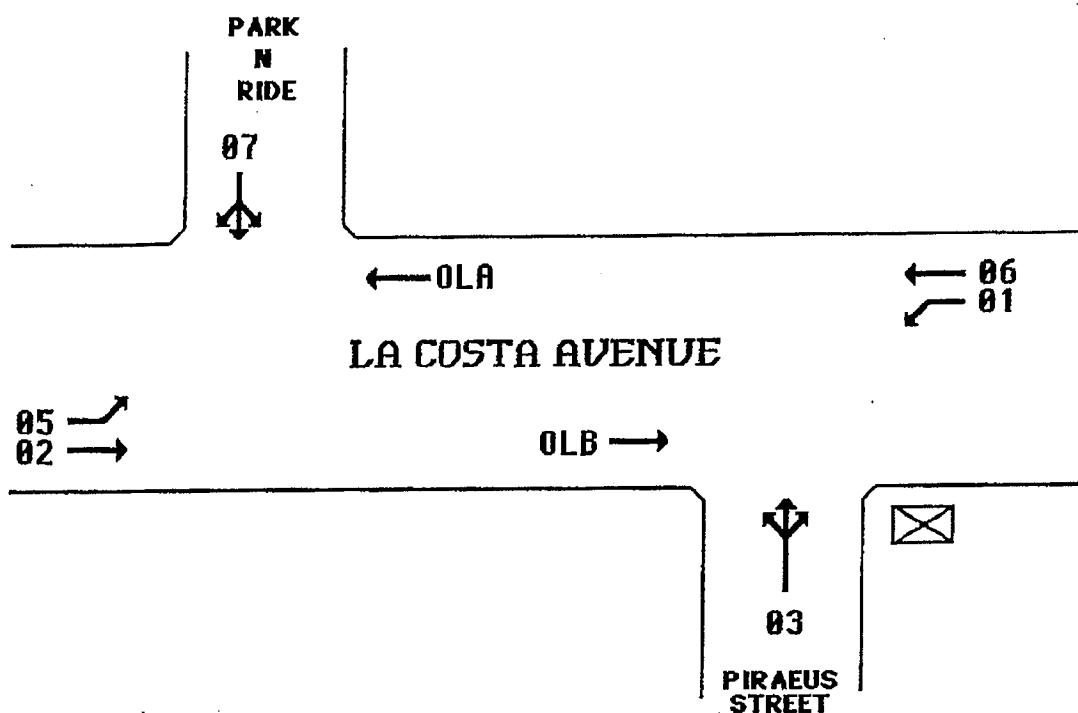
9+EVENT+HR+MIN+CP+OS+E+DOW													
HR	MIN	CP	OS	S	M	T	W	T	F	S			
0	06	15	1 A	1	2	3	4	5	6	7			
1	07	15	6 A	1	2	3	4	5	6	7			
2	08	15	1 A	1	2	3	4	5	6	7			
3	09	00	2 A	1	2	3	4	5	6	7			
4	14	00	4 A										
5	14	30	2 A										
6	15	00	3 A	1									
7	15	00	4 A		2	3	4	5					
8	15	30	5 A		2	3	4	5	6				
9	18	00	3 A		2	3	4	5	6				
A	19	00	E A	1	2	3	4	5	6	7			
B													
C													
D													
E													
F													

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW													
HR	MIN	CP	OS	S	M	T	W	T	F	S			
0													
1													
2													
3													
4													
5													
6													
7													
8													
9													
A													
B													
C													
D													
E													
F													

- 8 ENERGIZE AUX OUTPUT-YELLOW
- 9 TIME OF DAY MAX RECALL (1ST SELECT)
- A TRAFFIC ACT. MAX 2 OPERATION
- B TIME OF DAY MAX RECALL (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

LA COSTA AVENUE @ PIRAEUS STREET - PARK N RIDE



F PAGE

INTERVAL	PHASE TIMING									PRE-EMPTION			F									
	1	2	3	4	5	6	7	8	9	CLK RST	EV SEL	E	FLAGS	1	2	3	4	5	6	7	8	
0 WALK		7			1	7		1		CLK RST	EV SEL	0	PERMIT		2			5	6		8	
1 DONT WALK		10			1	10		1			RR1 CLR	15	RED LOCK					5			8	
2 MIN GREEN		6			5	5		5			EVA DLY	0	YEL LOCK								1	
3 TYPE 3 DET		0			0	0		0			EVA CLR	5	V RECALL		2			6			2	
4 ADD/VEH		0.0			0.0	0.0		0.0			EVB DLY	0	P RECALL								3	
5 PASSAGE		2.0			4.0	2.0		2.0			EVB CLR	5	PED PHASES		2			6			4	
6 MAX GAP		2.0			6.0	2.0		2.0			EVC DLY	0	RT OLA								5	
7 MIN GAP		2.0			2.0	2.0		2.0			EVC CLR	5	RT OLB								6	
8 MAX EXT		35			25	30		30			EVD DLY	0	DBL ENTRY								7	
9 MAX 2									YR		EVD CLR	5	MAX 2 PHASES								8	
A MAX 3									MO		MAX EV	255	LAG PHASES			READ ONLY						9
B									DAY		RR2 CLR	15	RED REST								A	
C REDUCE BY		0.0			0.1	0.0		0.0	DOW				REST-IN-WALK								B	
D EVERY		1.0			1.0	1.0		1.0	HR				MAX 3 PHASES								C	
E YELLOW		4.8			3.7	5.2		4.1	MIN				YEL START UP		2			6			D	
F RED		1.0			1.0	1.0		1.0	SEC				FIRST PHASE								E	
3.5 PED XING FT		48				44															8	
BIKE XING FT		62				65								1	2	3	4	5	6	7	8	

NOTES:

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

	CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS								
	1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0 CYCLE LENGTH	90	90	90	90	90	100								LAG FZ FREE		2				6		8	0
1 FZ1 GRN FCTR	0	0	0	0	0	0							GAPOUT CP1	0	LAG FZ CP 1	2				6		8	1
2													GAPOUT CP2	0	LAG FZ CP 2	2				6		8	2
3 FZ3 GRN FCTR	0	0	0	0	0	0							GAPOUT CP3	0	LAG FZ CP 3	2				6		8	3
4 FZ4 GRN FCTR	0	0	0	0	0	0				PERM TIME			GAPOUT CP4	0	LAG FZ CP 4	2				6		8	4
5 FZ5 GRN FCTR	30	30	30	30	30	30				LAG OFFSET			GAPOUT CP5	0	LAG FZ CP 5	2				6		8	5
6										FORCE OFF			GAPOUT CP6	0	LAG FZ CP 6	2				6		8	6
7 FZ7 GRN FCTR	0	0	0	0	0	0				LONG GRN			GAPOUT CP7		LAG FZ CP 7								7
8 FZ8 GRN FCTR	15	15	15	15	20	20				NO GREEN			GAPOUT CP8		LAG FZ CP 8								8
9 MULTI CYCLE	0	0	0	0	0	0							GAPOUT CP9		LAG FZ CP 9								9
A OFFSET A	0	0	0	0	0	0				OFFSET					LAG C COORD								A
B OFFSET B	0	0	0	0	0	0									LAG D COORD								B
C OFFSET C	0	0	0	0	0	0									COORD FAZES	2			6				C
D FZ 3 EXT																							D
E FZ 7 EXT																							E
F OFFSET INTRPT																							F

CO1 MANUAL CP

CO2 MASTER CP

CO3 CURRENT CP

CO4 LAST CP

CO7 TRNSMT CP

COD MANUAL OFFSET

CAO LOCAL CYCLE TIMER

CBO MASTER CYCLE TIMER

CAA LOCAL OFFSET

CBA MASTER OFFSET

SYSTEM MASTER:

RTE 5 SB RAMP

LOCATION

	OFF	ON
1		
2		2
3		
4		
5		
6		
7		
8		

COO = 2

CCB/CDB OFFSET TIMER

CCC/CDC LAG GREEN TIMER

CCD/CDD FORCE OFF TIMER

CCE/CDE LONG GREEN TIMER

CCF/CDF NO GREEN TIMER

CALTRANS C8 Version 3

DATE: 2/18/15

D PAGE

E PAGE

PAGE 3

		D	FLAGS								E	FLAGS								F	FLAGS													
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8						
0	MAX									MIN																PED								
	RCL									RCL																RCL								
1	CP 1									CP 1																CP 1								
2	CP 2									CP 2																CP 2								
3	CP 3									CP 3																CP 3								
4	CP 4									CP 4																CP 4								
5	CP 5									CP 5																CP 5								
6	CP 6									CP 6																CP 6								
7	CP 7									CP 7																CP 7								
8	CP 8									CP 8																CP 8								
9	CP 9									CP 9																CP 9								
A																									RCL 1									
B																									RCL 2									
C																																		
D																																		
E																																		
F																																		
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER

HOUR = D-A-E
 MINUTE = D-B-E
 DAY = D-C-E

RC1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES

(CALL ACTIVE LIGHTS)

PRCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES

(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

D-E-E = C8 VERSION NUMBER

D-E-F = LITHIUM BATTERY CONDITION

84 = BAD

85 = GOOD

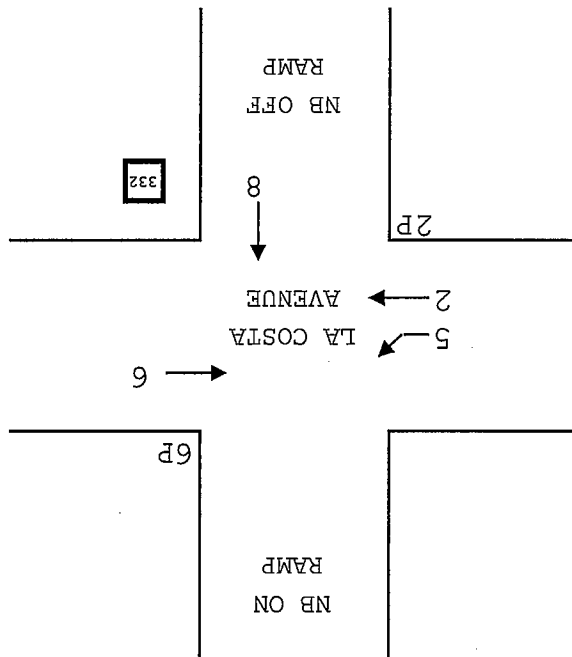
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		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0	FUNCTION									FUNCTION								0
1										CODE 4								1
2										CODE 5								2
3										C-RECALL								3
4										D-RECALL								4
5										EXCLUSIVE								5
6										2 PED	2							6
7										6 PED								7
8										4 PED	4							8
9										8 PED								9
A	OLA NOT																	A
B	OLB NOT									OLA ON								B
C	OLC NOT									OLB ON								C
D	OLD NOT									OLC ON								D
E										OLD ON								E
F																		F
		1	2	3	4	5	6	7	8									
											1	2	3	4	5	6	7	8

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

```

# CONFLICT MONITOR PROGRAM



## DIODE CUT OUT LIST:

|           | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| FZ 1      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 2      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 3      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 5      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 6      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 7      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| RTOLA 9   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| RTOLB 10  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 1 11  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 2 12  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 2 P 13 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4 P 14 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 6 P 15 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8 P 16 |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

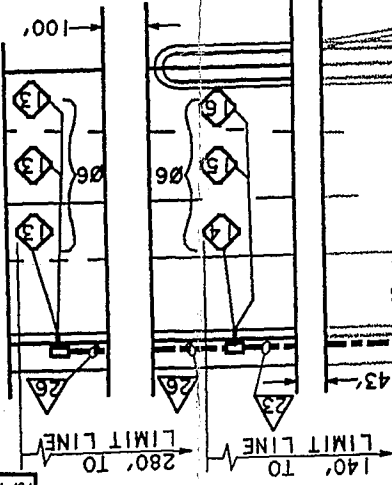
5-9,10,13  
6-9,10,13,15  
8-9,10  
9-10,13,15  
10-13,15  
13-15

[C] = CONFLICTING CHANNELS

[X] = CONCURRENT CHANNELS (REMOVE DIODE)

| POLE AND EQUIPMENT SCHEDULE |          |     |     |    |           |          |               |        |            |      |                 |                      |    |       |
|-----------------------------|----------|-----|-----|----|-----------|----------|---------------|--------|------------|------|-----------------|----------------------|----|-------|
| NO                          | STANDARD |     |     |    | PLACEMENT |          | VEN SIG MTD 7 |        | PED SIGNAL | PPS  | LPS             | SPECIAL REQUIREMENTS | NO |       |
|                             | Type     | SMA | LMA | A  | B         | Most     | Pole          | MTG    |            |      |                 |                      |    | ARROW |
| (A)                         | 29-5-20  | 50' | 15' | 15 | 6         | MAT      | SV-1-T        | SP-1-T | -          | -    | 180W            |                      |    |       |
| (B)                         | 1-A      | -   | -   | -  | 4         | 2'-6"    | TV-1-T        | -      | -          | 2    | -               |                      |    |       |
| (C)                         | 1-A      | -   | -   | 0  | 2'-6"     | TV-1-T   | TV-1-T        | SP-1-T | -          | 2    | -               |                      |    |       |
| (D)                         | 1-A      | -   | -   | 0  | 6         | -        | TV-1-T        | SP-1-T | -          | -    | -               |                      |    |       |
| (E)                         | 26-4-80  | 40' | 15' | 0  | 6         | MAT      | SV-2-T        | SP-1-T | 6          | 180W |                 |                      |    |       |
| (F)                         | 15       | -   | -   | 18 | 3         | -        | SV-1-T        | -      | 6          | 180W | Ø8-17" ABOVE BP |                      |    |       |
| (G)                         | 1-A      | -   | -   | 6  | 6         | -        | TV-3-T        | SP-1-T | -          | -    | -               |                      |    |       |
| (H)                         | 1-A      | -   | -   | -  | -         | AS SHOWN | TV-1-T        | -      | -          | -    | -               |                      |    |       |

-SEE SHEET E-6



(NO SCALE)

..

**E-7**

EQUIPMENT ENCLOSURE, SEE 1A

STATE FURNISHED MODEL 170 CONTROLLER ASSEMBLY  
WITH MODEL 332 CABINET SEE FOUNDATION DETAILS ON ES-4B  
CONTRACTOR SHALL FURNISH AND INSTALL  
MODEL 262 DISCRIMINATOR ASSEMBLY

The State of California or the officers or agents shall not be responsible for the accuracy or completeness of the electronic copies of this plan.

BOYLE ENGINEERING CORPORATION  
7807 CONVOY COURT, SUITE 200  
SAN DIEGO, CA 92111

CARLSBAD, CA 92009

CITY OF CARLSBAD  
2075 LAS PALMAS DR

PLANS APPROVAL DATE

96-61-2

\_\_\_\_\_

REGISTERED CIVIL ENGINEER

Shore Bay

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

|    |    |   |    |
|----|----|---|----|
| 11 | SD | 5 | R4 |
|----|----|---|----|

| DIST | COUNTY | ROUTE | P<br>TOT |
|------|--------|-------|----------|
|------|--------|-------|----------|

| INTERVAL        | PHASE TIMING |     |   |     |   |   |     |   | PRE-EMPTION |         |         | F   |              |           |   |   |   |   |   |   |   |   |
|-----------------|--------------|-----|---|-----|---|---|-----|---|-------------|---------|---------|-----|--------------|-----------|---|---|---|---|---|---|---|---|
|                 | 1            | 2   | 3 | 4   | 5 | 6 | 7   | 8 | 9           | CLK RST | EV SEL  | E   | 1            | 2         | 3 | 4 | 5 | 6 | 7 | 8 |   |   |
| 0 WALK          | 1            | 7   |   | 14  |   |   | 7   |   |             |         |         | 0   | PERMIT       | 1         | 2 |   | 4 | 6 |   | 0 |   |   |
| 1 DONT WALK     | 1            | 11  |   | 1   |   |   | 11  |   |             |         | RR1 CLR | 15  | RED LOCK     | 1         |   | 4 |   |   |   | 1 |   |   |
| 2 MIN GREEN     | 5            | 8   |   | 5   |   |   | 5   |   |             |         | EVA DLY | 0   | YEL LOCK     |           |   |   |   |   |   | 2 |   |   |
| 3 TYPE 3 DET    | 0            | 0   |   | 0   |   |   | 0   |   |             |         | EVA CLR | 5   | V RECALL     |           | 2 |   | 6 |   |   | 3 |   |   |
| 4 ADD/VEH       | 0.0          | 0.0 |   | 0.0 |   |   | 0.0 |   |             |         | EVB DLY | 0   | P RECALL     |           |   |   |   |   |   | 4 |   |   |
| 5 PASSAGE       | 2.0          | 2.0 |   | 2.0 |   |   | 2.0 |   |             |         | EVB CLR | 5   | PED PHASES   | 2         | 4 | 6 |   |   |   | 5 |   |   |
| 6 MAX GAP       | 2.0          | 2.0 |   | 2.0 |   |   | 2.0 |   |             |         | EVC DLY | 0   | RT OLA       |           |   |   |   |   |   | 6 |   |   |
| 7 MIN GAP       | 2.0          | 2.0 |   | 2.0 |   |   | 2.0 |   |             |         | EVC CLR | 5   | RT OLB       |           |   |   |   |   |   | 7 |   |   |
| 8 MAX EXT       | 30           | 30  |   | 25  |   |   | 35  |   |             |         | EVD DLY | 0   | DBL ENTRY    |           |   |   |   |   |   | 8 |   |   |
| 9 MAX 2         |              |     |   |     |   |   |     |   | YR          |         | EVD CLR | 5   | MAX 2 PHASES |           |   |   |   |   |   | 9 |   |   |
| A MAX 3         |              |     |   |     |   |   |     |   | MO          |         | MAX EV  | 255 | LAG PHASES   | READ ONLY |   |   |   |   |   |   |   | A |
| B               |              |     |   |     |   |   |     |   | DAY         |         | RR2 CLR | 15  | RED REST     |           |   |   |   |   |   | B |   |   |
| C REDUCE BY     | 0.0          | 0.0 |   | 0.0 |   |   | 0.0 |   | DOW         |         |         |     | REST-IN-WALK |           |   |   |   |   |   | C |   |   |
| D EVERY         | 1.0          | 1.0 |   | 1.0 |   |   | 1.0 |   | HR          |         |         |     | MAX 3 PHASES |           |   |   |   |   |   | D |   |   |
| E YELLOW        | 3.7          | 4.4 |   | 4.1 |   |   | 4.4 |   | MIN         |         |         |     | YEL START UP | 2         |   | 6 |   |   |   | E |   |   |
| F RED           | 1.0          | 1.0 |   | 1.0 |   |   | 1.0 |   | SEC         |         |         |     | FIRST PHASE  |           |   | 4 |   |   |   | F |   |   |
| 3.5 PED XING FT |              | 56  |   |     |   |   | 57  |   |             |         |         |     |              | 1         | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   |
| BIKE XING FT    |              | 85  |   |     |   |   | 50  |   |             |         |         |     |              |           |   |   |   |   |   |   |   |   |

## NOTES:

OLA = FZ 4

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

|                   |   |
|-------------------|---|
| FOC LONG FAILURE  |   |
| FOD SHORT FAILURE |   |
| FOE               | 0 |
| FOF               | 5 |

|     |     |
|-----|-----|
| FCO | 3   |
| FC1 | 3   |
| FC2 | 10  |
| FCA | 0.0 |
| FCB | 0.0 |
| FCC | 0.0 |
| FCD | 0.0 |

|                |   |
|----------------|---|
| FDO TB SELECT  | 1 |
| FD3 PED SELECT | 0 |
| FD4 7 WIRE     | 0 |
| FD5 PERMISSIVE | 0 |
| FD8 OS SEEKING | 1 |

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |



|                 | CONTROL PLANS |    |    |    |    |     |   |   |   |            | Y-COORD |   | LAG PHASE  |              | FLAG |   |   |   |   |   |   |   |
|-----------------|---------------|----|----|----|----|-----|---|---|---|------------|---------|---|------------|--------------|------|---|---|---|---|---|---|---|
|                 | 1             | 2  | 3  | 4  | 5  | 6   | 7 | 8 | 9 |            | C       | D | E          | F            | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 CYCLE LENGTH  | 90            | 90 | 90 | 90 | 90 | 100 |   |   |   |            |         |   |            | LAG FZ FREE  |      | 2 |   | 4 |   | 6 |   | 0 |
| 1 FZ1 GRN FCTR  | 25            | 25 | 25 | 25 | 25 | 25  |   |   |   |            |         |   | GAPOUT CP1 | 1            | 1    |   |   | 4 |   | 6 |   | 1 |
| 2               |               |    |    |    |    |     |   |   |   |            |         |   | GAPOUT CP2 | 1            | 1    |   |   | 4 |   | 6 |   | 2 |
| 3 FZ3 GRN FCTR  | 0             | 0  | 0  | 0  | 0  | 0   |   |   |   |            |         |   | GAPOUT CP3 | 1            | 1    |   |   | 4 |   | 6 |   | 3 |
| 4 FZ4 GRN FCTR  | 20            | 20 | 20 | 20 | 20 | 20  |   |   |   | PERM TIME  |         |   | GAPOUT CP4 | 1            | 1    |   |   | 4 |   | 6 |   | 4 |
| 5 FZ5 GRN FCTR  | 0             | 0  | 0  | 0  | 0  | 0   |   |   |   | LAG OFFSET |         |   | GAPOUT CP5 | 1            | 1    |   |   | 4 |   | 6 |   | 5 |
| 6               |               |    |    |    |    |     |   |   |   | FORCE OFF  |         |   | GAPOUT CP6 | 1            | 1    |   |   | 4 |   | 6 |   | 6 |
| 7 FZ7 GRN FCTR  | 0             | 0  | 0  | 0  | 0  | 0   |   |   |   | LONG GRN   |         |   | GAPOUT CP7 |              |      |   |   |   |   |   |   | 7 |
| 8 FZ8 GRN FCTR  | 0             | 0  | 0  | 0  | 0  | 0   |   |   |   | NO GREEN   |         |   | GAPOUT CP8 |              |      |   |   |   |   |   |   | 8 |
| 9 MULTI CYCLE   | 0             | 0  | 0  | 0  | 0  | 0   |   |   |   |            |         |   | GAPOUT CP9 |              |      |   |   |   |   |   |   | 9 |
| A OFFSET A      | 80            | 80 | 80 | 80 | 80 | 80  |   |   |   | OFFSET     |         |   |            | LAG: C COORD |      |   |   |   |   |   |   | A |
| B OFFSET B      | 80            | 80 | 80 | 80 | 80 | 80  |   |   |   |            |         |   |            | LAG: D COORD |      |   |   |   |   |   |   | B |
| C OFFSET C      | 80            | 80 | 80 | 80 | 80 | 80  |   |   |   |            |         |   |            | COORD FAZES  | 2    |   |   |   | 6 |   |   | C |
| D FZ 3 EXT      |               |    |    |    |    |     |   |   |   |            |         |   |            |              |      |   |   |   |   |   |   | D |
| E FZ 7 EXT      |               |    |    |    |    |     |   |   |   |            |         |   |            |              |      |   |   |   |   |   |   | E |
| F OFFSET INTRPT |               |    |    |    |    |     |   |   |   |            |         |   |            |              |      |   |   |   |   |   |   | F |

CO1 MANUAL CP

CO2 MASTER CP

CO3 CURRENT CP

CO4 LAST CP

CO7 TRNSMT CP

COD MANUAL OFFSET

CAO LOCAL CYCLE TIMER

CBO MASTER CYCLE TIMER

CAA LOCAL OFFSET

CBA MASTER OFFSET

FEATURE

SYSTEM MASTER:

RTE 5 SB RAMP

LOCATION

1

2

3

4

5

6

7

8

OFF ON

1

2

3

4

5

6

7

8

COO = 1

CCB/CDB OFFSET TIMER

CCC/CDC LAG GREEN TIMER

CCD/CDD FORCE OFF TIMER

CCE/CDE LONG GREEN TIMER

CCF/CDF NO GREEN TIMER

| D      | FLAGS |   |   |   |   |   |   |   | E    | FLAGS |   |   |   |   |   |   |   | F     | FLAGS |   |   |   |   |   |   |   |
|--------|-------|---|---|---|---|---|---|---|------|-------|---|---|---|---|---|---|---|-------|-------|---|---|---|---|---|---|---|
|        | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |       | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MAX    |       |   |   |   |   |   |   |   | MIN  |       |   |   |   |   |   |   |   | PED   |       |   |   |   |   |   |   |   |
| 0 RCL  |       |   |   |   |   |   |   |   | RCL  |       |   |   |   |   |   |   |   | RCL   |       |   |   |   |   |   |   |   |
| 1 CP 1 |       |   |   |   |   |   |   | 1 | CP 1 |       |   |   |   |   |   |   |   | CP 1  |       |   |   |   |   |   |   |   |
| 2 CP 2 |       |   |   |   |   |   |   | 1 | CP 2 |       |   |   |   |   |   |   |   | CP 2  |       |   |   |   |   |   |   |   |
| 3 CP 3 |       |   |   |   |   |   |   | 1 | CP 3 |       |   |   |   |   |   |   |   | CP 3  |       |   |   |   |   |   |   |   |
| 4 CP 4 |       |   |   |   |   |   |   | 1 | CP 4 |       |   |   |   |   |   |   |   | CP 4  |       |   |   |   |   |   |   |   |
| 5 CP 5 |       |   |   |   |   |   |   | 1 | CP 5 |       |   |   |   |   |   |   |   | CP 5  |       |   |   |   |   |   |   |   |
| 6 CP 6 |       |   |   |   |   |   |   | 1 | CP 6 |       |   |   |   |   |   |   |   | CP 6  |       |   |   |   |   |   |   |   |
| 7 CP 7 |       |   |   |   |   |   |   |   | CP 7 |       |   |   |   |   |   |   |   | CP 7  |       |   |   |   |   |   |   |   |
| 8 CP 8 |       |   |   |   |   |   |   |   | CP 8 |       |   |   |   |   |   |   |   | CP 8  |       |   |   |   |   |   |   |   |
| 9 CP 9 |       |   |   |   |   |   |   |   | CP 9 |       |   |   |   |   |   |   |   | CP 9  |       |   |   |   |   |   |   |   |
| A      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   | RCL 1 |       |   |   |   |   |   |   |   |
| B      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   | RCL 2 |       |   |   |   |   |   |   |   |
| C      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| D      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| E      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| F      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
|        | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |       | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

LAST POWER FAILURE REGISTER

HOUR = D-A-E  
 MINUTE = D-B-E  
 DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES  
 (CALL ACTIVE LIGHTS)  
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES  
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F  
 MINUTE = D-B-F  
 DAY = D-C-F

D-E-E = C8 VERSION NUMBER  
 D-E-F = LITHIUM BATTERY CONDITION  
 84 = BAD  
 85 = GOOD

| E        |         | FLAGS |   |   |   |   |   |   |   | F         |  | FLAGS |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  |   |
|----------|---------|-------|---|---|---|---|---|---|---|-----------|--|-------|---|---|---|---|---|---|---|--|--|---|---|---|---|---|---|---|---|--|--|---|
|          |         | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |   |   |   |   |   |   |   |   |  |  |   |
| FUNCTION |         |       |   |   |   |   |   |   |   | FUNCTION  |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  |   |
| 0        |         |       |   |   |   |   |   |   |   | CODE 4    |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 0 |
| 1        |         |       |   |   |   |   |   |   |   | CODE 5    |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 1 |
| 2        |         |       |   |   |   |   |   |   |   | C-RECALL  |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 2 |
| 3        |         |       |   |   |   |   |   |   |   | D-RECALL  |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 3 |
| 4        |         |       |   |   |   |   |   |   |   | EXCLUSIVE |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 4 |
| 5        |         |       |   |   |   |   |   |   |   | 2 PED     |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 5 |
| 6        |         |       |   |   |   |   |   |   |   | 6 PED     |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 6 |
| 7        |         |       |   |   |   |   |   |   |   | 4 PED     |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 7 |
| 8        |         |       |   |   |   |   |   |   |   | 8 PED     |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 8 |
| 9        |         |       |   |   |   |   |   |   |   |           |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | 9 |
| A        | OLA NOT |       |   |   |   |   |   |   |   | OLA ON    |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | A |
| B        | OLB NOT |       |   |   |   |   |   |   |   | OLB ON    |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | B |
| C        | OLC NOT |       |   |   |   |   |   |   |   | OLC ON    |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | C |
| D        | OLD NOT |       |   |   |   |   |   |   |   | OLD ON    |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | D |
| E        |         |       |   |   |   |   |   |   |   |           |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | E |
| F        |         |       |   |   |   |   |   |   |   |           |  |       |   |   |   |   |   |   |   |  |  |   |   |   |   |   |   |   |   |  |  | F |
|          |         | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |   |

| TIME OF DAY ACTIVITY TABLE            |    |     |     |            |   |   |   |   |   |   |   |  |
|---------------------------------------|----|-----|-----|------------|---|---|---|---|---|---|---|--|
| 7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS |    |     |     |            |   |   |   |   |   |   |   |  |
|                                       | HR | MIN | ACT | ON/<br>OFF | S | M | T | W | T | F | S |  |
| 0                                     |    |     |     | 1          | 2 | 3 | 4 | 5 | 6 | 7 |   |  |
| 1                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 2                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 3                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 4                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 5                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 6                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 7                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 8                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| 9                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| A                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| B                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| C                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| D                                     |    |     |     |            |   |   |   |   |   |   |   |  |
| E                                     | 06 | 15  | E   |            | 1 | 2 | 3 | 4 | 5 | 6 | 7 |  |
| F                                     | 19 | 00  | E   | ON         | 1 | 2 | 3 | 4 | 5 | 6 | 7 |  |

## ACTIVITY CODE

- 1 TYPE OF MAX TERMINATION
- 2 MAX 2
- 3 MAX 3
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 ENERGIZE AUX OUTPUT-RED
- 7 ENERGIZE AUX OUTPUT-GREEN

[illegible]

## 8 ENERGIZE AUX OUTPUT-YELLOW

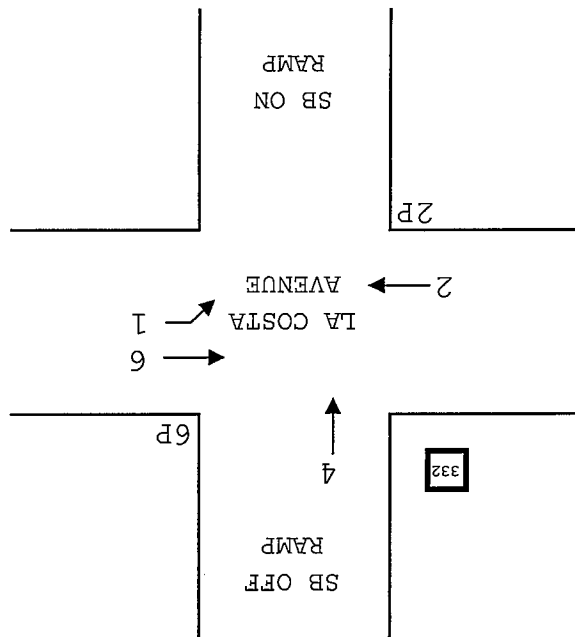
- 9 TIME OF DAY MAX RECALL (1ST SELECT)  
A TRAFFIC ACT. MAX 2 OPERATION  
B TIME OF DAY MAX RECALL (2ND SELECT)  
C YELLOW YIELD COORDINATION  
D YELLOW YIELD COORDINATION  
E TIME OF DAY FREE OPERATION  
F FLASHING OPERATION

[illegible]

DATE: 1/27/05

LOCATION: RTE 5 SB @ LA COSTA AVENUE

# CONFLICT MONITOR PROGRAM



**DIODE CUT OUT LIST:**

|           | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| FZ 1      | C | C | C | X | X | X | X | X | X  | C  | C  | X  | X  |    |    |
| FZ 2      |   | C | C | X | X | X | X | X | X  |    |    | X  | X  |    |    |
| FZ 3      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4      |   |   | C |   |   |   |   | X | X  | C  | C  |    |    |    |    |
| FZ 5      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 6      |   |   |   |   |   |   | X | X | X  |    | X  | X  |    |    |    |
| FZ 7      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8      |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| RTOLA 9   |   |   |   |   |   |   | X |   | X  | X  | X  |    |    |    |    |
| RTOLB 10  |   |   |   |   |   |   |   |   | X  | X  | X  |    |    |    |    |
| AUX 1 11  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 2 12  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 2 P 13 |   |   |   |   |   |   |   |   |    |    |    | X  |    |    |    |
| FZ 4 P 14 |   |   |   |   |   |   |   |   |    |    |    |    | X  |    |    |
| FZ 6 P 15 |   |   |   |   |   |   |   |   |    |    |    |    |    | X  |    |
| FZ 8 P 16 |   |   |   |   |   |   |   |   |    |    |    |    |    |    | X  |

1-6, 9, 10, 15  
 2-6, 9, 10, 13, 15  
 4-9, 10  
 6-9, 10, 13, 15  
 9-10, 13, 15  
 10-13, 15  
 13-15

**[C] = CONFLICTING CHANNELS**  
**[X] = CONCURRENT CHANNELS (REMOVE DIODE)**



# INTERSECTION: Leucadia Blvd & Saxony Rd

Page 1 (of 5)

Group Assignment: 4001

N/S Street Name: Saxony Rd

Last Database Change: 6/26/2014 9:43

Field Master Assignment: NONE

E/W Street Name: Leucadia Blvd

System Reference Number: 39

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |       |           |
|-----------------|-------|-----------|
| Drop Number     | 6     | <C+0+0>   |
| Zone Number     | 6     | <C+0+1>   |
| Area Number     | 3     | <C+0+2>   |
| Area Address    | 29    | <C+0+3>   |
| QuicNet Channel | COM7: | (QuicNet) |

Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

Manual Selection

|               |     |         |
|---------------|-----|---------|
| Max Initial   | 20  | <F+0+E> |
| Red Revert    | 5.0 | <F+0+F> |
| All Red Start | 5.0 | <F+C+0> |

Start / Revert Times

| Column Numbers ----> |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|                      |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 5   | 0   | 5   |
| 1                    | Ped FDW           | 0     | 13  | 0   | 22  | 0   | 12  | 0   | 22  |
| 2                    | Min Green         | 4     | 10  | 4   | 5   | 4   | 10  | 4   | 5   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.0   | 2.5 | 2.0 | 2.0 | 2.0 | 2.5 | 2.0 | 2.0 |
| 6                    | Max Gap           | 4.0   | 5.0 | 4.0 | 2.0 | 4.0 | 5.0 | 4.0 | 2.0 |
| 7                    | Min Gap           | 1.0   | 1.5 | 1.0 | 2.0 | 1.0 | 1.5 | 1.0 | 2.0 |
| 8                    | Max Limit         | 60    | 90  | 35  | 25  | 20  | 60  | 25  | 25  |
| 9                    | Max Limit 2       | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.1   | 0.5 | 0.1 | 0.0 | 0.1 | 0.5 | 0.1 | 0.0 |
| D                    | Reduce Every      | 0.5   | 4.5 | 0.5 | 0.0 | 0.5 | 4.5 | 0.5 | 0.0 |
| E                    | Yellow Change     | 3.0   | 4.3 | 3.0 | 3.2 | 3.0 | 4.3 | 3.0 | 3.9 |
| F                    | Red Clear         | 0.5   | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 |

Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 1   |
| EV-B Delay    | 0   |
| EV-B Clear    | 1   |
| EV-C Delay    | 0   |
| EV-C Clear    | 1   |
| EV-D Delay    | 0   |
| EV-D Clear    | 1   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

Preempt Timing

| F               |          |
|-----------------|----------|
| Permit          | 12345678 |
| Red Lock        | -----    |
| Yellow Lock     | -----    |
| Min Recall      | 2 6      |
| Ped Recall      | -----    |
| View Set Peds   | -----    |
| Rest In Walk    | -----    |
| Red Rest        | -----    |
| Dual Entry      | 4 8      |
| Max Recall      | -----    |
| Soft Recall     | -----    |
| Max 2           | -----    |
| Cond. Service   | -----    |
| Man Cntrl Calls | -----    |
| Yellow Start    | 4 8      |
| First Phases    | 2 6      |

Phase Functions

<F Page>

|     |   |
|-----|---|
| Row | 0 |
| 1   | 1 |
| 2   | 2 |
| 3   | 3 |
| 4   | 4 |
| 5   | 5 |
| 6   | 6 |
| 7   | 7 |
| 8   | 8 |
| 9   | 9 |
| A   | A |
| B   | B |
| C   | C |
| D   | D |
| E   | E |
| F   | F |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

| Column Numbers ----> |                    | Plan |    |     |     |     |     |     |     |     |
|----------------------|--------------------|------|----|-----|-----|-----|-----|-----|-----|-----|
|                      |                    | 1    | 2  | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |    |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 90   | 90 | 110 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 70   | 75 | 80  | 65  | 65  | 65  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 33   | 30 | 35  | 25  | 25  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 49   | 50 | 55  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 16   | 15 | 17  | 65  | 65  | 65  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 26   | 30 | 32  | 25  | 25  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 49   | 50 | 55  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 30   | 19 | 42  | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 0    | 0  | 1   | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 90   | 90 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

## Coordination

&lt;C Page&gt;

| Row | Column Numbers ---->     | E     |
|-----|--------------------------|-------|
| 0   | Exclusive Phases         |       |
| 1   | RR-1 Clear Phases        |       |
| 2   | RR-2 Clear Phases        |       |
| 3   | RR-2 Limited Service     |       |
| 4   | Prot / Perm Phases       |       |
| 5   | Overlap A - Green Omit   |       |
| 6   | Overlap B - Green Omit   |       |
| 7   | Overlap C - Green Omit   |       |
| 8   | Overlap D - Green Omit   |       |
| 9   | Overlap Yellow Flash     |       |
| A   | EV-A Phases              | 2 5   |
| B   | EV-B Phases              | 4 7   |
| C   | EV-C Phases              | 1 6   |
| D   | EV-D Phases              | 3 8   |
| E   | Extra 1 Config. Bits     | 1 3 5 |
| F   | IC Select (Interconnect) | 2     |

## Configuration

&lt;E Page&gt;

|                       | F |
|-----------------------|---|
| RR Overlap A - Phases |   |
| RR Overlap B - Phases |   |
| RR Overlap C - Phases |   |
| RR Overlap D - Phases |   |
| Ped 2P                | 2 |
| Ped 6P                | 6 |
| Ped 4P                | 4 |
| Ped 8P                | 8 |
| Yellow Flash Phases   |   |
| Overlap A - Phases    |   |
| Overlap B - Phases    |   |
| Overlap C - Phases    |   |
| Overlap D - Phases    |   |
| Restricted Phases     |   |
| Assign 5 Outputs      |   |

## Configuration

&lt;E Page&gt;

## Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

## Assign 5 Outputs

- (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

|                                                             |   |
|-------------------------------------------------------------|---|
| Force-Off Adjust                                            | 5 |
| <b>Coord Force-Off Adjust for Ped Service &lt;C+D+F&gt;</b> |   |

|                                     |   |
|-------------------------------------|---|
| Transition Type                     | 0 |
| <b>TBC Transition &lt;C+D+D&gt;</b> |   |

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

(\* = Coordination Recall)

|               | E   | Row |
|---------------|-----|-----|
|               |     | 0   |
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

## Sync Phases

&lt;C Page&gt;

|              | F       | Row |
|--------------|---------|-----|
| Free Lag     | 2 4 6 8 | 0   |
| Plan 1 - Lag | 2 45 8  | 1   |
| Plan 2 - Lag | 2 45 8  | 2   |
| Plan 3 - Lag | 2 45 8  | 3   |
| Plan 4 - Lag | 2 4 6 8 | 4   |
| Plan 5 - Lag | 2 4 6 8 | 5   |
| Plan 6 - Lag | 2 4 6 8 | 6   |
| Plan 7 - Lag | 2 4 6 8 | 7   |
| Plan 8 - Lag | 2 4 6 8 | 8   |
| Plan 9 - Lag | 2 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

## Lag Phases

&lt;C Page&gt;



| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | E    | A      | 1234567     |
| 1   | 00:00 | E    | A      | 1234567     |
| 2   | 00:00 | E    | A      | 1234567     |
| 3   | 00:00 | E    | A      | 23456       |
| 4   | 00:00 | E    | A      | 1 7         |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 06:00 | E      | 1234567     |
| 00:00 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 8           |
| 7           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row | Day | Year | Month | Day of Week |
|-----|-----|------|-------|-------------|
| A   | 0   | 0    | 0     |             |
| B   | 0   | 0    | 0     |             |
| C   | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

# INTERSECTION: Leucadia Blvd & Saxony Rd

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| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay & Carryover <D Page>

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

**Active Detectors** <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

**System Detectors** <D Page>

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

**INTERSECTION: Leucadia Blvd & Saxony Rd**

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| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ---->          | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|---------------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                           | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                           | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                           | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                           | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                           | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                           | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                           | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                           | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                           | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                           | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service Int. ---> | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   |                           | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                           | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                           | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                           | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                           | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                           | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

F PAGE

| INTERVAL        | PHASE TIMING |     |   |   |     |     |   |     | 9       | PRE-EMPTION |        | F            |   |   |           |   |   |   |   |   |   |
|-----------------|--------------|-----|---|---|-----|-----|---|-----|---------|-------------|--------|--------------|---|---|-----------|---|---|---|---|---|---|
|                 | 1            | 2   | 3 | 4 | 5   | 6   | 7 | 8   |         | EV SEL      | E      | FLAGS        | 1 | 2 | 3         | 4 | 5 | 6 | 7 | 8 |   |
| 0 WALK          |              | 7   |   |   | 1   | 7   |   | 1   | CLK RST | 0           | PERMIT |              |   |   |           |   |   |   |   |   |   |
| 1 DONT WALK     |              | 11  |   |   | 1   | 10  |   | 1   |         | RR1 CLR     | 15     | RED LOCK     |   |   |           | 5 | 6 |   | 8 |   |   |
| 2 MIN GREEN     |              | 6   |   |   | 8   | 6   |   | 5   |         | EVA DLY     | 0      | YEL LOCK     |   |   |           | 5 |   |   | 1 |   |   |
| 3 TYPE 3 DET    |              | 0   |   |   | 0   | 0   |   | 0   |         | EVA CLR     | 5      | V RECALL     |   | 2 |           |   | 6 |   | 2 |   |   |
| 4 ADD/VEH       |              | 0.0 |   |   | 0.0 | 0.0 |   | 0.0 |         | EVB DLY     | 0      | P RECALL     |   |   |           |   |   |   | 3 |   |   |
| 5 PASSAGE       |              | 2.0 |   |   | 2.0 | 2.0 |   | 2.0 |         | EVB CLR     | 5      | PED PHASES   |   | 2 |           |   | 6 |   | 4 |   |   |
| 6 MAX GAP       |              | 2.0 |   |   | 2.0 | 2.0 |   | 2.0 |         | EVC DLY     | 0      | RT OLA       |   |   |           |   |   |   | 5 |   |   |
| 7 MIN GAP       |              | 2.0 |   |   | 2.0 | 2.0 |   | 2.0 |         | EVC CLR     | 5      | RT OLB       |   |   |           |   |   |   | 6 |   |   |
| 8 MAX EXT       |              | 35  |   |   | 30  | 30  |   | 25  |         | EVD DLY     | 0      | DBL ENTRY    |   |   |           |   |   |   | 7 |   |   |
| 9 MAX 2         |              |     |   |   |     |     |   |     | YR      | EVD CLR     | 5      | MAX 2 PHASES |   |   |           |   |   |   | 8 |   |   |
| A MAX 3         |              |     |   |   |     |     |   |     | MO      | MAX EV      | 255    | LAG PHASES   |   |   | READ ONLY |   |   |   |   | 9 |   |
| B               |              |     |   |   |     |     |   |     | DAY     | RR2 CLR     | 15     | RED REST     |   |   |           |   |   |   | A |   |   |
| C REDUCE BY     |              | 0.0 |   |   | 0.0 | 0.0 |   | 0.0 | DOW     |             |        | REST-IN-WALK |   |   |           |   |   |   | B |   |   |
| D EVERY         |              | 1.0 |   |   | 1.0 | 1.0 |   | 1.0 | HR      |             |        | MAX 3 PHASES |   |   |           |   |   |   | C |   |   |
| E YELLOW        |              | 4.4 |   |   | 4.1 | 4.4 |   | 4.1 | MIN     |             |        | YEL START UP |   | 2 |           |   | 6 |   | D |   |   |
| F RED           |              | 2.0 |   |   | 1.0 | 2.0 |   | 1.0 | SEC     |             |        | FIRST PHASE  |   |   |           |   |   |   | E |   |   |
| 3.5 PED XING FT |              | 60  |   |   |     | 47  |   |     |         |             |        |              |   | 1 | 2         | 3 | 4 | 5 | 6 | 7 | 8 |
| BIKE XING FT    |              | 82  |   |   | 85  | 74  |   |     |         |             |        |              |   |   |           |   |   |   |   |   |   |

## NOTES:

OLA = FZ 8

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

|                   |   |
|-------------------|---|
| FOC LONG FAILURE  |   |
| FOD SHORT FAILURE |   |
| FOE               | 0 |
| FOF               | 5 |

|     |     |
|-----|-----|
| FCO | 3   |
| FC1 | 3   |
| FC2 | 10  |
| FCA | 0.0 |
| FCB | 0.0 |
| FCC | 0.0 |
| FCD | 0.0 |

|                |   |
|----------------|---|
| FDO TB SELECT  | 1 |
| FD3 PED SELECT | 0 |
| FD4 7 WIRE     | 0 |
| FD5 PERMISSIVE | 0 |
| FD8 OS SEEKING | 1 |

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |



|   | D    | FLAGS |   |   |   |   |   |   |   | E    | FLAGS |   |   |   |   |   |   |   | F     | FLAGS |   |   |   |   |   |   |   |
|---|------|-------|---|---|---|---|---|---|---|------|-------|---|---|---|---|---|---|---|-------|-------|---|---|---|---|---|---|---|
|   |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | MIN  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | PED   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 | RCL  |       |   |   |   |   |   |   |   | RCL  |       |   |   |   |   |   |   |   | RCL   |       |   |   |   |   |   |   |   |
| 1 | CP 1 |       |   |   |   |   |   |   |   | CP 1 |       |   |   |   |   |   |   |   | CP 1  |       |   |   |   |   |   |   |   |
| 2 | CP 2 |       |   |   |   |   |   |   |   | CP 2 |       |   |   |   |   |   |   |   | CP 2  |       |   |   |   |   |   |   |   |
| 3 | CP 3 |       |   |   |   |   |   |   |   | CP 3 |       |   |   |   |   |   |   |   | CP 3  |       |   |   |   |   |   |   |   |
| 4 | CP 4 |       |   |   |   |   |   |   |   | CP 4 |       |   |   |   |   |   |   |   | CP 4  |       |   |   |   |   |   |   |   |
| 5 | CP 5 |       |   |   |   |   |   |   |   | CP 5 |       |   |   |   |   |   |   |   | CP 5  |       |   |   |   |   |   |   |   |
| 6 | CP 6 |       |   |   |   |   |   |   |   | CP 6 |       |   |   |   |   |   |   |   | CP 6  |       |   |   |   |   |   |   |   |
| 7 | CP 7 |       |   |   |   |   |   |   |   | CP 7 |       |   |   |   |   |   |   |   | CP 7  |       |   |   |   |   |   |   |   |
| 8 | CP 8 |       |   |   |   |   |   |   |   | CP 8 |       |   |   |   |   |   |   |   | CP 8  |       |   |   |   |   |   |   |   |
| 9 | CP 9 |       |   |   |   |   |   |   |   | CP 9 |       |   |   |   |   |   |   |   | CP 9  |       |   |   |   |   |   |   |   |
| A |      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   | RCL 1 |       |   |   |   |   |   |   |   |
| B |      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   | RCL 2 |       |   |   |   |   |   |   |   |
| C |      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| D |      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| E |      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
| F |      |       |   |   |   |   |   |   |   |      |       |   |   |   |   |   |   |   |       |       |   |   |   |   |   |   |   |
|   |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |       | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

LAST POWER FAILURE REGISTER

HOUR = D-A-E  
MINUTE = D-B-E  
DAY = D-C-E

PRCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES  
(CALL ACTIVE LIGHTS)

**RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES**  
**(CALL ACTIVE LIGHTS)**

**LAST FLASH TIME REGISTER**

HOUR = D-A-F  
MINUTE = D-B-F  
DAY = D-C-F

**D-E-E = C8 VERSION NUMBER**

**D-E-F = LITHIUM BATTERY CONDITION**

**84 = BAD**

**85 = GOOD**

|   |         | E        |   | FLAGS |   |   |   |   |   |   |   | F        |   | FLAGS |   |   |   |   |   |   |   |
|---|---------|----------|---|-------|---|---|---|---|---|---|---|----------|---|-------|---|---|---|---|---|---|---|
|   |         | FUNCTION |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | FUNCTION |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 0 |
| 1 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 1 |
| 2 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 2 |
| 3 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 3 |
| 4 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 4 |
| 5 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 5 |
| 6 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 6 |
| 7 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 7 |
| 8 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 8 |
| 9 |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | 9 |
| A | OLA NOT |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | A |
| B | OLB NOT |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | B |
| C | OLC NOT |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | C |
| D | OLD NOT |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | D |
| E |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | E |
| F |         |          |   |       |   |   |   |   |   |   |   |          |   |       |   |   |   |   |   |   | F |
|   |         | 1        | 2 | 3     | 4 | 5 | 6 | 7 | 8 |   |   | 1        | 2 | 3     | 4 | 5 | 6 | 7 | 8 |   |   |

| TIME OF DAY ACTIVITY TABLE            |    |     |     |            |   |   |   |   |   |   |   |   |
|---------------------------------------|----|-----|-----|------------|---|---|---|---|---|---|---|---|
| 7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS |    |     |     |            |   |   |   |   |   |   |   |   |
|                                       | HR | MIN | ACT | ON/<br>OFF | S | M | T | W | T | F | S |   |
| 0                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 1                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 2                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 3                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 4                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 5                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 6                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 7                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 8                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 9                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| A                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| B                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| C                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| D                                     | 06 | 30  | E   |            |   | 2 | 3 | 4 | 5 | 6 |   |   |
| E                                     | 08 | 00  | E   |            | 1 |   |   |   |   |   |   | 7 |
| F                                     | 19 | 00  | E   | ON         | 1 | 2 | 3 | 4 | 5 | 6 | 7 |   |

## ACTIVITY CODE

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

```

[illegible]

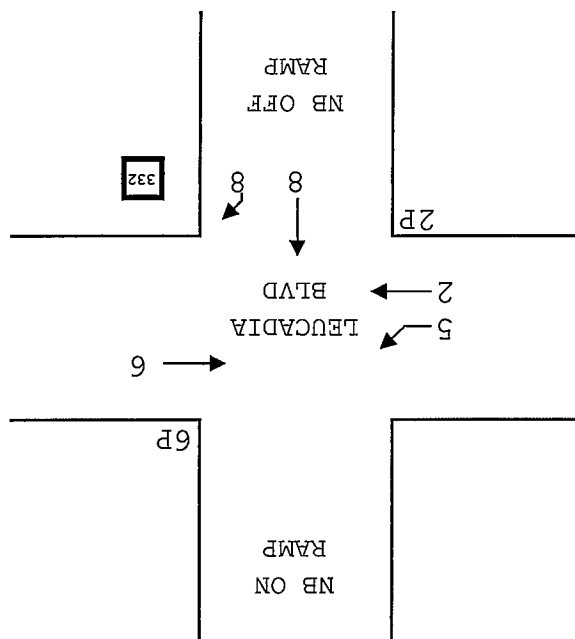
8 ENERGIZE AUX OUTPUT-YELLOW

- 9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

[illegible]

DATE: 2/23/05

[C] = CONFLICTING CHANNELS
[X] = CONCURRENT CHANNELS (REMOVE DIODE)



2-5, 6, 9, 10, 13, 15

6-9, 10, 13, 15

10-13, 15

13-15

[illegible]

INTERSECTION: Leucadia Blvd & Town Center PI

Page 1 (of 5)

Group Assignment: 4002

N/S Street Name: Town Center PI

Last Database Change: 4/7/2015 14:59

Field Master Assignment: NONE

E/W Street Name: Leucadia Blvd

System Reference Number: 35

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	12	<C+0+0>
Zone Number	12	<C+0+1>
Area Number	5	<C+0+2>
Area Address	36	<C+0+3>
QuicNet Channel	COM7:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	5	5	0	5	0	0
1	Ped FDW	0	23	31	27	0	20	0	0
2	Min Green	4	10	4	4	4	10	0	0
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	5.0	2.0	2.0	2.0	5.0	0.0	0.0
6	Max Gap	2.0	5.0	2.0	2.0	2.0	5.0	0.0	0.0
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0
8	Max Limit	25	30	35	25	25	30	0	0
9	Max Limit 2	30	70	70	70	30	70	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0
E	Yellow Change	3.0	4.3	3.0	3.0	3.0	4.3	0.0	0.0
F	Red Clear	0.5	1.0	1.0	1.0	0.5	1.0	0.0	0.0

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	123456
Red Lock	_____
Yellow Lock	_____
Min Recall	2 6
Ped Recall	_____
View Set Peds	-----
Rest In Walk	_____
Red Rest	_____
Dual Entry	_____
Max Recall	_____
Soft Recall	_____
Max 2	_____
Cond. Service	_____
Man Cntrl Calls	_____
Yellow Start	1 5
First Phases	2 6

Phase Functions

<F Page>

Row	
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
Row										
0	Cycle Length	135	130	144	140	0	0	0	0	0
1	Phase 1 - ForceOff	34	24	35	25	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	102	75	103	77	0	0	0	0	0
4	Phase 4 - ForceOff	62	49	63	51	0	0	0	0	0
5	Phase 5 - ForceOff	123	96	125	100	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	58	95	84	89	0	0	0	0	0
B	Offset 2	84	0	58	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	135	130	140	140	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Column Numbers ---->		E
Row		
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	2
6	Overlap B - Green Omit	6
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

F
RR Overlap A - Phases
RR Overlap B - Phases
RR Overlap C - Phases
RR Overlap D - Phases
Ped 2P
Ped 6P
Ped 4P
Ped 8P
Yellow Flash Phases
Overlap A - Phases
Overlap B - Phases
Overlap C - Phases
Overlap D - Phases
Restricted Phases
Assign 5 Outputs

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	0
Coord Force-Off Adjust for Ped Service	<C+D+F>

Transition Type	0
TBC Transition	<C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

(* = Coordination Recall)

E
Plan 1 - Sync
Plan 2 - Sync
Plan 3 - Sync
Plan 4 - Sync
Plan 5 - Sync
Plan 6 - Sync
Plan 7 - Sync
Plan 8 - Sync
Plan 9 - Sync
Coord Ped *
NEMA Hold

Sync Phases

<C Page>

F
Free Lag
Plan 1 - Lag
Plan 2 - Lag
Plan 3 - Lag
Plan 4 - Lag
Plan 5 - Lag
Plan 6 - Lag
Plan 7 - Lag
Plan 8 - Lag
Plan 9 - Lag
Coord Max *
Coord Lag *

Lag Phases

<C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:30	2	A	23456
2	11:00	1	A	1234567
3	15:00	1	B	1234567
4	19:00	E	A	1234567
5	08:00	2	A	1 7
6	09:00	E	A	23456
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
06:00	E	1234567
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
8

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row	Day	Year	Month	Day of Week
A	0	0	0	
B	0	0	0	
C	0	0	0	

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: Leucadia Blvd & Town Center PI

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service Int. --->	0	0								9
A		---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERSECTION: Leucadia Blvd & Garden View Rd

Page 1 (of 5)

Group Assignment: 4002

N/S Street Name: Garden View Rd

Last Database Change: 4/7/2015 15:00

Field Master Assignment: NONE

E/W Street Name: Leucadia Blvd

System Reference Number: 36

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	23	<C+0+0>
Zone Number	23	<C+0+1>
Area Number	3	<C+0+2>
Area Address	34	<C+0+3>
QuicNet Channel	COM7:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	26	0	27	0	26	0	29
2	Min Green	5	10	4	10	5	10	4	10
3	Type 3 Limit	0	25	0	0	0	25	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0
6	Max Gap	3.0	5.0	2.0	2.0	3.0	5.0	2.0	2.0
7	Min Gap	3.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0
8	Max Limit	25	35	25	20	25	35	25	20
9	Max Limit 2	30	45	30	70	30	45	30	30
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.7	3.0	4.3	3.0	4.7	3.0	4.3
F	Red Clear	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	3
EV-B Delay	0
EV-B Clear	3
EV-C Delay	0
EV-C Clear	3
EV-D Delay	0
EV-D Clear	3
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	12345678
Red Lock	5
Yellow Lock	
Min Recall	2 6
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	
Max Recall	
Soft Recall	2 6
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	8
First Phases	2 6

Phase Functions

<F Page>

Row
0
1
2
3
4
5
6
7
8
9
A
B
C
D
E
F

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	135	130	144	140	0	0	0	0	0
1	Phase 1 - ForceOff	30	21	32	22	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	61	42	62	44	0	0	0	0	0
4	Phase 4 - ForceOff	89	71	89	73	0	0	0	0	0
5	Phase 5 - ForceOff	114	97	116	100	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	89	42	90	44	0	0	0	0	0
8	Phase 8 - ForceOff	68	71	69	73	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	60	79	77	80	0	0	0	0	0
B	Offset 2	77	0	60	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	125	130	135	135	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Column Numbers ---->		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

F
RR Overlap A - Phases
RR Overlap B - Phases
RR Overlap C - Phases
RR Overlap D - Phases
Ped 2P
Ped 6P
Ped 4P
Ped 8P
Yellow Flash Phases
Overlap A - Phases
Overlap B - Phases
Overlap C - Phases
Overlap D - Phases
Restricted Phases
Assign 5 Outputs

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	13
Coord Force-Off Adjust for Ped Service <C+D+F>	

Transition Type	0
TBC Transition <C+D+D>	

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

(* = Coordination Recall)

E
Plan 1 - Sync
Plan 2 - Sync
Plan 3 - Sync
Plan 4 - Sync
Plan 5 - Sync
Plan 6 - Sync
Plan 7 - Sync
Plan 8 - Sync
Plan 9 - Sync
Coord Ped *
NEMA Hold

Sync Phases

<C Page>

F
Free Lag
Plan 1 - Lag
Plan 2 - Lag
Plan 3 - Lag
Plan 4 - Lag
Plan 5 - Lag
Plan 6 - Lag
Plan 7 - Lag
Plan 8 - Lag
Plan 9 - Lag
Coord Max *
Coord Lag *

Lag Phases

<C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	07:15	2	A	23456
2	11:00	1	A	1234567
3	15:00	1	B	1234567
4	19:00	E	A	1234567
5	08:00	2	A	1 7
6	13:23	E	A	
7	09:00	E	A	23456
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
06:00	E	1234567
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
8

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row	Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0
B	Holiday # 2 Date	0	0	0
C	Holiday # 3 Date	0	0	0

Holiday Dates
<8 Key>

INTERSECTION: Leucadia Blvd & Garden View Rd

Page 4 (of 5)

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: Leucadia Blvd & Garden View Rd

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service	0	0								9
A	Int. ---->	---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERSECTION: Leucadia Blvd & Quail Gardens Dr

Page 1 (of 5)

Group Assignment: 4001

N/S Street Name: Quail Gardens Dr

Last Database Change: 8/22/2014 12:45

Field Master Assignment: NONE

E/W Street Name: Leucadia Blvd

System Reference Number: 37

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	8	<C+0+0>
Zone Number	8	<C+0+1>
Area Number	3	<C+0+2>
Area Address	31	<C+0+3>
QuicNet Channel	COM7:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	16	0	22	0	17	0	22
2	Min Green	4	10	3	6	4	10	3	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	4.5	0.5	2.0	2.0	3.5	0.5	2.0
6	Max Gap	2.0	5.0	0.5	2.0	2.0	5.0	0.5	2.0
7	Min Gap	2.0	2.0	0.5	2.0	2.0	2.0	0.5	2.0
8	Max Limit	20	90	17	20	20	90	17	20
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0
D	Reduce Every	0.0	2.5	1.0	0.0	0.0	2.5	1.0	0.0
E	Yellow Change	3.0	4.7	3.0	3.9	3.0	4.7	3.0	3.9
F	Red Clear	0.5	2.0	0.0	1.0	0.5	2.0	0.0	1.0

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	12 456 8
Red Lock	
Yellow Lock	5
Min Recall	2 6
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	4 8
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	4 8
First Phases	2 6

Phase Functions

<F Page>

Row	
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	90	90	110	0	0	0	0	0	0
1	Phase 1 - ForceOff	59	65	20	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	44	48	65	0	0	0	0	0	0
5	Phase 5 - ForceOff	59	65	80	0	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0
8	Phase 8 - ForceOff	44	48	65	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	100	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	90	90	255	0	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	5
Coord Force-Off Adjust for Ped Service <C+D+F>	
Transition Type	0
TBC Transition <C+D+D>	

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

(* = Coordination Recall)

	E	Row
		0
Plan 1 - Sync	2 6	1
Plan 2 - Sync	2 6	2
Plan 3 - Sync	2 6	3
Plan 4 - Sync	2 6	4
Plan 5 - Sync	2 6	5
Plan 6 - Sync	2 6	6
Plan 7 - Sync	2 6	7
Plan 8 - Sync	2 6	8
Plan 9 - Sync	2 6	9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases

<C Page>

	F	Row
Free Lag	2 4 6 8	0
Plan 1 - Lag	2 4 6 8	1
Plan 2 - Lag	2 4 6 8	2
Plan 3 - Lag	1 4 6 8	3
Plan 4 - Lag	2 4 6 8	4
Plan 5 - Lag	2 4 6 8	5
Plan 6 - Lag	2 4 6 8	6
Plan 7 - Lag	2 4 6 8	7
Plan 8 - Lag	2 4 6 8	8
Plan 9 - Lag	2 4 6 8	9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases

<C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	11:00	1	A	1234567
2	15:00	E	A	1234567
3	06:30	2	A	23456
4	08:00	2	A	1 7
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
06:00	E	1234567
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
8

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row	Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0
B	Holiday # 2 Date	0	0	0
C	Holiday # 3 Date	0	0	0

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	25.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	25.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: Leucadia Blvd & Quail Gardens Dr

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service	0	0								9
A	Int. ---->	---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERVAL	PHASE TIMING								9	PRE-EMPTION		F							
	1	2	3	4	5	6	7	8		E	FLAGS	1	2	3	4	5	6	7	8
0 WALK	20	7		7		7			CLK RST	EV SEL	PERMIT	1	2	4	6				0
1 DONT WALK	1	10		20		10				RRI CLR	RED LOCK	1		4					1
2 MIN GREEN	5	7		5		7				EVA DLY	YEL LOCK								2
3 TYPE 3 DEF	0	255		0		255				EVA CLR	V RECALL		2		6				3
4 ADD/VEH	0.0	0.0		0.0		0.0				EV B DLY	P RECALL								4
5 PASSAGE	2.0	5.0		2.0		5.0				EV B CLR	PED PHASES	1	2	4	6				5
6 MAX GAP	2.0	6.0		2.0		6.0				EVC DLY	RT OLA								6
7 MIN GAP	2.0	3.5		2.0		3.0				EVC CLR	RT OLB								7
8 MAX EXT	35	55		25		55				EVD DLY	DBL ENTRY								8
9 MAX 2									YR	EVD CLR	MAX 2 PHASES								9
A MAX 3	45			45					MO	MAX EV	LAG PHASES								A
B									DAY	RR2 CLR	RED REST								B
C REDUCE BY	0.0	0.1		0.0		0.1			DOW		REST-IN-WALK								C
D EVERY	1.0	0.8		1.0		0.8			HR		MAX 3 PHASES	1		4					D
E YELLOW	3.7	4.4		4.1		4.4			MIN		YEL START UP		2		6				E
F RED	1.0	1.0		1.0		1.0			SEC		FIRST PHASE	1	2	4					F
3.5 PED XING FT		47		85		47													
BIKE XING FT		82				75													

NOTES:

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CCI FLASH ONLY

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

COS FLASH TYPE	1
CC2 DOWNLOAD	1

	CONTROL PLANS									Y-COORD		LAG PHASE	FLAGS									
	1	2	3	4	5	6	7	8	9	C	D		E	F	1	2	3	4	5	6	7	8
0	CYCLE LENGTH	130	120	110	100	90							LAG FZ FREE	1			4		6			0
1	FZ1 GRN FCTR	35	35	30	30	30						GAPOUT CP1	1	LAG FZ CP 1	1		4		6			1
2												GAPOUT CP2	1	LAG FZ CP 2	1		4		6			2
3	FZ3 GRN FCTR	0	0	0	0	0						GAPOUT CP3	1	LAG FZ CP 3	1		4		6			3
4	FZ4 GRN FCTR	40	30	45	23	23						GAPOUT CP4	1	LAG FZ CP 4	1		4		6			4
5	FZ5 GRN FCTR	0	0	0	0	0						GAPOUT CP5	1	LAG FZ CP 5	1		4		6			5
6												GAPOUT CP6		LAG FZ CP 6								6
7	FZ7 GRN FCTR	0	0	0	0	0						GAPOUT CP7		LAG FZ CP 7								7
8	FZ8 GRN FCTR	0	0	0	0	0						GAPOUT CP8		LAG FZ CP 8								8
9	MULTI CYCLE	0	0	0	0	0						GAPOUT CP9		LAG FZ CP 9								9
A	OFFSET A	0	0	0	0	0						OFFSET		LAG C COORD								A
B	OFFSET B	0	0	0	0	0								LAG D COORD								B
C	OFFSET C	0	0	0	0	0								COORD FAZES	2				6			C
D	FZ 3 EXT																					D
E	FZ 7 EXT																					E
F	OFFSET INTRPT																					F

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
RTE 5 NB RAMP

FEATURE		LOCATION	
1	OFF	1	ON
2	OFF	2	ON
3	OFF	3	ON
4	OFF	4	ON
5	OFF	5	ON
6	OFF	6	ON
7	OFF	7	ON
8	OFF	8	ON

COO = 1

CGB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

E PAGE

D	FLAGS								E	FLAGS								F	FLAGS										
	MAX	1	2	3	4	5	6	7		8	MIN	1	2	3	4	5	6		7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL										RCL									
1	CP 1									CP 1										CP 1	1								
2	CP 2									CP 2										CP 2	1								
3	CP 3									CP 3										CP 3	1								
4	CP 4									CP 4										CP 4	1								
5	CP 5									CP 5										CP 5	1								
6	CP 6									CP 6										CP 6									
7	CP 7									CP 7										CP 7									
8	CP 8									CP 8										CP 8									
9	CP 9									CP 9										CP 9									
A																				RCL 1									
B																				RCL 2									
C																													
D																													
E																													
F																													
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER

E	FUNCTION	FLAGS								F	FUNCTION	FLAGS							
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED									5
6										6 PED									6
7										4 PED									7
8										8 PED									8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES

(CALL ACTIVE LIGHTS)

RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES

(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

D-E-E = C8 VERSION NUMBER

D-E-F = LITHIUM BATTERY CONDITION

84 = BAD

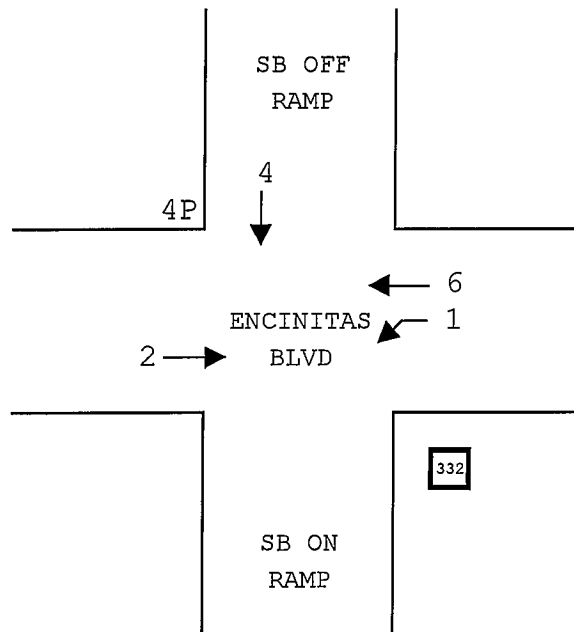
85 = GOOD

HOURLY = D-A-E
MINUTE = D-B-E
DAY = D-C-E

DATE: 10/27/93

LOCATION: RTE 5 SB @ ENCINITAS BLVD

CONFLICT MONITOR PROGRAM



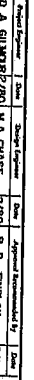
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FZ 1	C		C		X			X					C		
FZ 2		C		X			X						C		
FZ 3															
FZ 4			C				X						X		
FZ 5															
FZ 6					X								C		
FZ 7															
FZ 8															
RTOLA 9													X		
RTOLB 10															
AUX 1 11															
AUX 2 12															
FZ 2 P 13															
FZ 4 P 14															
FZ 6 P 15															
FZ 8 P 16															

DIODE CUT OUT LIST:

1-6, 9
 2-6, 9
 4-9, 14
 6-9
 9-14

C = CONFLICTING CHANNELS
X = CONCURRENT CHANNELS
 (REMOVE DIODE)

CONDUCTOR SCHEDULE									
CONDUCTOR RUN & SIZE		CONDUIT R/W & SIZE		CIRCUIT		VEHICLE SIGNAL		P.A. SIZE	
AWG	IN/24	IN/24	IN/24	IN/24	IN/24	IN/24	IN/24	IN/24	IN/24
SIZE	1	2	3	4	5	6	7	8	9
14	1	2	3	4	5	6	7	8	9
12	1	2	3	4	5	6	7	8	9
10	1	2	3	4	5	6	7	8	9
8	1	2	3	4	5	6	7	8	9
6	1	2	3	4	5	6	7	8	9
4	1	2	3	4	5	6	7	8	9
2	1	2	3	4	5	6	7	8	9
1	1	2	3	4	5	6	7	8	9
0	1	2	3	4	5	6	7	8	9
00	1	2	3	4	5	6	7	8	9
000	1	2	3	4	5	6	7	8	9
0000	1	2	3	4	5	6	7	8	9
00000	1	2	3	4	5	6	7	8	9
000000	1	2	3	4	5	6	7	8	9
0000000	1	2	3	4	5	6	7	8	9
00000000	1	2	3	4	5	6	7	8	9
000000000	1	2	3	4	5	6	7	8	9
0000000000	1	2	3	4	5	6	7	8	9
00000000000	1	2	3	4	5	6	7	8	9
000000000000	1	2	3	4	5	6	7	8	9
0000000000000	1	2	3	4	5	6	7	8	9
00000000000000	1	2	3	4	5	6	7	8	9
000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000	1	2	3	4	5	6	7	8	9
00000000000000000	1	2	3	4	5	6	7	8	9
000000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000000	1	2	3	4	5	6	7	8	9
00000000000000000000	1	2	3	4	5	6	7	8	9
000000000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000000000	1	2	3	4	5	6	7	8	9
00000000000000000000000	1	2	3	4	5	6	7	8	9
000000000000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000000000000	1	2	3	4	5	6	7	8	9
00000000000000000000000000	1	2	3	4	5	6	7	8	9
000000000000000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000000000000000	1	2	3	4	5	6	7	8	9
00000000000000000000000000000	1	2	3	4	5	6	7	8	9
000000000000000000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000000000000000000	1	2	3	4	5	6	7	8	9
00000000000000000000000000000000	1	2	3	4	5	6	7	8	9
000000000000000000000000000000000	1	2	3	4	5	6	7	8	9
0000000000000000000000000000000000	1	2	3	4	5	6	7	8	9



SHEET
E-1

SHEET
E-1

SHEET
E-1

INTERSECTION: Encinitas & Vulcan

Page 1 (of 9)

 Group Assignment: **4007**

 N/S Street Name: **Vulcan Ave**

 Last Database Change: **4/2/2015 14:10**

 Field Master Assignment: **NONE**

 E/W Street Name: **Encinitas Blvd**

 System Reference Number: **19**

Change Record					
Change	By	Date	Change	By	Date

Drop Number	19	<C/0+0+0>
Zone Number	10	<C/0+0+1>
Area Number	1	<C/0+0+2>
Area Address	19	<C/0+0+3>
QuicNet Channel	COM5:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

 Notes: **Plans 1 and 2 are Responsive plans triggered by WB system detectors**
Plan 1 @ 425 VPH
Plan 2 @ 500 VPH

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

 (Outputs specified in Assignable
 Outputs at E/127+A+E & F)

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	16	0	22	0	16	0	22
2	Min Green	4	10	0	8	4	10	0	8
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
6	Max Gap	3.0	5.0	0.0	3.0	2.0	5.0	0.0	3.0
7	Min Gap	1.5	2.0	0.0	1.5	2.0	2.0	0.0	1.5
8	Max Limit	40	50	0	60	40	50	0	30
9	Max Limit 2	10	20	0	40	10	20	0	10
A	Adv. / Delay Walk	0	0	0	5	0	0	0	5
B	PE Min Ped FDW	0	15	0	15	0	15	0	15
C	Cond Serv Check	45	45	0	10	10	35	0	10
D	Reduce Every	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
E	Yellow Change	3.0	3.9	0.0	3.9	3.0	3.9	0.0	3.9
F	Red Clear	0.5	2.0	0.0	1.0	0.5	2.0	0.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	Row
Permit	12 456 8	0
Red Lock		1
Yellow Lock		2
Min Recall	2 6	3
Ped Recall		4
View Set Peds	- - - -	5
Rest In Walk		6
Red Rest		7
Dual Entry	4 8	8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service	1	C
Man Cntrl Calls		D
Yellow Start	4 8	E
First Phases	2 6	F

Phase Functions <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases	1							
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases	4 8							
5	Neg Ped Phases	4 8							
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments

<C+0+E=29>

Extra 1 Flags

- 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = Solid FDW on EV
 5 = Extended Status
 6 = International Ped
 7 = Flash - Clear Outputs
 8 = Split Ring

Extra 2 Flags

- 1 = AWB During Initial
 2 = LMU Installed
 3 = Disable Min Walk
 4 = QuicNet/4 System
 5 = Ignore P/P on EV
 6 =
 7 = Reserved
 8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

Preempt Priority

<C+0+E=125>

(* RR-1 is always Highest,
 and RR-2 is always
 Second Highest)

Column Numbers ---->		E
Row		
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	1 4 7

Configuration

<C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	
Advance Walk Phases	4 8
Delay Walk Phases	
External Recall	5
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	
Start-up Ped Calls	

Specials

<C+0+F=2>

Flash to PE &
PE Non-Lock

- 1 = EV A 5 = RR 1
 2 = EV B 6 = RR 2
 3 = EV C 7 = SE 1
 4 = EV D 8 = SE 2

IC Select Flags

- 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

	2	Row
Phase 1	30	1
Phase 2	40	2
Phase 3	0	3
Phase 4	35	4
Phase 5	25	5
Phase 6	40	6
Phase 7	0	7
Phase 8	35	8

Coordination
Transition
Minimums

<C+0+C=5>

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	120	130	120	100	130	100	100	120	130
1	Phase 1 - ForceOff	70	75	32	55	65	55	55	65	65
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	20	0	20	20	0	0
4	Phase 4 - ForceOff	40	40	70	40	31	40	40	40	40
5	Phase 5 - ForceOff	65	70	85	55	80	55	55	65	65
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	20	0	20	20	0	0
8	Phase 8 - ForceOff	40	40	70	40	31	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	45	120	5	0	110	0	0	43	5
B	Offset 2	0	90	0	0	0	0	0	0	0
C	Offset 3	0	90	0	0	0	0	0	0	0
D	Perm 1 - End	15	15	36	15	45	15	15	15	15
E	Hold Release	120	130	255	255	115	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

0	Ped Adjustment	0	0	0	0	0	0	0	0	5
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2

<C+0+C=2>

Coord Extra
 1 = Programmed WALK Time for Sync Phases
 2 = Always Terminate Sync Phase Peds

0		E	0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases

<C+0+C=1>

0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 4 6 8	1
2	Plan 2 - Lag	2 4 6 8	2
3	Plan 3 - Lag	1 4 6 8	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases

<C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	44	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	200	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	40	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	43	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	201	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	202	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	75	NOT-2	0	External Lag	0	9
A	OR-7 (c)	208	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	210	OR-1 (a)	54	AND-1 (a)	0	A
B	OR-7 (d)	209	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	71	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	210	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	201	OR-1	200	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	202	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	208	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	209	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	210	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs

<C+0+E=127>

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	16	0	22	0	16	0	22
2	Min Green	10	15	0	8	10	10	0	8
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	10.0	0.0	3.0	2.0	3.0	0.0	3.0
6	Max Gap	3.0	20.0	0.0	3.0	2.0	5.0	0.0	3.0
7	Min Gap	1.5	2.0	0.0	1.5	2.0	2.0	0.0	1.5
8	Max Limit	40	50	0	60	40	50	0	35
9	Max Limit 2	30	50	0	40	40	50	0	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	12	0	12	0	12	0	12
C	Cond Serv Check	14	14	0	0	0	0	0	0
D	Reduce Every	1.0	0.2	0.0	1.0	1.0	1.0	0.0	1.0
E	Yellow Change	3.0	3.9	0.0	3.9	3.0	3.9	0.0	3.9
F	Red Clear	1.0	2.0	0.0	1.0	1.0	2.0	0.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	30	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	20	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	20	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
 0.X = Shortway
 1.X = Lengthen
 X.1 thru X.4 =
 Number of
 cycles when
 lengthening

Transition Type | 0.3 <C/5+1+9>
TBC Transition

Lag Hold Phases | <C/5+1+A>
Coordinated Lag Hold Phases

Sync Output Time | 0.0 <C/5+1+C>
7-Wire Master

Daylight Savings
 Date
 If set to all zeros,
 standard dates
 will be used.

Begin Month | 4 <C/5+2+A>
 Begin Week | 1 <C/5+2+B>
 End Month | 10 <C/5+2+C>
 End Week | 5 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow | 0.0 <F/1+C+E>
 Phase Number | 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow | 0.0 <F/1+D+E>
 Phase Number | 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure | 0.7 <F/1+0+6>
 Short Failure | 0.7 <F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2	0	0	0	0	0.0
Phase 3	20	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	20	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	20	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->						1	3
						Delay	Carry-over
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign		
0		39	45 7	2	123 8	0.0	0.0
1		40	45 7	6	123 8	0.0	0.0
2		41	45 7	4	123 8	0.0	0.0
3		42	45 7	8	123 8	0.0	0.0
4		43	45 7	2	123 8	0.0	0.0
5		44	45 7	6	123 8	0.0	0.0
6		45	45 7	4	123 8	0.0	0.0
7		46	45 7	8	123 8	0.0	0.0
8		47	67	2	123	0.0	0.0
9		48	67	6	123	0.0	0.0
A		49	67	4	123	0.0	0.0
B		50	67	8	123	0.0	0.0
C		55	45 7	5	123 8	0.0	0.0
D		56	45 7	1	123 8	0.0	0.0
E		57	45 7	7	123	0.0	0.0
F		58	45 7	3	123	0.0	0.0

Column Numbers ---->						2	4
						Delay	Carry-over
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign		
0		59	45 7	5	123	0.0	0.0
1		60	45 7	1	123	0.0	0.0
2		61	45 7	7	123	0.0	0.0
3		62	45 7	3	123	0.0	0.0
4		63	45 7	2	123	0.0	0.0
5		64	45 7	6	123	0.0	0.0
6		65	45 7	4	123 8	0.0	0.0
7		66	45 7	8	123 8	0.0	0.0
8		67	2	2	123 8	0.0	0.0
9		68	2	6	123 8	0.0	0.0
A		69	2	4 8	123 8	0.0	0.0
B		70	2	4 8	123 8	0.0	0.0
C		76	45 7	2	123	0.0	0.0
D		77	45 7	6	123 8	0.0	0.0
E		78	45 7	4	123	0.0	0.0
F		79	45 7	8	123 8	0.0	0.0

Detector Assignments <C+0+E=126>

<C+0+D=0>

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Ped / Phase / Overlap									Row
Column Numbers ---->									
	1	2	3	4	5	6	7	8	
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	35	0	0	0	0	0	0	0	5
Overlap Yellow	37	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	30	<E/125+D+0>		D	Row
Enable Redirection					0
(Enable Redirection = 30)			Output Port 1	_____	1
			Output Port 2	_____	2
			Output Port 3	_____	3
			Output Port 4	_____	4
			Output Port 5	_____	5
			Output Port 6	_____	6
			Output Port 7	_____	7

Detector Failure Monitor

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

Dimming <C+0+E=125>

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

<C+0+D=0> (seconds)

Omit Alarm <C/5+F+0>

Disable Alarm Reporting

Time 10 <C/5+C+0>

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number

<C+0+C=5>

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	10 : 45	3	A	23456
2	14 : 30	E	A	23456
3	15 : 50	3	A	23456
4	18 : 30	E	A	23456
5	00 : 00	0	0	
6	00 : 00	E	0	
7	00 : 00	E	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week
00 : 00	E	1234567
09 : 30	E	1234567
20 : 00	E	1234567
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

TOD Function <C+0+7=0.1>

Column 4
Phases/Bits
4 78
78
4 78

<C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions

- 0 =
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 5 - Disable Low
 Priority Preempt
 Bit 7 - Detector Count
 Monitor
 Bit 8 - Real Time Split
 Monitor
 F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

Holiday TOD Function <C+0+7=0.2>

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select

- 1 thru 9 = Coordination
 Plan 1 thru 9
 14 or E = Free
 15 or F = Flash

Offset Select

- A = Offset A
 B = Offset B
 C = Offset C

Month Select

- 1 = January
 2 = February
 3 = March
 4 = April
 5 = May
 6 = June
 7 = July
 8 = August
 9 = September
 A = October
 B = November
 C = December

Row	6	7	8	9	A	B	C	D	E	F
	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:

0 <E/27+5+F>

Limited Service Interval

Row	6	7	8	9	A	B	C	D	E	F
	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds) | 0 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 255 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>

Disable Low Priority ChannelLow Priority

- 1 = Channel A
 2 = Channel B
 3 = Channel C
 4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>

Bus Delay

Max Time (seconds) | 0 | <F/1+A+E>

Max Early Green

Max Time (seconds) | 0 | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
 (minutes)
 1 thru 9 = 1 thru 9
 A = 10
 B = 11
 C = 12
 D = 13
 E = 14
 F = 15

Low Priority Preemption (Bus Priority)Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: Coast Hwy 101 & Encinitas

Page 1 (of 9)

 Group Assignment: **4007**

 N/S Street Name: **North Coast Hwy 101**

 Last Database Change: **11/5/2014 13:06**

 Field Master Assignment: **NONE**

 E/W Street Name: **Encinitas Blvd**

 System Reference Number: **13**

Change Record					
Change	By	Date	Change	By	Date

Drop Number	20	<C/0+0+0>
Zone Number	20	<C/0+0+1>
Area Number	1	<C/0+0+2>
Area Address	20	<C/0+0+3>
QuicNet Channel	COM5:	(QuicNet)

Communication Addresses

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

 Notes: **Spring and Summer plan for Coast Hwy101 and Vulcan**

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Plan #2 - responsive - high volume clear plan.
Plan #3 - lower volume time of day plan.

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	5.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

(Outputs specified in Assignable
 Outputs at E/127+A+E & F)

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	0	0	5	5	5
1	Ped FDW	0	20	0	0	0	15	22	22
2	Min Green	7	10	0	0	4	10	4	8
3	Type 3 Disconnect	0	15	0	0	0	15	0	22
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.0	0.0	0.0	2.0	3.0	2.0	3.0
6	Max Gap	2.0	5.0	0.0	0.0	2.0	5.0	2.0	3.0
7	Min Gap	2.0	1.5	0.0	0.0	2.0	1.5	2.0	3.0
8	Max Limit	45	40	0	0	40	40	45	40
9	Max Limit 2	30	70	0	0	40	20	80	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.5	0.0	0.0	0.0	0.5	0.0	1.0
E	Yellow Change	3.0	3.9	3.0	3.0	3.0	3.9	3.0	3.9
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

	F	Row
Permit	12 5678	0
Red Lock		1
Yellow Lock	5	2
Min Recall	2 6	3
Ped Recall		4
View Set Peds	- - - -	5
Rest In Walk		6
Red Rest		7
Dual Entry		8
Max Recall		9
Soft Recall		A
Max 2		B
Cond. Service		C
Man Cntrl Calls		D
Yellow Start	78	E
First Phases	2 6	F

Phase Functions <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	3	4	0	0	0	0	0	0
1	Veh Set 1 - Phases	1 8	2 8						
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases	2 7	1 7						
5	Neg Ped Phases								
6	Green Omit Phases	8 2							
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments

<C+0+E=29>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = Solid FDW on EV
- 5 = Extended Status
- 6 = International Ped
- 7 = Flash - Clear Outputs
- 8 = Split Ring

Extra 2 Flags

- 1 = AWB During Initial
- 2 = LMU Installed
- 3 = Disable Min Walk
- 4 = QuicNet/4 System
- 5 = Ignore P/P on EV
- 6 =
- 7 = Reserved
- 8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

Preempt Priority

<C+0+E=125>

(* RR-1 is always Highest,
and RR-2 is always
Second Highest)

Column Numbers ---->		E
Row		
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	7
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	7
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4 7

Configuration

<C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	2 6 8
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

Specials

<C+0+F=2>

Flash to PE &
PE Non-Lock

- 1 = EV A 5 = RR 1
- 2 = EV B 6 = RR 2
- 3 = EV C 7 = SE 1
- 4 = EV D 8 = SE 2

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

	2	Row
Phase 1	20	1
Phase 2	30	2
Phase 3	0	3
Phase 4	0	4
Phase 5	15	5
Phase 6	25	6
Phase 7	35	7
Phase 8	30	8

Coordination
Transition
Minimums

<C+0+C=5>

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	120	130	120	100	130	100	100	100	140
1	Phase 1 - ForceOff	62	65	98	55	75	55	55	55	110
2	Phase 2 - ForceOff	85	87	0	0	95	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	20	0	20	20	20	0
4	Phase 4 - ForceOff	0	0	0	40	0	40	40	40	0
5	Phase 5 - ForceOff	62	65	98	55	70	55	55	55	110
6	Phase 6 - ForceOff	85	87	0	0	95	0	0	0	0
7	Phase 7 - ForceOff	27	30	67	20	45	20	20	20	70
8	Phase 8 - ForceOff	0	0	42	40	0	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	53	0	0	0	0	0	0	0	0
B	Offset 2	35	0	0	0	0	0	0	0	0
C	Offset 3	35	0	0	0	0	0	0	0	0
D	Perm 1 - End	12	31	5	15	46	15	15	15	15
E	Hold Release	115	125	115	255	115	255	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination - Bank 1

<C+0+C=1>

0	Ped Adjustment	5	5	5	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2

<C+0+C=2>

Coord Extra
 1 = Programmed WALK Time for Sync Phases
 2 = Always Terminate Sync Phase Peds

0		E	0
1	Plan 1 - Sync	8	1
2	Plan 2 - Sync	8	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	8	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases

<C+0+C=1>

0	Free Lag	2 4 67	0
1	Plan 1 - Lag	2 4 67	1
2	Plan 2 - Lag	2 4 67	2
3	Plan 3 - Lag	2 4 67	3
4	Plan 4 - Lag	2 4 6 8	4
5	Plan 5 - Lag	2 4 67	5
6	Plan 6 - Lag	2 4 6 8	6
7	Plan 7 - Lag	2 4 6 8	7
8	Plan 8 - Lag	2 4 6 8	8
9	Plan 9 - Lag	2 4 67	9
A	External Lag		A
B			B
C			C
D			D
E			E
F			F

Lag Phases

<C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	0	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	0	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	0	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	0	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	0	Free (7-Wire)	0	RR-1	0	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	0	Flash (7-Wire)	0	RR-2	0	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	57	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	46	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	201	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	201	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	38	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs

<C+0+E=127>

Column Numbers ---->		Phase							
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Transition Type
 0.X = Shortway
 1.X = Lengthen
 X.1 thru X.4 =
 Number of
 cycles when
 lengthening

Transition Type | 0.3 <C/5+1+9>
TBC Transition

Lag Hold Phases | <C/5+1+A>
Coordinated Lag Hold Phases

Sync Output Time | 0.0 <C/5+1+C>
7-Wire Master

Daylight Savings
 Date
 If set to all zeros,
 standard dates
 will be used.

Begin Month | 3 <C/5+2+A>
 Begin Week | 2 <C/5+2+B>
 End Month | 11 <C/5+2+C>
 End Week | 1 <C/5+2+D>

Daylight Savings Time

Time B4 Yellow | 0.0 <F/1+C+E>
 Phase Number | 0 <F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow | 0.0 <F/1+D+E>
 Phase Number | 0 <F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure | 0.7 <F/1+0+6>
 Short Failure | 0.7 <F/1+0+7>

Power Cycle Correction (Default = 0.7)

Column Numbers ---->		1	2	3	4	5	6	7	8
Phase Names ---->		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing

Column Numbers ---->						1	3
						Delay	Carry-over
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign		
0		39	45 7	2	123 8	0.0	0.0
1		40	45 7	6	123 8	0.0	0.0
2		41	45 7	4	123	0.0	0.0
3		42	45 7	8	123 8	0.0	0.0
4		43	45 7	2	123 8	0.0	0.0
5		44	45 7	6	123 8	0.0	0.0
6		45	45 7	4	123	0.0	0.0
7		46	45 7	8	123 8	0.0	0.0
8		47	67	2	123	0.0	0.0
9		48	67	6	123	0.0	0.0
A		49	67	4	123	0.0	0.0
B		50	67	8	123 8	0.0	0.0
C		55	45 7	5	123 8	0.0	0.0
D		56	45 7	1	123 8	0.0	0.0
E		57	45 7	7	123 8	0.0	0.0
F		58	45 7	3	123	0.0	0.0

Column Numbers ---->						2	4
						Delay	Carry-over
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign		
0		59	45 7	5	123	0.0	0.0
1		60	45 7	1	123	0.0	0.0
2		61	45 7	7	123	0.0	0.5
3		62	45 7	3	123	0.0	3.0
4		63	45 7	2	123 8	0.0	0.0
5		64	45 7	6	123 8	0.0	0.0
6		65	45 7	4	123	0.0	0.0
7		66	45 7	8	123 8	0.0	0.0
8		67	2	2	123 8	0.0	0.0
9		68	2	6	123 8	0.0	0.0
A		69	2	7	123 8	0.0	0.0
B		70	2	8	123 8	0.0	0.0
C		76	45 7	2	123 8	0.0	0.0
D		77	45 7	6	123 8	0.0	0.0
E		78	45 7	4	123	0.0	0.0
F		79	45 7	8	123	0.0	0.0

Detector Assignments <C+0+E=126>

<C+0+D=0>

Detector Attributes

- 1 = Full Time Delay
 2 = Ped Call
 3 =
 4 = Count
 5 = Extension
 6 = Type 3
 7 = Calling
 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
 2 = Det. Set 2
 3 = Det. Set 3
 4 =
 5 =
 6 = Failure - Min Recall
 7 = Failure - Max Recall
 8 = Report on Failure

Ped / Phase / Overlap									Row
Column Numbers ---->									
	1	2	3	4	5	6	7	8	
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>	D	Row
Enable Redirection				0
(Enable Redirection = 30)				1
Max OFF (minutes)	250	<D/0+0+1>		2
Max ON (minutes)	10	<D/0+0+2>		3
Detector Failure Monitor				4
				5
				6
				7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

Disable Alarms

- 1 = Stop Time
 2 = Flash Sense
 3 = Keyboard Entry
 4 = Manual Plan
 5 = Police Control
 6 = External Alarm
 7 = Detector Failure
 8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times

<C+0+D=0> (seconds)

Omit Alarm <C/5+F+0>

Disable Alarm Reporting

Time 10 <C/5+C+0>

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number <C+0+C=5>

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	10 : 45	3	A	23456
2	14 : 30	E	A	23456
3	15 : 50	3	A	23456
4	18 : 30	E	A	23456
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week
00 : 00	E	1234567
08 : 00	E	1234567
07 : 00	C	23456
09 : 00	C	23456
20 : 00	E	1234567
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

TOD <C+0+7=0.1>
Function

Column 4
Phases/Bits
4 78
78
1
4 78

<C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions

- 0 =
 1 = Red Lock
 2 = Yellow Lock
 3 = Veh Min Recall
 4 = Ped Recall
 5 =
 6 = Rest In Walk
 7 = Red Rest
 8 = Double Entry
 9 = Veh Max Recall
 A = Veh Soft Recall
 B = Maximum 2
 C = Conditional Service
 D = Free Lag Phases
 E = Bit 1 - Local Override
 Bit 4 - Disable Detector
 OFF Monitor
 Bit 5 - Disable Low
 Priority Preempt
 Bit 7 - Detector Count
 Monitor
 Bit 8 - Real Time Split
 Monitor
 F = Output Bits 1 thru 8

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	
00 : 00	0	

Holiday <C+0+7=0.2>
TOD Function

Column 4
Phases/Bits

<C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Plan Select

- 1 thru 9 = Coordination
 Plan 1 thru 9
 14 or E = Free
 15 or F = Flash

Offset Select

- A = Offset A
 B = Offset B
 C = Offset C

Month Select

- 1 = January
 2 = February
 3 = March
 4 = April
 5 = May
 6 = June
 7 = July
 8 = August
 9 = September
 A = October
 B = November
 C = December

Row	6	7	8	9	A	B	C	D	E	F
	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes:

0 <E/27+5+F>

Limited Service Interval

Row	6	7	8	9	A	B	C	D	E	F
	Clear	Time	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes:

0 <E/28+5+F>

Limited Service Interval

Min Time (seconds) | 0 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 255 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>

Disable Low Priority ChannelLow Priority

- 1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>

Bus Delay

Max Time (seconds) | 0 | <F/1+A+E>

Max Early Green

Max Time (seconds) | 0 | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

INTERSECTION: ECR & Via Molena

Page 1 (of 5)

Group Assignment: **4002**N/S Street Name: **El Camino Real**Last Database Change: **4/6/2015 8:00**Field Master Assignment: **NONE**E/W Street Name: **Via Molena**System Reference Number: **30**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	4	<C+0+0>
Zone Number	4	<C+0+1>
Area Number	2	<C+0+2>
Area Address	17	<C+0+3>
QuicNet Channel	COM6:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	4	4	0	5	0	7
1	Ped FDW	0	12	28	28	0	12	0	10
2	Min Green	4	10	4	4	4	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.5	2.5	2.0	3.0	3.5	2.0	3.5
6	Max Gap	3.0	5.0	2.5	4.0	3.0	5.0	2.0	5.0
7	Min Gap	3.0	2.0	2.5	1.0	3.0	2.0	2.0	2.0
8	Max Limit	25	40	25	25	20	40	30	40
9	Max Limit 2	25	40	25	25	30	40	30	40
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.5
D	Reduce Every	1.0	1.0	0.0	0.5	1.0	1.0	1.0	5.0
E	Yellow Change	3.0	4.3	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.5

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	7
EV-B Delay	0
EV-B Clear	7
EV-C Delay	0
EV-C Clear	7
EV-D Delay	0
EV-D Clear	7
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	123456
Red Lock	
Yellow Lock	3
Min Recall	2 6
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	2 6
First Phases	4

Phase Functions <F Page>

Row	
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Column Numbers ---->		Plan								
		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length	135	130	144	140	100	100	100	100	100
1	Phase 1 - ForceOff	96	83	99	91	60	61	65	65	65
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	46	40	48	45	20	25	25	25	25
4	Phase 4 - ForceOff	73	60	75	67	40	40	40	40	40
5	Phase 5 - ForceOff	24	22	25	25	60	63	65	65	65
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	0	0	0	0	20	25	25	25	25
8	Phase 8 - ForceOff	0	0	0	0	40	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	118	40	3	5	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	12	12	12	12	12	12	0
E	Hold Release	135	130	255	140	255	255	255	255	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

(* = Coordination Recall)

		E	Row
	Plan 1 - Sync	2 6	1
	Plan 2 - Sync	2 6	2
	Plan 3 - Sync	2 6	3
	Plan 4 - Sync	2 6	4
	Plan 5 - Sync	2 6	5
	Plan 6 - Sync	2 6	6
	Plan 7 - Sync	2 6	7
	Plan 8 - Sync	2 6	8
	Plan 9 - Sync	2 6	9
	Coord Ped *		A
	NEMA Hold		B
			C
			D
			E
			F

Sync Phases <C Page>

Column Numbers ---->		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	3
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

		F
	RR Overlap A - Phases	
	RR Overlap B - Phases	
	RR Overlap C - Phases	
	RR Overlap D - Phases	
	Ped 2P	2
	Ped 6P	6
	Ped 4P	4
	Ped 8P	3
	Yellow Flash Phases	
	Overlap A - Phases	
	Overlap B - Phases	
	Overlap C - Phases	
	Overlap D - Phases	
	Restricted Phases	
	Assign 5 Outputs	

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	12
Coord Force-Off Adjust for Ped Service <C+D+F>	

Transition Type	0
TBC Transition <C+D+D>	

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

		F	Row
	Free Lag	2 4 6 8	0
	Plan 1 - Lag	2 45 8	1
	Plan 2 - Lag	2 45 8	2
	Plan 3 - Lag	2 45 8	3
	Plan 4 - Lag	2 45 8	4
	Plan 5 - Lag	2 4 6 8	5
	Plan 6 - Lag	2 45 8	6
	Plan 7 - Lag	2 4 6 8	7
	Plan 8 - Lag	2 4 6 8	8
	Plan 9 - Lag	2 4 6 8	9
	Coord Max *		A
	Coord Lag *		B
			C
			D
			E
			F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:30	2	A	23456
2	11:00	1	A	1234567
3	19:00	E	A	1234567
4	08:00	2	A	1 7
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
05:30	E	1234567
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
78

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page>

<D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service	0	0								9
A	Int. ---->	---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERSECTION: ECR & Mountain Vista Dr

Page 1 (of 5)

Group Assignment: 4002

N/S Street Name: El Camino Real

Last Database Change: 4/22/2015 15:31

Field Master Assignment: NONE

E/W Street Name: Mountain Vista Dr

System Reference Number: 29

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	5	<C+0+0>
Zone Number	5	<C+0+1>
Area Number	2	<C+0+2>
Area Address	18	<C+0+3>
QuicNet Channel	COM6:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	0	0	5	0	5	0	5
1	Ped FDW	0	0	0	24	0	28	0	24
2	Min Green	4	0	4	10	4	6	4	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.5	3.5	2.0	5.0	4.0	2.0	2.0	5.0
6	Max Gap	0.5	5.0	4.0	5.0	4.0	2.0	2.0	5.0
7	Min Gap	0.5	2.0	1.0	5.0	4.0	2.0	2.0	5.0
8	Max Limit	0	0	25	50	29	30	25	30
9	Max Limit 2	30	0	32	16	40	40	32	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.5
D	Reduce Every	1.0	1.0	0.5	5.0	3.0	3.0	3.0	5.0
E	Yellow Change	3.0	4.0	3.0	4.5	3.0	3.5	3.0	4.5
F	Red Clear	0.0	0.5	0.5	1.0	0.5	1.5	0.5	1.0

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	5
EV-C Delay	0
EV-C Clear	5
EV-D Delay	0
EV-D Clear	5
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	345678
Red Lock	
Yellow Lock	4
Min Recall	4 8
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	4 8
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	3 7
First Phases	4 8

Phase Functions

<F Page>

Row	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
A	A
B	B
C	C
D	D
E	E
F	F

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	135	130	144	140	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	104	23	108	110	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	43	37	45	48	0	0	0	0	0
6	Phase 6 - ForceOff	75	68	77	80	0	0	0	0	0
7	Phase 7 - ForceOff	27	89	28	30	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	58	5	61	96	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	135	130	144	140	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

(* = Coordination Recall)

E		Row
Plan 1 - Sync	4 8	1
Plan 2 - Sync	4 8	2
Plan 3 - Sync	4 8	3
Plan 4 - Sync	4 8	4
Plan 5 - Sync	4 8	5
Plan 6 - Sync	4 8	6
Plan 7 - Sync	4 8	7
Plan 8 - Sync	4 8	8
Plan 9 - Sync	4 8	9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases <C Page>

Column Numbers ---->		E
0	Exclusive Phases	56
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	3 8
C	EV-C Phases	6
D	EV-D Phases	4 7
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

F	
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	6
Assign 5 Outputs	

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	0
Coord Force-Off Adjust for Ped Service <C+D+F>	

Transition Type	0
TBC Transition <C+D+D>	

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

F		Row
Free Lag	2 4 6 8	0
Plan 1 - Lag	1 4 6 7	1
Plan 2 - Lag	1 3 6 8	2
Plan 3 - Lag	1 4 6 7	3
Plan 4 - Lag	1 4 6 7	4
Plan 5 - Lag	2 4 6 8	5
Plan 6 - Lag	2 4 6 7	6
Plan 7 - Lag	2 4 6 8	7
Plan 8 - Lag	2 4 6 8	8
Plan 9 - Lag	2 4 6 8	9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:30	2	A	23456
2	11:00	1	A	1234567
3	19:00	E	A	1234567
4	08:00	2	A	1 7
5	07:15	4	A	23456
6	09:00	2	A	23456
7	15:45	3	A	23456
8	18:15	1	A	23456
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
05:00	E	1234567
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
78

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row	Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0
B	Holiday # 2 Date	0	0	0
C	Holiday # 3 Date	0	0	0

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	3.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: ECR & Mountain Vista Dr

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service Int. --->	0	0								9
A		---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERSECTION: ECR & Garden View Rd

Page 1 (of 5)

Group Assignment: 4002

N/S Street Name: El Camino Real

Last Database Change: 4/6/2015 8:30

Field Master Assignment: NONE

E/W Street Name: Garden View Rd

System Reference Number: 26

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	8	<C+0+0>
Zone Number	8	<C+0+1>
Area Number	2	<C+0+2>
Area Address	21	<C+0+3>
QuicNet Channel	COM6:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	22	0	31	0	24	0	35
2	Min Green	4	10	4	8	4	10	4	4
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.5	1.5	2.5	3.0	3.5	1.5	2.5
6	Max Gap	4.0	5.0	1.5	2.5	4.0	5.0	1.5	2.5
7	Min Gap	2.0	2.0	1.5	2.5	2.0	2.0	1.5	2.5
8	Max Limit	25	45	25	20	25	45	25	20
9	Max Limit 2	20	60	35	50	6	60	35	50
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.5	0.0	0.0	0.1	0.5	0.0	0.0
D	Reduce Every	0.3	10.0	0.0	0.0	0.3	10.0	0.0	0.0
E	Yellow Change	3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9
F	Red Clear	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	5
EV-C Delay	0
EV-C Clear	5
EV-D Delay	0
EV-D Clear	5
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	12345678
Red Lock	_____
Yellow Lock	_____
Min Recall	2 6
Ped Recall	_____
View Set Peds	-----
Rest In Walk	_____
Red Rest	_____
Dual Entry	_____
Max Recall	_____
Soft Recall	_____
Max 2	_____
Cond. Service	_____
Man Cntrl Calls	_____
Yellow Start	4 8
First Phases	2 6

Phase Functions

<F Page>

Row	
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length	135	130	144	140	0	120	0	0	0
1	Phase 1 - ForceOff	108	34	111	112	0	76	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	57	58	59	58	0	0	0	0	0
4	Phase 4 - ForceOff	76	79	78	81	0	0	0	0	0
5	Phase 5 - ForceOff	31	101	32	31	0	20	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	51	48	53	52	0	0	0	0	0
8	Phase 8 - ForceOff	76	79	78	81	0	46	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	50	51	61	85	0	87	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	12	0	0	0
E	Hold Release	135	130	144	140	0	120	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 =
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Force-Off Adjust	15

Coord Force-Off Adjust
for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
 0 = Shortway
 Non-zero = Lengthen

IC Select Flags

- 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

(* = Coordination Recall)

	E	Row
		0
Plan 1 - Sync	2 6	1
Plan 2 - Sync	2 6	2
Plan 3 - Sync	2 6	3
Plan 4 - Sync	2 6	4
Plan 5 - Sync	2 6	5
Plan 6 - Sync	2 6	6
Plan 7 - Sync	2 6	7
Plan 8 - Sync	2 6	8
Plan 9 - Sync	2 6	9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases

<C Page>

	F	Row
Free Lag	2 4 6 8	0
Plan 1 - Lag	2 45 8	1
Plan 2 - Lag	1 4 6 8	2
Plan 3 - Lag	2 45 8	3
Plan 4 - Lag	2 45 8	4
Plan 5 - Lag	2 4 6 8	5
Plan 6 - Lag	2 45 8	6
Plan 7 - Lag	2 4 6 8	7
Plan 8 - Lag	2 4 6 8	8
Plan 9 - Lag	2 4 6 8	9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases

<C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:30	2	A	23456
2	11:00	1	A	1234567
3	19:00	E	A	1234567
4	08:00	2	A	1 7
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
05:00	E	1234567
19:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
78

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	15.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	15.0	0.0		J-6L	8
9	10.0	0.0		J-7U	24
A	10.0	0.0		J-7L	28
B	10.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: ECR & Garden View Rd

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	20	0	10
2	Min Green	5	10	5	10	5	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	1.7	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	4.0	0.5	2.0
8	Max Limit	5	40	5	40	5	40	5	40
9	Max Limit 2	30	70	30	70	30	69	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	1	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	245	0	10
2	Min Green	5	10	5	10	5	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	1.7	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	4.0	0.5	2.0
8	Max Limit	5	40	5	40	5	40	5	40
9	Max Limit 2	30	70	30	70	30	69	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	1	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service Int. --->	0	0								9
A		---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERSECTION: ECR & Town Center Dr

Page 1 (of 5)

Group Assignment: 4002

N/S Street Name: El Camino Real

Last Database Change: 4/6/2015 8:30

Field Master Assignment: NONE

E/W Street Name: Town Center

System Reference Number: 25

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	9	<C+0+0>
Zone Number	9	<C+0+1>
Area Number	2	<C+0+2>
Area Address	22	<C+0+3>
QuicNet Channel	COM6:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	0	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	5	0
1	Ped FDW	0	20	0	10	0	25	37	0
2	Min Green	5	10	3	7	4	10	6	5
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	4.5	0.5	3.5	2.0	4.5	3.0	2.0
6	Max Gap	2.0	5.0	0.5	5.0	2.0	5.0	3.0	2.0
7	Min Gap	2.0	2.0	0.5	2.0	2.0	2.0	3.0	2.0
8	Max Limit	30	40	17	40	30	40	35	30
9	Max Limit 2	30	40	30	70	30	40	35	30
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.5	0.1	0.1	0.0	0.5	0.0	0.0
D	Reduce Every	0.0	5.0	1.0	1.0	0.0	5.0	0.0	0.0
E	Yellow Change	3.0	4.7	3.0	4.0	3.0	4.7	3.0	3.0
F	Red Clear	1.5	1.5	0.0	1.0	1.5	1.5	1.5	1.5

Phase Timing - Bank 1

<F Page>

		E		F		Row
RR-1 Delay	0	Permit	12 5678			0
RR-1 Clear	0	Red Lock				1
EV-A Delay	0	Yellow Lock				2
EV-A Clear	1	Min Recall	2 56			3
EV-B Delay	0	Ped Recall				4
EV-B Clear	1	View Set Peds	- - - -			5
EV-C Delay	0	Rest In Walk				6
EV-C Clear	1	Red Rest				7
EV-D Delay	0	Dual Entry	2 6			8
EV-D Clear	1	Max Recall				9
RR-2 Delay	0	Soft Recall				A
RR-2 Clear	0	Max 2				B
View EV Delay	- - -	Cond. Service				C
View EV Clear	- - -	Man Cntrl Calls				D
View RR Delay	- - -	Yellow Start	2 6			E
View RR Clear	- - -	First Phases	1 5			F

Preempt Timing

Phase Functions <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	135	130	144	140	0	0	0	0	0
1	Phase 1 - ForceOff	20	89	21	25	0	0	0	0	0
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	95	22	99	100	0	0	0	0	0
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	52	50	53	55	0	0	0	0	0
8	Phase 8 - ForceOff	75	70	77	80	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	122	45	122	30	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	135	130	144	140	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Column Numbers ---->		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	7
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

F
RR Overlap A - Phases
RR Overlap B - Phases
RR Overlap C - Phases
RR Overlap D - Phases
Ped 2P
Ped 6P
Ped 4P
Ped 8P
Yellow Flash Phases
Overlap A - Phases
Overlap B - Phases
Overlap C - Phases
Overlap D - Phases
Restricted Phases
Assign 5 Outputs

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	18

Coord Force-Off Adjust
for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

(* = Coordination Recall)

E		Row
Plan 1 - Sync	2 6	1
Plan 2 - Sync	2 6	2
Plan 3 - Sync	2 6	3
Plan 4 - Sync	2 6	4
Plan 5 - Sync	2 6	5
Plan 6 - Sync	2 6	6
Plan 7 - Sync	2 6	7
Plan 8 - Sync	2 6	8
Plan 9 - Sync	2 6	9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases

<C Page>

F		Row
Free Lag	2 4 6 8	0
Plan 1 - Lag	1 4 6 8	1
Plan 2 - Lag	2 4 5 8	2
Plan 3 - Lag	1 4 6 8	3
Plan 4 - Lag	1 4 6 8	4
Plan 5 - Lag	2 4 6 8	5
Plan 6 - Lag	2 4 6 8	6
Plan 7 - Lag	2 4 6 8	7
Plan 8 - Lag	2 4 6 8	8
Plan 9 - Lag	2 4 6 8	9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases

<C Page>

TOD Coordination
 <9 Key with C+D+9=0>

TOD Function
<7 Key>

<D Page>

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Offset Select
A = Offset A
B = Offset B
C = Offset C

T.O.D. Functions

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
 - Bit 2 - Phase Bank 2
 - Bit 3 - Phase Bank 3
 - Bit 4 - Disable Detector
- OFF Monitor
 - Bit 7 - Detector Count Monitor
 - Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

Month Select
 1 = January
 2 = February
 3 = March
 4 = April
 5 = May
 6 = June
 7 = July
 8 = August
 9 = September
 A = October
 B = November
 C = December

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	20.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	20.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page> <D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Phase Names ---->									
Ped Walk		0	7	0	7	0	7	0	7
Ped FDW		0	10	0	10	0	10	0	10
Min Green		3	7	3	7	3	7	3	7
Type 3 Limit		0	0	0	0	0	0	0	0
Added Initial		0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
Veh Extension		0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
Max Gap		0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
Min Gap		0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
Max Limit		17	40	17	40	17	40	17	0
Max Limit 2		30	70	30	70	30	70	30	138
- - - - -		0	0	0	0	0	0	0	48
Call To Phase		0	0	0	0	0	0	0	73
Reduce By		0.1	0.1	0.1	0.1	0.1	0.1	0.1	5.6
Reduce Every		1.0	1.0	1.0	1.0	1.0	1.0	1.0	16.1
Yellow Change		3.0	4.0	3.0	4.0	3.0	4.0	3.0	22.0
Red Clear		0.0	0.5	0.0	1.0	0.0	0.5	0.0	0.1

<F Page>

<F Page>

<--- Limited
Service
Interval
(Set Dwell = 255)

<C Page with $F+9+F=22$ >

INTERSECTION: ECR & Leucadia-Olivenhain

Page 1 (of 5)

Group Assignment: 4002

N/S Street Name: El Camino Real

Last Database Change: 5/13/2015 12:40

Field Master Assignment: NONE

E/W Street Name: Leucadia Blvd & Olivenhain Rd

System Reference Number: 24

Change Record					
Change	By	Date	Change	By	Date

Notes: *max recall for phase 7 (rob Blough)*

Drop Number	10	<C+0+0>
Zone Number	10	<C+0+1>
Area Number	2	<C+0+2>
Area Address	23	<C+0+3>
QuicNet Channel	COM6:	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	5.0	<F+C+0>

Start / Revert Times

Column Numbers ---->		Phase							
		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	32	0	28	0	29	0	27
2	Min Green	5	10	5	10	5	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.5	2.0	3.5	2.0	3.5	2.0	3.5
6	Max Gap	2.0	5.0	2.0	5.0	2.0	5.0	2.0	5.0
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
8	Max Limit	50	40	30	40	30	40	30	40
9	Max Limit 2	40	70	40	70	40	70	40	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5
D	Reduce Every	0.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0
E	Yellow Change	3.6	5.0	3.6	5.0	3.6	5.0	3.6	5.0
F	Red Clear	1.0	1.5	1.0	1.5	1.0	1.5	1.0	1.5

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	12345678
Red Lock	
Yellow Lock	23 6
Min Recall	1 4 8
Ped Recall	
View Set Peds	-----
Rest In Walk	
Red Rest	
Dual Entry	
Max Recall	
Soft Recall	
Max 2	
Cond. Service	
Man Cntrl Calls	
Yellow Start	3 7
First Phases	4 8

Phase Functions

<F Page>

Row	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
A	A
B	B
C	C
D	D
E	E
F	F

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Column Numbers ---->		Plan								
Plan Name ---->		1	2	3	4	5	6	7	8	9
0	Cycle Length	135	130	144	140	0	0	0	0	0
1	Phase 1 - ForceOff	99	58	105	64	0	0	0	0	0
2	Phase 2 - ForceOff	62	90	65	95	0	0	0	0	0
3	Phase 3 - ForceOff	27	111	28	119	0	0	0	0	0
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0
5	Phase 5 - ForceOff	54	42	55	47	0	0	0	0	0
6	Phase 6 - ForceOff	99	90	105	95	0	0	0	0	0
7	Phase 7 - ForceOff	119	26	120	27	0	0	0	0	0
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	135	133	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	0	0	0	0	0	0	0	0	0
E	Hold Release	130	125	139	135	0	0	0	0	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

Column Numbers ---->		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration

<E Page>

F
RR Overlap A - Phases
RR Overlap B - Phases
RR Overlap C - Phases
RR Overlap D - Phases
Ped 2P
Ped 6P
Ped 4P
Ped 8P
Yellow Flash Phases
Overlap A - Phases
Overlap B - Phases
Overlap C - Phases
Overlap D - Phases
Restricted Phases
Assign 5 Outputs

Configuration

<E Page>

Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

Force-Off Adjust	9
Coord Force-Off Adjust for Ped Service <C+D+F>	
Transition Type	1
TBC Transition <C+D+D>	

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

(* = Coordination Recall)

E
Plan 1 - Sync
Plan 2 - Sync
Plan 3 - Sync
Plan 4 - Sync
Plan 5 - Sync
Plan 6 - Sync
Plan 7 - Sync
Plan 8 - Sync
Plan 9 - Sync
Coord Ped *
NEMA Hold

Sync Phases

<C Page>

F
Free Lag
Plan 1 - Lag
Plan 2 - Lag
Plan 3 - Lag
Plan 4 - Lag
Plan 5 - Lag
Plan 6 - Lag
Plan 7 - Lag
Plan 8 - Lag
Plan 9 - Lag
Coord Max *
Coord Lag *

Lag Phases

<C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:30	2	A	23456
2	11:00	1	A	1234567
3	19:00	E	A	1234567
4	08:00	2	A	1 7
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
05:00	E	1234567
06:30	3	23456
09:00	3	23456
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits
78
45 78
4 8

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row	Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0
B	Holiday # 2 Date	0	0	0
C	Holiday # 3 Date	0	0	0

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page>

<D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: ECR & Leucadia-Olivenhain

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0								1
2		0	0								2
3		0	0								3
4		0	0								4
5		0	0								5
6		0	0								6
7		0	0								7
8		0	0								8
9	Limited Service	0	0								9
A	Int. --->	---	0								A
B		0	0								B
C		0	0								C
D		0	0								D
E		0	0								E
F		0	0								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

LOCATION: RTE 5 SB @ SANTA FE DRIVE

CALTRANS C8 Version 3

DATE: 12/11/14

PAGE 1

F PAGE

INTERVAL	PHASE TIMING								PRE-EMPTION	F							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0 WALK	1	1		1			7		0	PERMIT	1	2	4	6			0
1 DONT WALK	1	1		1		15			RR1 CLR	15							1
2 MIN GREEN	5	8		5		10			EVA DLY	0							2
3 TYPE 3 DET	0	0		0		0			EVA CLR	5							3
4 ADD/VEH	0.0	0.0		0.0		0.0			EVB DLY	0							4
5 PASSAGE	2.0	2.0		2.0		2.0			EVB CLR	5							5
6 MAX GAP	2.0	2.0		2.0		2.0			EVC DLY	0							6
7 MIN GAP	2.0	2.0		2.0		2.0			EVC CLR	5							7
8 MAX EXT	35	45		30		45			EVD DLY	0							8
9 MAX 2									EVD CLR	5							9
A MAX 3									MAX EV	255							A
B									RR2 CLR	15							B
C REDUCE BY	0.0	0.0		0.0		0.0				REST-IN-WALK							C
D EVERY	1.0	1.0		1.0		1.0				MAX 3 PHASES							D
E YELLOW	3.7	4.1		4.1		4.1				YEL START UP	2			6			E
F RED	1.0	1.0		1.0		1.0				FIRST PHASE			4				F
BIKE XING FT		82				120					1	2	3	4	5	6	7
3.5 PED XING FT						69											8

NOTES:

OLA = 04

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CCI FLASH ONLY

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

	CONTROL PLANS									Y-COORD		LAG PHASE		FLAGS							
	1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	8
0 CYCLE LENGTH	90	90	90	105									LAG FZ FREE	1	2	3	4	5	6	7	8
1 FZ1 GRN FCTR	20	20	20	17								LAG FZ CP 1	1	1			4		6		0
2												GAPOUT CP1	1	1			4		6		1
3 FZ3 GRN FCTR	0	0	0	0								GAPOUT CP2	1	1			4		6		2
4 FZ4 GRN FCTR	20	20	20	22								GAPOUT CP3	1	1			4		6		3
5 FZ5 GRN FCTR	0	0	0	0								GAPOUT CP4	1	1			4		6		4
6												GAPOUT CP5									5
7 FZ7 GRN FCTR	0	0	0	0								GAPOUT CP6									6
8 FZ8 GRN FCTR	0	0	0	0								GAPOUT CP7									7
9 MULTI CYCLE	0	0	0	0								GAPOUT CP8									8
A OFFSET A	0	0	5	0								GAPOUT CP9									9
B OFFSET B	0	0	5	0																	A
C OFFSET C	0	0	5	0																	B
D FZ 3 EXT																					C
E FZ 7 EXT																					D
F OFFSET INTRPT																					E

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
RTE 5 NB RAMP

FEATURE

1	2	3	4	5	6	7	8
OFF	ON	OFF	ON	OFF	ON	OFF	ON

LOCATION

1	2	3	4	5	6	7	8
OFF	ON	OFF	ON	OFF	ON	OFF	ON

COO = 2

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

D	FLAGS								E	FLAGS								F	FLAGS							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
MAX									MIN									PED								
RCL									RCL									RCL								
CP 1									CP 1									CP 1								
CP 2									CP 2									CP 2								
CP 3									CP 3									CP 3								
CP 4									CP 4									CP 4								
CP 5									CP 5									CP 5								
CP 6									CP 6									CP 6								
CP 7									CP 7									CP 7								
CP 8									CP 8									CP 8								
CP 9									CP 9									CP 9								
A																		RCL 1								
B																		RCL 2								
C																										
D																										
E																										
F																										
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER

hour = D-A-E
minute = D-B-E
day = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

hour = D-A-F
minute = D-B-F
day = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

E	FUNCTION								F	FUNCTION								F	FUNCTION							
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0																										
1																										
2																										
3																										
4																										
5																										
6																										
7																										
8																										
9																										
A																										
B																										
C																										
D																										
E																										
F																										
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

TIME OF DAY ACTIVITY TABLE

[illegible]

ACTIVITY CODE

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

```

## CONTROL PLAN TIME OF DAY

[illegible]

## CONTROL PLAN TIME OF DAY

[illegible]

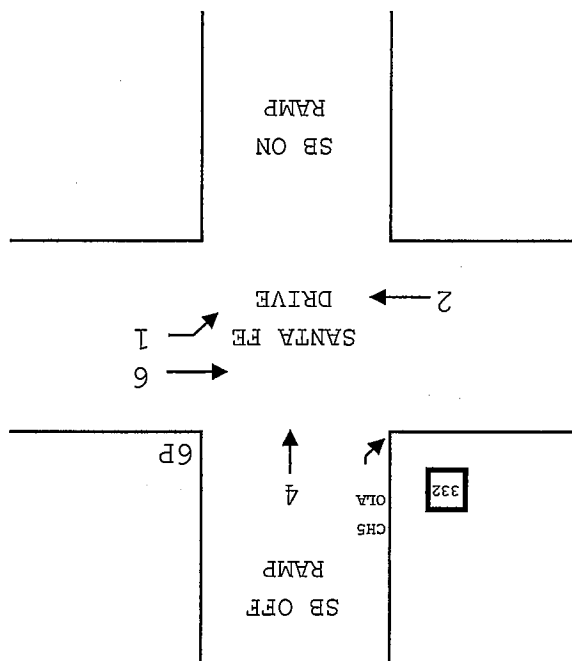
## 8 ENERGIZE AUX OUTPUT-YELLOW

- 9 TIME OF DAY MAX RECALL (1ST SELECT)  
A TRAFFIC ACT. MAX 2 OPERATION  
B TIME OF DAY MAX RECALL (2ND SELECT)  
C YELLOW YIELD COORDINATION  
D YELLOW YIELD COORDINATION  
E TIME OF DAY FREE OPERATION  
F FLASHING OPERATION

DATE: 6/19/14

LOCATION: RTE 5 NB @ SANTA FE DRIVE

# CONFLICT MONITOR PROGRAM



DIODE CUT OUT LIST:

| Channel   | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| FZ 1      | C | C | C | C | C | X | X | X | X | X  | X  | X  | X  | X  | X  | X  |
| FZ 2      | C | C | C | C | C | X | X | X | X | X  | X  | X  | X  | X  | X  | X  |
| FZ 3      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4      | C | C | C | C | C | X | X | X | X | X  | X  | X  | X  | X  | X  | X  |
| OLA FZ 5  | C | C | C | C | C | X | X | X | X | X  | X  | X  | X  | X  | X  | X  |
| FZ 6      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 7      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| RTOLA 9   | X | X | X | X | X | X | X | X | X | X  | X  | X  | X  | X  | X  | X  |
| RTOLB 10  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 1 11  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AUX 2 12  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 2 P 13 |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 4 P 14 |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 6 P 15 |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| FZ 8 P 16 |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Legend:  
**[X]** = CONCURRENT CHANNELS  
**[C]** = CONFLICTING CHANNELS  
 (REMOVE DIODE)

| CONSTRUCTION NOTES (THIS SHEET ONLY) |                                                                                                                                                                                                                               |  |  |  |  |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| 1                                    | MODEL 170 CONTROLLER ASSEMBLY WITH<br>MODEL 332 CABINET. CONTRACTOR SHALL FURNISH AND<br>INSTALL MODEL 282 DISCRIMINATOR ASSEMBLY AND<br>BATTERY BACKUP SYSTEM (BBS). SEE FOUNDATION<br>AND BBS CABINET DETAILS ON SHEET E-2. |  |  |  |  |
| 2                                    | TYPE III SERVICE PEDESTAL PER DETAIL "A" THIS<br>SHEET.                                                                                                                                                                       |  |  |  |  |
| 3                                    | EMERGENCY VEHICLE DETECTOR PER DETAIL ON<br>CALTRANS STANDARD PLAN ES-4E.                                                                                                                                                     |  |  |  |  |
| 4                                    | INSTALL MAST ARM MOUNTED SIGN PER DETAIL "U"<br>ON PLAN.<br>CALTRANS STANDARD PLAN ES-7N. SIGN TYPE AS NOTE                                                                                                                   |  |  |  |  |
| 5                                    | VIDEO IMAGE SENSOR                                                                                                                                                                                                            |  |  |  |  |
| 6                                    | MOUNT POLE MOUNTED SIGN PER CALTRANS<br>STANDARD PLAN RS4.                                                                                                                                                                    |  |  |  |  |
| 7                                    | SECTION VEHICULAR SIGNAL HEAD,<br>SEE DETAIL "A" THIS SHEET.                                                                                                                                                                  |  |  |  |  |
| 8                                    | SECTION VEHICULAR SIGNAL HEAD,<br>SEE DETAIL "B" THIS SHEET.                                                                                                                                                                  |  |  |  |  |
| 9                                    | CONTRACTOR SHALL REPLACE EXISTING SIGNAL<br>HEAD WITH PROGRAMMABLE VISIBILITY SIGNAL                                                                                                                                          |  |  |  |  |

2"C  
2#6(SERVICE)  
1#8(GROUND)

CONDUCTOR SCHEDULE

| AWG SIZE<br>OR<br>CABLE SIZE | FUSION<br>POLE OR<br>CIRCUIT | COND SIZE AND RUN |
|------------------------------|------------------------------|-------------------|
| 1                            | 3"                           | 3"                |
| 2                            | 3"                           | 3"                |
| 3                            | 3"                           | 3"                |
| 4                            | 3"                           | 3"                |
| 5                            | 3"                           | 3"                |
| 6                            | 3"                           | 3"                |
| 7                            | 3"                           | 3"                |
| 8                            | 3"                           | 3"                |
| 9                            | 3"                           | 3"                |
| 10                           | 3"                           | 3"                |
| 11                           | 3"                           | 3"                |
| 12                           | 3"                           | 3"                |
| 13                           | 3"                           | 3"                |
| 14                           | 3"                           | 3"                |
| 15                           | 3"                           | 3"                |
| 16                           | 3"                           | 3"                |
| 17                           | 3"                           | 3"                |
| 18                           | 3"                           | 3"                |
| 19                           | 3"                           | 3"                |
| 20                           | 3"                           | 3"                |
| 21                           | 3"                           | 3"                |
| 22                           | 3"                           | 3"                |
| 23                           | 3"                           | 3"                |
| 24                           | 3"                           | 3"                |
| 25                           | 3"                           | 3"                |
| 26                           | 3"                           | 3"                |
| 27                           | 3"                           | 3"                |
| 28                           | 3"                           | 3"                |
| 29                           | 3"                           | 3"                |
| 30                           | 3"                           | 3"                |
| 31                           | 3"                           | 3"                |
| 32                           | 3"                           | 3"                |
| 33                           | 3"                           | 3"                |
| 34                           | 3"                           | 3"                |
| 35                           | 3"                           | 3"                |
| 36                           | 3"                           | 3"                |
| 37                           | 3"                           | 3"                |
| 38                           | 3"                           | 3"                |
| 39                           | 3"                           | 3"                |
| 40                           | 3"                           | 3"                |
| 41                           | 3"                           | 3"                |
| 42                           | 3"                           | 3"                |
| 43                           | 3"                           | 3"                |
| 44                           | 3"                           | 3"                |
| 45                           | 3"                           | 3"                |
| 46                           | 3"                           | 3"                |
| 47                           | 3"                           | 3"                |
| 48                           | 3"                           | 3"                |
| 49                           | 3"                           | 3"                |
| 50                           | 3"                           | 3"                |
| 51                           | 3"                           | 3"                |
| 52                           | 3"                           | 3"                |
| 53                           | 3"                           | 3"                |
| 54                           | 3"                           | 3"                |
| 55                           | 3"                           | 3"                |
| 56                           | 3"                           | 3"                |
| 57                           | 3"                           | 3"                |
| 58                           | 3"                           | 3"                |
| 59                           | 3"                           | 3"                |
| 60                           | 3"                           | 3"                |
| 61                           | 3"                           | 3"                |
| 62                           | 3"                           | 3"                |
| 63                           | 3"                           | 3"                |
| 64                           | 3"                           | 3"                |
| 65                           | 3"                           | 3"                |
| 66                           | 3"                           | 3"                |
| 67                           | 3"                           | 3"                |
| 68                           | 3"                           | 3"                |
| 69                           | 3"                           | 3"                |
| 70                           | 3"                           | 3"                |
| 71                           | 3"                           | 3"                |
| 72                           | 3"                           | 3"                |
| 73                           | 3"                           | 3"                |
| 74                           | 3"                           | 3"                |
| 75                           | 3"                           | 3"                |
| 76                           | 3"                           | 3"                |
| 77                           | 3"                           | 3"                |
| 78                           | 3"                           | 3"                |
| 79                           | 3"                           | 3"                |
| 80                           | 3"                           | 3"                |
| 81                           | 3"                           | 3"                |
| 82                           | 3"                           | 3"                |
| 83                           | 3"                           | 3"                |
| 84                           | 3"                           | 3"                |
| 85                           | 3"                           | 3"                |
| 86                           | 3"                           | 3"                |
| 87                           | 3"                           | 3"                |
| 88                           | 3"                           | 3"                |
| 89                           | 3"                           | 3"                |
| 90                           | 3"                           | 3"                |
| 91                           | 3"                           | 3"                |
| 92                           | 3"                           | 3"                |
| 93                           | 3"                           | 3"                |
| 94                           | 3"                           | 3"                |
| 95                           | 3"                           | 3"                |
| 96                           | 3"                           | 3"                |
| 97                           | 3"                           | 3"                |
| 98                           | 3"                           | 3"                |
| 99                           | 3"                           | 3"                |
| 100                          | 3"                           | 3"                |



# INTERSECTION: Encinitas & Manchester/RSF

Page 1 (of 5)

Group Assignment: **NONE**

N/S Street Name: **Manchester/RSF**

Last Database Change: **3/18/2015 12:55**

Field Master Assignment: **NONE**

E/W Street Name: **Encinitas Blvd**

System Reference Number: **3**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |       |           |
|-----------------|-------|-----------|
| Drop Number     | 27    | <C+0+0>   |
| Zone Number     | 27    | <C+0+1>   |
| Area Number     | 1     | <C+0+2>   |
| Area Address    | 45    | <C+0+3>   |
| QuicNet Channel | COM5: | (QuicNet) |

## Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

## Manual Selection

|               |     |         |
|---------------|-----|---------|
| Max Initial   | 20  | <F+0+E> |
| Red Revert    | 5.0 | <F+0+F> |
| All Red Start | 5.0 | <F+C+0> |

## Start / Revert Times

|                      |                   | Phase |     |     |     |     |     |      |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|------|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7    | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |      |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 5   | 0    | 5   |
| 1                    | Ped FDW           | 0     | 26  | 0   | 24  | 0   | 23  | 0    | 26  |
| 2                    | Min Green         | 4     | 10  | 4   | 10  | 4   | 10  | 4    | 10  |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0    | 0   |
| 4                    | Added Initial     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  | 0.0 |
| 5                    | Veh Extension     | 3.0   | 5.0 | 2.0 | 5.0 | 4.0 | 5.0 | 2.0  | 5.0 |
| 6                    | Max Gap           | 3.5   | 5.0 | 2.0 | 3.0 | 4.0 | 5.0 | 2.0  | 3.0 |
| 7                    | Min Gap           | 1.0   | 3.0 | 2.0 | 2.0 | 3.0 | 2.0 | 2.0  | 2.0 |
| 8                    | Max Limit         | 20    | 45  | 20  | 25  | 25  | 45  | 35   | 25  |
| 9                    | Max Limit 2       | 0     | 0   | 0   | 0   | 0   | 0   | 0    | 0   |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0    | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0    | 0   |
| C                    | Reduce By         | 0.5   | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5  | 0.5 |
| D                    | Reduce Every      | 3.0   | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 10.0 | 5.0 |
| E                    | Yellow Change     | 3.0   | 4.7 | 3.0 | 3.9 | 3.0 | 4.7 | 3.0  | 3.9 |
| F                    | Red Clear         | 1.0   | 1.0 | 0.0 | 1.0 | 0.5 | 1.0 | 0.0  | 1.0 |

## Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 10  |
| EV-B Delay    | 0   |
| EV-B Clear    | 10  |
| EV-C Delay    | 0   |
| EV-C Clear    | 10  |
| EV-D Delay    | 0   |
| EV-D Clear    | 10  |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

## Preempt Timing

| F               |          |
|-----------------|----------|
| Permit          | 12345678 |
| Red Lock        | -----    |
| Yellow Lock     | -----    |
| Min Recall      | 2 6      |
| Ped Recall      | -----    |
| View Set Peds   | -----    |
| Rest In Walk    | -----    |
| Red Rest        | -----    |
| Dual Entry      | 2 4 6 8  |
| Max Recall      | -----    |
| Soft Recall     | -----    |
| Max 2           | -----    |
| Cond. Service   | -----    |
| Man Cntrl Calls | -----    |
| Yellow Start    | 1 5      |
| First Phases    | 2 6      |

## Phase Functions

<F Page>

|     |  |
|-----|--|
| Row |  |
| 0   |  |
| 1   |  |
| 2   |  |
| 3   |  |
| 4   |  |
| 5   |  |
| 6   |  |
| 7   |  |
| 8   |  |
| 9   |  |
| A   |  |
| B   |  |
| C   |  |
| D   |  |
| E   |  |
| F   |  |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
|                      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |     |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 65   | 65  | 65  | 65  | 65  | 65  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 25   | 25  | 25  | 25  | 25  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 65   | 65  | 65  | 65  | 65  | 65  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 25   | 25  | 25  | 25  | 25  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

## Coordination

&lt;C Page&gt;

| Row | Column Numbers ---->     | E     |
|-----|--------------------------|-------|
| 0   | Exclusive Phases         |       |
| 1   | RR-1 Clear Phases        |       |
| 2   | RR-2 Clear Phases        |       |
| 3   | RR-2 Limited Service     |       |
| 4   | Prot / Perm Phases       |       |
| 5   | Overlap A - Green Omit   |       |
| 6   | Overlap B - Green Omit   |       |
| 7   | Overlap C - Green Omit   |       |
| 8   | Overlap D - Green Omit   |       |
| 9   | Overlap Yellow Flash     |       |
| A   | EV-A Phases              | 2 5   |
| B   | EV-B Phases              | 4 7   |
| C   | EV-C Phases              | 1 6   |
| D   | EV-D Phases              | 3 8   |
| E   | Extra 1 Config. Bits     | 1 3 5 |
| F   | IC Select (Interconnect) | 2     |

## Configuration

&lt;E Page&gt;

|                       | F |
|-----------------------|---|
| RR Overlap A - Phases |   |
| RR Overlap B - Phases |   |
| RR Overlap C - Phases |   |
| RR Overlap D - Phases |   |
| Ped 2P                | 2 |
| Ped 6P                | 6 |
| Ped 4P                | 4 |
| Ped 8P                | 8 |
| Yellow Flash Phases   |   |
| Overlap A - Phases    |   |
| Overlap B - Phases    |   |
| Overlap C - Phases    |   |
| Overlap D - Phases    |   |
| Restricted Phases     |   |
| Assign 5 Outputs      |   |

## Configuration

&lt;E Page&gt;

## Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

## Assign 5 Outputs

- (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

|                                               |         |
|-----------------------------------------------|---------|
| Force-Off Adjust                              | 0       |
| <b>Coord Force-Off Adjust for Ped Service</b> | <C+D+F> |

|                       |         |
|-----------------------|---------|
| Transition Type       | 0       |
| <b>TBC Transition</b> | <C+D+D> |

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

(\* = Coordination Recall)

|               | E   | Row |
|---------------|-----|-----|
|               |     | 0   |
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

## Sync Phases

&lt;C Page&gt;

|              | F       | Row |
|--------------|---------|-----|
| Free Lag     | 2 4 6 8 | 0   |
| Plan 1 - Lag | 2 4 6 8 | 1   |
| Plan 2 - Lag | 2 4 6 8 | 2   |
| Plan 3 - Lag | 2 4 6 8 | 3   |
| Plan 4 - Lag | 2 4 6 8 | 4   |
| Plan 5 - Lag | 2 4 6 8 | 5   |
| Plan 6 - Lag | 2 4 6 8 | 6   |
| Plan 7 - Lag | 2 4 6 8 | 7   |
| Plan 8 - Lag | 2 4 6 8 | 8   |
| Plan 9 - Lag | 2 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

## Lag Phases

&lt;C Page&gt;

| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | 0    | 0      |             |
| 1   | 00:00 | 0    | 0      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 06:30 | E      | 1234567     |
| 06:30 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 7           |
| 8           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row | Day | Year | Month | Day of Week |
|-----|-----|------|-------|-------------|
| A   | 0   | 0    | 0     |             |
| B   | 0   | 0    | 0     |             |
| C   | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

Overlap Timing &lt;F Page&gt;

&lt;D Page&gt;

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

Active Detectors &lt;D Page&gt;

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

System Detectors &lt;D Page&gt;

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ---->          | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|---------------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                           | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                           | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                           | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                           | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                           | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                           | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                           | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                           | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                           | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                           | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service Int. ---> | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   |                           | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                           | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                           | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                           | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                           | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                           | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)



**INTERSECTION: Encinitas & Village Park Way**

Page 1 (of 5)

Group Assignment: **4003**N/S Street Name: **Village Park Way**Last Database Change: **1/30/2014 16:01**Field Master Assignment: **NONE**E/W Street Name: **Encinitas Blvd**System Reference Number: **6**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>24</b>    | <C+0+0>   |
| Zone Number     | <b>24</b>    | <C+0+1>   |
| Area Number     | <b>1</b>     | <C+0+2>   |
| Area Address    | <b>46</b>    | <C+0+3>   |
| QuicNet Channel | <b>COM5:</b> | (QuicNet) |

**Communication Addresses**

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

**Manual Selection**

|               |            |         |
|---------------|------------|---------|
| Max Initial   | <b>20</b>  | <F+0+E> |
| Red Revert    | <b>5.0</b> | <F+0+F> |
| All Red Start | <b>5.0</b> | <F+C+0> |

**Start / Revert Times**

|                      |                   | Phase |     |     |     |     |      |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|------|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6    | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |      |     |     |
| 0                    | Ped Walk          | 0     | 0   | 0   | 5   | 0   | 5    | 0   | 5   |
| 1                    | Ped FDW           | 0     | 0   | 0   | 21  | 0   | 23   | 0   | 21  |
| 2                    | Min Green         | 0     | 10  | 0   | 4   | 4   | 10   | 0   | 4   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0    | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 2.5 | 0.0 | 1.0 | 1.0 | 2.5  | 0.0 | 1.2 |
| 5                    | Veh Extension     | 0.0   | 5.0 | 0.0 | 3.0 | 3.0 | 5.0  | 0.0 | 3.5 |
| 6                    | Max Gap           | 0.0   | 5.0 | 0.0 | 4.0 | 3.0 | 5.0  | 0.0 | 5.0 |
| 7                    | Min Gap           | 0.0   | 1.0 | 0.0 | 1.0 | 1.0 | 1.0  | 0.0 | 2.0 |
| 8                    | Max Limit         | 0     | 40  | 0   | 30  | 40  | 40   | 0   | 40  |
| 9                    | Max Limit 2       | 0     | 30  | 0   | 25  | 30  | 20   | 0   | 70  |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0    | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0    | 0   | 0   |
| C                    | Reduce By         | 0.0   | 0.5 | 0.0 | 0.5 | 0.0 | 0.5  | 0.0 | 0.1 |
| D                    | Reduce Every      | 0.0   | 5.0 | 0.0 | 5.0 | 5.0 | 10.0 | 0.0 | 1.0 |
| E                    | Yellow Change     | 0.0   | 4.5 | 0.0 | 3.0 | 3.0 | 4.5  | 0.0 | 4.0 |
| F                    | Red Clear         | 0.0   | 2.0 | 0.0 | 0.5 | 0.5 | 2.0  | 0.0 | 1.0 |

**Phase Timing - Bank 1**

&lt;F Page&gt;

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 1   |
| EV-B Delay    | 0   |
| EV-B Clear    | 1   |
| EV-C Delay    | 0   |
| EV-C Clear    | 1   |
| EV-D Delay    | 0   |
| EV-D Clear    | 1   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

**Preempt Timing**

| F               |         |
|-----------------|---------|
| Permit          | 2 456 8 |
| Red Lock        |         |
| Yellow Lock     | 4       |
| Min Recall      | 2 6     |
| Ped Recall      |         |
| View Set Peds   | -----   |
| Rest In Walk    |         |
| Red Rest        |         |
| Dual Entry      |         |
| Max Recall      |         |
| Soft Recall     |         |
| Max 2           |         |
| Cond. Service   |         |
| Man Cntrl Calls |         |
| Yellow Start    | 5       |
| First Phases    | 2 6     |

**Phase Functions <F Page>**

|     |  |
|-----|--|
| Row |  |
| 0   |  |
| 1   |  |
| 2   |  |
| 3   |  |
| 4   |  |
| 5   |  |
| 6   |  |
| 7   |  |
| 8   |  |
| 9   |  |
| A   |  |
| B   |  |
| C   |  |
| D   |  |
| E   |  |
| F   |  |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
|                      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |     |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 55   | 60  | 60  | 63  | 60  | 61  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 55   | 60  | 60  | 61  | 60  | 63  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

## Coordination

&lt;C Page&gt;

| Row | Column Numbers ---->     | E     |
|-----|--------------------------|-------|
| 0   | Exclusive Phases         | 8     |
| 1   | RR-1 Clear Phases        |       |
| 2   | RR-2 Clear Phases        |       |
| 3   | RR-2 Limited Service     |       |
| 4   | Prot / Perm Phases       |       |
| 5   | Overlap A - Green Omit   |       |
| 6   | Overlap B - Green Omit   |       |
| 7   | Overlap C - Green Omit   |       |
| 8   | Overlap D - Green Omit   |       |
| 9   | Overlap Yellow Flash     |       |
| A   | EV-A Phases              | 2 5   |
| B   | EV-B Phases              | 4     |
| C   | EV-C Phases              | 6     |
| D   | EV-D Phases              |       |
| E   | Extra 1 Config. Bits     | 1 3 5 |
| F   | IC Select (Interconnect) | 2     |

## Configuration

&lt;E Page&gt;

|                       | F |
|-----------------------|---|
| RR Overlap A - Phases |   |
| RR Overlap B - Phases |   |
| RR Overlap C - Phases |   |
| RR Overlap D - Phases |   |
| Ped 2P                |   |
| Ped 6P                | 6 |
| Ped 4P                |   |
| Ped 8P                | 8 |
| Yellow Flash Phases   |   |
| Overlap A - Phases    |   |
| Overlap B - Phases    |   |
| Overlap C - Phases    |   |
| Overlap D - Phases    |   |
| Restricted Phases     |   |
| Assign 5 Outputs      |   |

## Configuration

&lt;E Page&gt;

## Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

## Assign 5 Outputs

- (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

|                                               |         |
|-----------------------------------------------|---------|
| Force-Off Adjust                              | 0       |
| <b>Coord Force-Off Adjust for Ped Service</b> | <C+D+F> |

|                       |         |
|-----------------------|---------|
| Transition Type       | 0       |
| <b>TBC Transition</b> | <C+D+D> |

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

(\* = Coordination Recall)

|               | E   | Row |
|---------------|-----|-----|
|               |     | 0   |
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

## Sync Phases

&lt;C Page&gt;

|              | F       | Row |
|--------------|---------|-----|
| Free Lag     | 2 4 6 8 | 0   |
| Plan 1 - Lag | 2 4 6 8 | 1   |
| Plan 2 - Lag | 2 4 6 8 | 2   |
| Plan 3 - Lag | 2 4 6 8 | 3   |
| Plan 4 - Lag | 2 4 6 8 | 4   |
| Plan 5 - Lag | 2 4 6 8 | 5   |
| Plan 6 - Lag | 2 4 6 8 | 6   |
| Plan 7 - Lag | 2 4 6 8 | 7   |
| Plan 8 - Lag | 2 4 6 8 | 8   |
| Plan 9 - Lag | 2 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

## Lag Phases

&lt;C Page&gt;

| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | 0    | 0      |             |
| 1   | 00:00 | 0    | 0      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 06:30 | E      | 1234567     |
| 06:30 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 7           |
| 8           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row |                  | Day | Year | Month | Day of Week |
|-----|------------------|-----|------|-------|-------------|
| A   | Holiday # 1 Date | 0   | 0    | 0     |             |
| B   | Holiday # 2 Date | 0   | 0    | 0     |             |
| C   | Holiday # 3 Date | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 15.0       | 0.0             |               | I-6U           | 3               |
| 8   | 5.0        | 3.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

**Active Detectors** <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

**System Detectors** <D Page>

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

**INTERSECTION: Encinitas & Village Park Way**

Page 5 (of 5)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ---->          | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|---------------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                           | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                           | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                           | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                           | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                           | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                           | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                           | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                           | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                           | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                           | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service Int. ---> | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   |                           | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                           | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                           | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                           | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                           | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                           | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

# INTERSECTION: Encinitas & Village Square

Page 1 (of 5)

Group Assignment: **NONE**

N/S Street Name: **Village Square**

Last Database Change: **5/6/2015 16:27**

Field Master Assignment: **NONE**

E/W Street Name: **Encinitas Blvd**

System Reference Number: **7**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>11</b>    | <C+0+0>   |
| Zone Number     | <b>11</b>    | <C+0+1>   |
| Area Number     | <b>1</b>     | <C+0+2>   |
| Area Address    | <b>14</b>    | <C+0+3>   |
| QuicNet Channel | <b>COM5:</b> | (QuicNet) |

## Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

## Manual Selection

|               |            |         |
|---------------|------------|---------|
| Max Initial   | <b>20</b>  | <F+0+E> |
| Red Revert    | <b>5.0</b> | <F+0+F> |
| All Red Start | <b>5.0</b> | <F+C+0> |

## Start / Revert Times

| Column Numbers ----> |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|                      |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 5   | 5   | 5   | 0   | 5   | 0   | 7   |
| 1                    | Ped FDW           | 0     | 17  | 20  | 19  | 0   | 17  | 0   | 10  |
| 2                    | Min Green         | 5     | 10  | 5   | 5   | 5   | 10  | 3   | 7   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 5                    | Veh Extension     | 2.0   | 4.0 | 2.0 | 2.0 | 2.0 | 4.0 | 0.5 | 3.5 |
| 6                    | Max Gap           | 2.0   | 4.0 | 4.0 | 4.0 | 2.0 | 4.0 | 0.5 | 5.0 |
| 7                    | Min Gap           | 2.0   | 2.0 | 1.0 | 1.0 | 2.0 | 2.0 | 0.5 | 2.0 |
| 8                    | Max Limit         | 25    | 30  | 25  | 20  | 25  | 50  | 17  | 40  |
| 9                    | Max Limit 2       | 35    | 50  | 40  | 40  | 35  | 50  | 30  | 70  |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.5   | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.1 | 0.1 |
| D                    | Reduce Every      | 5.0   | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 1.0 | 1.0 |
| E                    | Yellow Change     | 3.0   | 4.3 | 3.0 | 3.0 | 3.0 | 4.3 | 3.0 | 4.0 |
| F                    | Red Clear         | 0.0   | 1.0 | 1.0 | 1.0 | 0.5 | 1.0 | 0.0 | 1.0 |

## Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 10  |
| EV-B Delay    | 0   |
| EV-B Clear    | 10  |
| EV-C Delay    | 0   |
| EV-C Clear    | 10  |
| EV-D Delay    | 0   |
| EV-D Clear    | 10  |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

## Preempt Timing

| F               |        |
|-----------------|--------|
| Permit          | 123456 |
| Red Lock        | _____  |
| Yellow Lock     | _____  |
| Min Recall      | 2 6    |
| Ped Recall      | _____  |
| View Set Peds   | -----  |
| Rest In Walk    | _____  |
| Red Rest        | _____  |
| Dual Entry      | _____  |
| Max Recall      | _____  |
| Soft Recall     | _____  |
| Max 2           | _____  |
| Cond. Service   | _____  |
| Man Cntrl Calls | _____  |
| Yellow Start    | 1 5    |
| First Phases    | 2 6    |

## Phase Functions

<F Page>

|     |  |
|-----|--|
| Row |  |
| 0   |  |
| 1   |  |
| 2   |  |
| 3   |  |
| 4   |  |
| 5   |  |
| 6   |  |
| 7   |  |
| 8   |  |
| 9   |  |
| A   |  |
| B   |  |
| C   |  |
| D   |  |
| E   |  |
| F   |  |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

# INTERSECTION: Encinitas & Village Square

Page 2 (of 5)

| Column Numbers ----> |                    | Plan |     |     |     |   |   |   |   |    |
|----------------------|--------------------|------|-----|-----|-----|---|---|---|---|----|
| Plan Name ---->      |                    | 1    | 2   | 3   | 4   | 5 | 6 | 7 | 8 | 9  |
| 0                    | Cycle Length       | 135  | 130 | 96  | 140 | 0 | 0 | 0 | 0 | 90 |
| 1                    | Phase 1 - ForceOff | 28   | 27  | 25  | 70  | 0 | 0 | 0 | 0 | 25 |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 115 | 0 | 0 | 0 | 0 | 0  |
| 3                    | Phase 3 - ForceOff | 73   | 73  | 67  | 55  | 0 | 0 | 0 | 0 | 60 |
| 4                    | Phase 4 - ForceOff | 44   | 47  | 42  | 20  | 0 | 0 | 0 | 0 | 37 |
| 5                    | Phase 5 - ForceOff | 86   | 87  | 82  | 70  | 0 | 0 | 0 | 0 | 71 |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |
| 7                    | Phase 7 - ForceOff | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |
| 8                    | Phase 8 - ForceOff | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |
| A                    | Offset 1           | 75   | 79  | 83  | 82  | 0 | 0 | 0 | 0 | 60 |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |
| D                    | Permissive         | 0    | 0   | 40  | 35  | 0 | 0 | 0 | 0 | 5  |
| E                    | Hold Release       | 120  | 120 | 130 | 130 | 0 | 0 | 0 | 0 | 85 |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0 | 0 | 0 | 0 | 0  |

Coordination

<C Page>

| Column Numbers ----> |                          | E     |
|----------------------|--------------------------|-------|
| 0                    | Exclusive Phases         |       |
| 1                    | RR-1 Clear Phases        |       |
| 2                    | RR-2 Clear Phases        |       |
| 3                    | RR-2 Limited Service     |       |
| 4                    | Prot / Perm Phases       |       |
| 5                    | Overlap A - Green Omit   |       |
| 6                    | Overlap B - Green Omit   |       |
| 7                    | Overlap C - Green Omit   |       |
| 8                    | Overlap D - Green Omit   |       |
| 9                    | Overlap Yellow Flash     |       |
| A                    | EV-A Phases              | 2 5   |
| B                    | EV-B Phases              |       |
| C                    | EV-C Phases              | 1 6   |
| D                    | EV-D Phases              | 3     |
| E                    | Extra 1 Config. Bits     | 1 3 5 |
| F                    | IC Select (Interconnect) | 2     |

Configuration

<E Page>

| F                     |
|-----------------------|
| RR Overlap A - Phases |
| RR Overlap B - Phases |
| RR Overlap C - Phases |
| RR Overlap D - Phases |
| Ped 2P                |
| Ped 6P                |
| Ped 4P                |
| Ped 8P                |
| Yellow Flash Phases   |
| Overlap A - Phases    |
| Overlap B - Phases    |
| Overlap C - Phases    |
| Overlap D - Phases    |
| Restricted Phases     |
| Assign 5 Outputs      |

Configuration

<E Page>

## Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

## Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

|                                                |   |
|------------------------------------------------|---|
| Force-Off Adjust                               | 8 |
| Coord Force-Off Adjust for Ped Service <C+D+F> |   |
| Transition Type                                | 0 |
| TBC Transition <C+D+D>                         |   |

Transition Type  
0 = Shortway  
Non-zero = Lengthen

IC Select Flags  
1 =  
2 = Modem  
3 = 7-Wire Slave  
4 = Flash / Free  
5 =  
6 = Simplex Master  
7 = 7-Wire Master  
8 = Offset Interrupter

(\* = Coordination Recall)

| E             |
|---------------|
| Plan 1 - Sync |
| Plan 2 - Sync |
| Plan 3 - Sync |
| Plan 4 - Sync |
| Plan 5 - Sync |
| Plan 6 - Sync |
| Plan 7 - Sync |
| Plan 8 - Sync |
| Plan 9 - Sync |
| Coord Ped *   |
| NEMA Hold     |
|               |
|               |
|               |
|               |

Sync Phases

<C Page>

| F            |
|--------------|
| Free Lag     |
| Plan 1 - Lag |
| Plan 2 - Lag |
| Plan 3 - Lag |
| Plan 4 - Lag |
| Plan 5 - Lag |
| Plan 6 - Lag |
| Plan 7 - Lag |
| Plan 8 - Lag |
| Plan 9 - Lag |
| Coord Max *  |
| Coord Lag *  |
|              |
|              |
|              |
|              |

Lag Phases

<C Page>

**TOD Coordination**  
 <9 Key with C+D+9=0>

**TOD Function**  
<7 Key>

<D Page>

**Holiday # 1**  
**TOD Coordination**  
**<9 Key with C+D+9=1>**

**Holiday # 2**  
**TOD Coordination**  
**<9 Key with C+D+9=2>**

**Holiday # 3**  
**TOD Coordination**  
**<9 Key with C+D+9=3>**

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

**T.O.D. Functions**

0 = Permitted Phases

1 = Red Lock

2 = Yellow Lock

3 = Veh Min Recall

4 = Ped Recall

5 =

6 = Rest In Walk

7 = Red Rest

8 = Double Entry

9 = Veh Max Recall

A = Veh Soft Recall

B = Maximum 2

C = Conditional Service

D = Free Lag Phases

E = Bit 1 - Local Override

    Bit 2 - Phase Bank 2

    Bit 3 - Phase Bank 3

    Bit 4 - Disable Detector

        OFF Monitor

    Bit 7 - Detector Count Monitor

    Bit 8 - Real Time Split Monitor

F = Output Bits 1 thru 4

**Month Select**  
 1 = January  
 2 = February  
 3 = March  
 4 = April  
 5 = May  
 6 = June  
 7 = July  
 8 = August  
 9 = September  
 A = October  
 B = November  
 C = December

**Holiday Dates**  
<8 Key>



| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 5.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

**Active Detectors** <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

**System Detectors** <D Page>

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

**INTERSECTION: Encinitas & Village Square**

Page 5 (of 5)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ---->          | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|---------------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                           | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                           | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                           | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                           | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                           | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                           | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                           | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                           | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                           | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                           | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service Int. ---> | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   |                           | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                           | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                           | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                           | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                           | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                           | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

**INTERSECTION: ECR & Encinitas Blvd**

Page 1 (of 9)

 Group Assignment: **4002**

 N/S Street Name: **El Camino Real**

 Last Database Change: **6/9/2015 15:57**

 Field Master Assignment: **NONE**

 E/W Street Name: **Encinitas Blvd**

 System Reference Number: **31**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>3</b>     | <C/0+0+0> |
| Zone Number     | <b>0</b>     | <C/0+0+1> |
| Area Number     | <b>1</b>     | <C/0+0+2> |
| Area Address    | <b>13</b>    | <C/0+0+3> |
| QuicNet Channel | <b>COM6:</b> | (QuicNet) |

**Communication Addresses**

|               |  |           |
|---------------|--|-----------|
| Manual Plan   |  | <C/0+A+1> |
| Manual Offset |  | <C/0+B+1> |

**Manual Selection**

|               |            |           |
|---------------|------------|-----------|
| Flash Start   | <b>0</b>   | <F/1+0+E> |
| Red Revert    | <b>5.0</b> | <F/1+0+F> |
| All Red Start | <b>5.0</b> | <F/1+C+0> |

**Start / Revert Times**

|                |            |           |
|----------------|------------|-----------|
| Exclusive Walk | <b>0</b>   | <F/1+0+0> |
| Exclusive FDW  | <b>0</b>   | <F/1+0+1> |
| All Red Clear  | <b>0.0</b> | <F/1+0+2> |

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 4   | 0   | 4   | 0   | 4   | 0   | 4   |
| 1                    | Ped FDW           | 0     | 20  | 0   | 28  | 0   | 24  | 0   | 31  |
| 2                    | Min Green         | 4     | 10  | 4   | 10  | 4   | 10  | 4   | 10  |
| 3                    | Type 3 Disconnect | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added per Vehicle | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.0   | 3.5 | 2.0 | 3.5 | 2.0 | 3.5 | 2.0 | 3.5 |
| 6                    | Max Gap           | 4.0   | 5.0 | 4.0 | 5.0 | 4.0 | 5.0 | 5.0 | 5.0 |
| 7                    | Min Gap           | 1.0   | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 | 1.0 | 2.0 |
| 8                    | Max Limit         | 25    | 40  | 29  | 40  | 29  | 40  | 30  | 40  |
| 9                    | Max Limit 2       | 30    | 70  | 40  | 20  | 30  | 70  | 40  | 30  |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Cond Serv Check   | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Reduce Every      | 0.5   | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 | 0.5 | 1.0 |
| E                    | Yellow Change     | 3.2   | 4.3 | 3.2 | 4.7 | 3.2 | 4.3 | 3.2 | 4.7 |
| F                    | Red Clear         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

**Phase Timing - Bank 1** <C+0+F=1>

|         | 9  | A | B | C | D   |
|---------|----|---|---|---|-----|
| Phase 1 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 2 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 3 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 4 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 5 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 6 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 7 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 8 | 20 | 0 | 0 | 0 | 0.0 |

|                     |  |
|---------------------|--|
| Max Initial         |  |
| Alternate Walk      |  |
| Alternate FDW       |  |
| Alternate Initial   |  |
| Alternate Extension |  |

**Alternate Timing** <C+0+F=1>

|               | E     |
|---------------|-------|
| RR-1 Delay    | 0     |
| RR-1 Clear    | 0     |
| EV-A Delay    | 0     |
| EV-A Clear    | 1     |
| EV-B Delay    | 0     |
| EV-B Clear    | 1     |
| EV-C Delay    | 0     |
| EV-C Clear    | 1     |
| EV-D Delay    | 0     |
| EV-D Clear    | 1     |
| RR-2 Delay    | 0     |
| RR-2 Clear    | 0     |
| View EV Delay | - - - |
| View EV Clear | - - - |
| View RR Delay | - - - |
| View RR Clear | - - - |

**Preempt Timing**

|                 | F        |
|-----------------|----------|
| Permit          | 12345678 |
| Red Lock        | _____    |
| Yellow Lock     | _____    |
| Min Recall      | 2 6      |
| Ped Recall      | _____    |
| View Set Peds   | - - - -  |
| Rest In Walk    | _____    |
| Red Rest        | _____    |
| Dual Entry      | _____    |
| Max Recall      | _____    |
| Soft Recall     | _____    |
| Max 2           | _____    |
| Cond. Service   | _____    |
| Man Cntrl Calls | _____    |
| Yellow Start    | 2 6      |
| First Phases    | 4 8      |

**Phase Functions** <C+0+F=1>

|                      |                       | Overlap |     |     |     |     |     |     |     |
|----------------------|-----------------------|---------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                       | 1       | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Overlap Name ---->    |         |     |     |     |     |     |     |     |
| 0                    | Load Switch Number    | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 1                    | Veh Set 1 - Phases    |         |     |     |     |     |     |     |     |
| 2                    | Veh Set 2 - Phases    |         |     |     |     |     |     |     |     |
| 3                    | Veh Set 3 - Phases    |         |     |     |     |     |     |     |     |
| 4                    | Neg Veh Phases        |         |     |     |     |     |     |     |     |
| 5                    | Neg Ped Phases        |         |     |     |     |     |     |     |     |
| 6                    | Green Omit Phases     |         |     |     |     |     |     |     |     |
| 7                    | Green Clear Omit Phs. |         |     |     |     |     |     |     |     |
| 8                    |                       |         |     |     |     |     |     |     |     |
| 9                    |                       |         |     |     |     |     |     |     |     |
| A                    |                       |         |     |     |     |     |     |     |     |
| B                    |                       |         |     |     |     |     |     |     |     |
| C                    |                       |         |     |     |     |     |     |     |     |
| D                    | Green Clear           | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change         | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| F                    | Red Clear             | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## Overlap Assignments

&lt;C+0+E=29&gt;

## Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = Solid FDW on EV
- 5 = Extended Status
- 6 = International Ped
- 7 = Flash - Clear Outputs
- 8 = Split Ring

## Extra 2 Flags

- 1 = AWB During Initial
- 2 = LMU Installed
- 3 = Disable Min Walk
- 4 = QuicNet/4 System
- 5 = Ignore P/P on EV
- 6 =
- 7 = Reserved
- 8 =

|        | C   | Row |
|--------|-----|-----|
| EV-A   | 0   | 0   |
| EV-B   | 0   | 1   |
| EV-C   | 0   | 2   |
| EV-D   | 0   | 3   |
| RR-1 * | --- | 4   |
| RR-2 * | --- | 5   |
| SE-1   | 0   | 6   |
| SE-2   | 0   | 7   |

## Preempt Priority

&lt;C+0+E=125&gt;

(\* RR-1 is always Highest,  
and RR-2 is always  
Second Highest )

| Column Numbers ----> |                          | E     |
|----------------------|--------------------------|-------|
| 0                    | Exclusive Phases         |       |
| 1                    | RR-1 Clear Phases        |       |
| 2                    | RR-2 Clear Phases        |       |
| 3                    | RR-2 Limited Service     |       |
| 4                    | Prot / Perm Phases       |       |
| 5                    | Flash to PE Circuits     |       |
| 6                    | Flash Entry Phases       |       |
| 7                    | Disable Yellow Range     |       |
| 8                    | Disable Ovp Yel Range    |       |
| 9                    | Overlap Yellow Flash     |       |
| A                    | EV-A Phases              | 2 5   |
| B                    | EV-B Phases              | 4 7   |
| C                    | EV-C Phases              | 1 6   |
| D                    | EV-D Phases              | 3 8   |
| E                    | Extra 1 Config. Bits     | 1 3 5 |
| F                    | IC Select (Interconnect) | 2     |

## Configuration

&lt;C+0+E=125&gt;

|  |                       | F        |
|--|-----------------------|----------|
|  | Ext. Permit 1 Phases  |          |
|  | Ext. Permit 2 Phases  |          |
|  | Exclusive Ped Assign  |          |
|  | Preempt Non-Lock      | 12345678 |
|  | Ped for 2P Output     | 2        |
|  | Ped for 6P Output     | 6        |
|  | Ped for 4P Output     | 4        |
|  | Ped for 8P Output     | 8        |
|  | Yellow Flash Phases   |          |
|  | Low Priority A Phases |          |
|  | Low Priority B Phases |          |
|  | Low Priority C Phases |          |
|  | Low Priority D Phases |          |
|  | Restricted Phases     |          |
|  | Extra 2 Config. Bits  | 4 7      |

## Configuration

&lt;C+0+E=125&gt;

|  |                         | F        |
|--|-------------------------|----------|
|  | Fast Green Flash Phase  |          |
|  | Green Flash Phases      |          |
|  | Flashing Walk Phases    |          |
|  | Guaranteed Passage      |          |
|  | Simultaneous Gap Term   | 12345678 |
|  | Sequential Timing       |          |
|  | Advance Walk Phases     |          |
|  | Delay Walk Phases       |          |
|  | External Recall         |          |
|  | Start-up Overlap Green  |          |
|  | Max Extension           |          |
|  | Inhibit Ped Reservice   |          |
|  | Semi-Actuated           |          |
|  | Start-up Overlap Yellow |          |
|  | Start-up Vehicle Calls  | 12345678 |
|  | Start-up Ped Calls      | 12345678 |

## Specials

&lt;C+0+F=2&gt;

Flash to PE &  
PE Non-Lock

- 1 = EV A 5 = RR 1
- 2 = EV B 6 = RR 2
- 3 = EV C 7 = SE 1
- 4 = EV D 8 = SE 2

## IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

|         | 2  | Row |
|---------|----|-----|
|         |    | 0   |
| Phase 1 | 20 | 1   |
| Phase 2 | 40 | 2   |
| Phase 3 | 20 | 3   |
| Phase 4 | 40 | 4   |
| Phase 5 | 20 | 5   |
| Phase 6 | 40 | 6   |
| Phase 7 | 20 | 7   |
| Phase 8 | 40 | 8   |

Coordination  
Transition  
Minimums

&lt;C+0+C=5&gt;

| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Plan Name ---->      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| 0                    | Cycle Length       | 135  | 130 | 144 | 140 | 100 | 120 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 31   | 28  | 32  | 31  | 55  | 90  | 55  | 55  | 55  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 61   | 90  | 63  | 97  | 20  | 30  | 20  | 20  | 20  |
| 4                    | Phase 4 - ForceOff | 101  | 63  | 104 | 67  | 40  | 64  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 124  | 115 | 128 | 123 | 55  | 90  | 55  | 55  | 55  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 101  | 56  | 104 | 60  | 20  | 30  | 20  | 20  | 20  |
| 8                    | Phase 8 - ForceOff | 64   | 90  | 66  | 97  | 40  | 64  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 113  | 15  | 139 | 128 | 0   | 117 | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Perm 1 - End       | 34   | 31  | 37  | 35  | 15  | 12  | 15  | 15  | 15  |
| E                    | Hold Release       | 255  | 130 | 255 | 255 | 255 | 120 | 255 | 255 | 255 |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

Coordination - Bank 1

&lt;C+0+C=1&gt;

|   |                  |          |          |          |          |          |          |          |          |          |
|---|------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 0 | Ped Adjustment   | 3        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 1 | Perm 2 - Start   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 2 | Perm 2 - End     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 3 | Perm 3 - Start   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 4 | Perm 3 - End     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 5 | Reservice Time   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 6 | Reservice Phases |          |          |          |          |          |          |          |          |          |
| 7 |                  |          |          |          |          |          |          |          |          |          |
| 8 | Pretimed Phases  |          |          |          |          |          |          |          |          |          |
| 9 | Max Recall       |          |          |          |          |          |          |          |          |          |
| A | Perm 1 Veh Phase | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 |
| B | Perm 1 Ped Phase | 2 4 6 8  | 2 4 6 8  | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 |
| C | Perm 2 Veh Phase |          |          |          |          |          |          |          |          |          |
| D | Perm 2 Ped Phase |          |          |          |          |          |          |          |          |          |
| E | Perm 3 Veh Phase |          |          |          |          |          |          |          |          |          |
| F | Perm 3 Ped Phase |          |          |          |          |          |          |          |          |          |

Coordination - Bank 2

&lt;C+0+C=2&gt;

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

|   |               |     |   |
|---|---------------|-----|---|
| 0 |               | E   | 0 |
| 1 | Plan 1 - Sync | 2 6 | 1 |
| 2 | Plan 2 - Sync | 2 6 | 2 |
| 3 | Plan 3 - Sync | 2 6 | 3 |
| 4 | Plan 4 - Sync | 2 6 | 4 |
| 5 | Plan 5 - Sync | 2 6 | 5 |
| 6 | Plan 6 - Sync | 2 6 | 6 |
| 7 | Plan 7 - Sync | 2 6 | 7 |
| 8 | Plan 8 - Sync | 2 6 | 8 |
| 9 | Plan 9 - Sync | 2 6 | 9 |
| A | NEMA Sync     |     | A |
| B | NEMA Hold     |     | B |
| C |               |     | C |
| D |               |     | D |
| E | Coord Extra   |     | E |
| F |               |     | F |

Sync Phases

&lt;C+0+C=1&gt;

|   |              |         |   |
|---|--------------|---------|---|
| 0 | Free Lag     | 2 4 6 8 | 0 |
| 1 | Plan 1 - Lag | 1 4 6 7 | 1 |
| 2 | Plan 2 - Lag | 1 3 6 8 | 2 |
| 3 | Plan 3 - Lag | 1 4 6 7 | 3 |
| 4 | Plan 4 - Lag | 1 3 6 8 | 4 |
| 5 | Plan 5 - Lag | 2 4 6 8 | 5 |
| 6 | Plan 6 - Lag | 2 4 6 8 | 6 |
| 7 | Plan 7 - Lag | 2 4 6 8 | 7 |
| 8 | Plan 8 - Lag | 2 4 6 8 | 8 |
| 9 | Plan 9 - Lag | 2 4 6 8 | 9 |
| A | External Lag |         | A |
| B |              |         | B |
| C |              |         | C |
| D |              |         | D |
| E |              |         | E |
| F |              |         | F |

Lag Phases

&lt;C+0+C=1&gt;

| Row | Column 9       |   | Column A      |   | Column B           |    | Column C |   | Column D       |     | Column E          |   | Column F      |    | Row |
|-----|----------------|---|---------------|---|--------------------|----|----------|---|----------------|-----|-------------------|---|---------------|----|-----|
| 0   | Spec. Funct. 1 | 0 | NOT-3         | 0 | Max 2              | 0  | Pretimed | 0 | Set Monday     | 0   | Dial 2 (7-Wire)   | 0 | Sim Term      | 0  | 0   |
| 1   | Spec. Funct. 2 | 0 | NOT-4         | 0 | System Det 1       | 39 | Plan 1   | 0 | Ext. Perm 1    | 0   | Dial 3 (7-Wire)   | 0 | EV-A          | 71 | 1   |
| 2   | Spec. Funct. 3 | 0 | OR-4 (a)      | 0 | System Det 2       | 40 | Plan 2   | 0 | Ext. Perm 2    | 0   | Offset 1 (7-Wire) | 0 | EV-B          | 72 | 2   |
| 3   | Spec. Funct. 4 | 0 | OR-4 (b)      | 0 | System Det 3       | 41 | Plan 3   | 0 | Dimming        | 0   | Offset 2 (7-Wire) | 0 | EV-C          | 73 | 3   |
| 4   | NAND-3 (a)     | 0 | OR-5 (a)      | 0 | System Det 4       | 45 | Plan 4   | 0 | Set Clock      | 0   | Offset 3 (7-Wire) | 0 | EV-D          | 74 | 4   |
| 5   | NAND-3 (b)     | 0 | OR-5 (b)      | 0 | System Det 5       | 43 | Plan 5   | 0 | Stop Time      | 82  | Free (7-Wire)     | 0 | RR-1          | 51 | 5   |
| 6   | NAND-4 (a)     | 0 | OR-6 (a)      | 0 | System Det 6       | 44 | Plan 6   | 0 | Flash Sense    | 81  | Flash (7-Wire)    | 0 | RR-2          | 52 | 6   |
| 7   | NAND-4 (b)     | 0 | OR-6 (b)      | 0 | System Det 7       | 63 | Plan 7   | 0 | Manual Enable  | 0   | Excl. Ped Omit    | 0 | Spec. Event 1 | 0  | 7   |
| 8   | OR-7 (a)       | 0 | Fig 3 Diamond | 0 | System Det 8       | 64 | Plan 8   | 0 | Man. Advance   | 0   | NOT-1             | 0 | Spec. Event 2 | 0  | 8   |
| 9   | OR-7 (b)       | 0 | Fig 4 Diamond | 0 | Max Inhibit (nema) | 0  | Plan 9   | 0 | External Alarm | 75  | NOT-2             | 0 | External Lag  | 0  | 9   |
| A   | OR-7 (c)       | 0 | AND-4 (a)     | 0 | Force A (nema)     | 0  | DELAY-A  | 0 | Phase Bank 2   | 0   | OR-1 (a)          | 0 | AND-1 (a)     | 0  | A   |
| B   | OR-7 (d)       | 0 | AND-4 (b)     | 0 | Force B (nema)     | 0  | DELAY-B  | 0 | Phase Bank 3   | 0   | OR-1 (b)          | 0 | AND-1 (b)     | 0  | B   |
| C   | OR-8 (a)       | 0 | NAND-1 (a)    | 0 | C.N.A. (nema)      | 0  | DELAY-C  | 0 | Overlap Set 2  | 0   | OR-2 (a)          | 0 | AND-2 (a)     | 0  | C   |
| D   | OR-8 (b)       | 0 | NAND-1 (b)    | 0 | Hold (nema)        | 0  | DELAY-D  | 0 | Overlap Set 3  | 0   | OR-2 (b)          | 0 | AND-2 (b)     | 0  | D   |
| E   | OR-8 (c)       | 0 | NAND-2 (a)    | 0 | Max Recall         | 0  | DELAY-E  | 0 | Detector Set 2 | 200 | OR-3 (a)          | 0 | AND-3 (a)     | 0  | E   |
| F   | OR-8 (d)       | 0 | NAND-2 (b)    | 0 | Min Recall         | 0  | DELAY-F  | 0 | Detector Set 3 | 0   | OR-3 (b)          | 0 | AND-3 (b)     | 0  | F   |

Assignable Inputs

&lt;C+0+E=126&gt;

| Row | Column 9      |   | Column A        |   | Column B      |   | Column C       |   | Column D      |   | Column E      |     | Column F          |   | Row |
|-----|---------------|---|-----------------|---|---------------|---|----------------|---|---------------|---|---------------|-----|-------------------|---|-----|
| 0   | Phase ON - 1  | 0 | Preempt Fail    | 0 | Flasher 0     | 0 | Free           | 0 | NOT-1         | 0 | TOD Out 1     | 200 | Dial 2 (7-Wire)   | 0 | 0   |
| 1   | Phase ON - 2  | 0 | Sp Evnt Out 1   | 0 | Flasher 1     | 0 | Plan 1         | 0 | OR-1          | 0 | TOD Out 2     | 0   | Dial 3 (7-Wire)   | 0 | 1   |
| 2   | Phase ON - 3  | 0 | Sp Evnt Out 2   | 0 | Fast Flasher  | 0 | Plan 2         | 0 | OR-2          | 0 | TOD Out 3     | 0   | Offset 1 (7-Wire) | 0 | 2   |
| 3   | Phase ON - 4  | 0 | Sp Evnt Out 3   | 0 | Fig 3 Diamond | 0 | Plan 3         | 0 | OR-3          | 0 | TOD Out 4     | 0   | Offset 2 (7-Wire) | 0 | 3   |
| 4   | Phase ON - 5  | 0 | Sp Evnt Out 4   | 0 | Fig 4 Diamond | 0 | Plan 4         | 0 | AND-1         | 0 | TOD Out 5     | 0   | Offset 3 (7-Wire) | 0 | 4   |
| 5   | Phase ON - 6  | 0 | Sp Evnt Out 5   | 0 |               |   | Plan 5         | 0 | AND-2         | 0 | TOD Out 6     | 0   | Free (7-Wire)     | 0 | 5   |
| 6   | Phase ON - 7  | 0 | Sp Evnt Out 6   | 0 |               |   | Plan 6         | 0 | AND-3         | 0 | TOD Out 7     | 0   | Flash (7-Wire)    | 0 | 6   |
| 7   | Phase ON - 8  | 0 | Sp Evnt Out 7   | 0 |               |   | Plan 7         | 0 | NOT-2         | 0 | TOD Out 8     | 0   | Preempt           | 0 | 7   |
| 8   | Ph. Check - 1 | 0 | Sp Evnt Out 8   | 0 | NOT-3         | 0 | Plan 8         | 0 | EV-A          | 0 | Adv. Warn - 1 | 0   | Low Priority A    | 0 | 8   |
| 9   | Ph. Check - 2 | 0 |                 |   | NOT-4         | 0 | Plan 9         | 0 | EV-B          | 0 | Adv. Warn - 2 | 0   | Low Priority B    | 0 | 9   |
| A   | Ph. Check - 3 | 0 | Detector Fail   | 0 | OR-4          | 0 | Spec. Funct. 3 | 0 | EV-C          | 0 | DELAY-A       | 0   | Low Priority C    | 0 | A   |
| B   | Ph. Check - 4 | 0 | Spec. Funct. 1  | 0 | OR-5          | 0 | Spec. Funct. 4 | 0 | EV-D          | 0 | DELAY-B       | 0   | Low Priority D    | 0 | B   |
| C   | Ph. Check - 5 | 0 | Spec. Funct. 2  | 0 | OR-6          | 0 | NAND-3         | 0 | RR-1          | 0 | DELAY-C       | 0   |                   |   | C   |
| D   | Ph. Check - 6 | 0 | Central Control | 0 | AND-4         | 0 | NAND-4         | 0 | RR-2          | 0 | DELAY-D       | 0   |                   |   | D   |
| E   | Ph. Check - 7 | 0 | Excl. Ped DW    | 0 | NAND-1        | 0 | OR-7           | 0 | Spec. Event 1 | 0 | DELAY-E       | 0   |                   |   | E   |
| F   | Ph. Check - 8 | 0 | Excl. Ped WK    | 0 | NAND-2        | 0 | OR-8           | 0 | Spec. Event 2 | 0 | DELAY-F       | 0   |                   |   | F   |

Assignable Outputs

&lt;C+0+E=127&gt;

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1                    | Ped FDW           | 0     | 15  | 0   | 15  | 0   | 15  | 0   | 15  |
| 2                    | Min Green         | 4     | 7   | 4   | 4   | 4   | 7   | 4   | 4   |
| 3                    | Type 3 Disconnect | 0     | 20  | 0   | 20  | 0   | 20  | 0   | 20  |
| 4                    | Added per Vehicle | 0.0   | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 5                    | Veh Extension     | 2.0   | 4.0 | 2.0 | 2.5 | 2.0 | 4.0 | 2.0 | 2.5 |
| 6                    | Max Gap           | 3.0   | 6.0 | 3.0 | 3.0 | 3.0 | 6.0 | 3.0 | 3.0 |
| 7                    | Min Gap           | 0.5   | 2.0 | 0.5 | 1.5 | 0.5 | 2.0 | 0.5 | 1.5 |
| 8                    | Max Limit         | 20    | 30  | 20  | 25  | 20  | 30  | 20  | 25  |
| 9                    | Max Limit 2       | 30    | 50  | 30  | 40  | 30  | 50  | 30  | 40  |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 7     | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| C                    | Cond Serv Check   | 10    | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| D                    | Reduce Every      | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E                    | Yellow Change     | 3.0   | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |
| F                    | Red Clear         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Phase Timing - Bank 2 &lt;C+0+F=2&gt;

|                     | 9   | A   | B   | C   | D   |
|---------------------|-----|-----|-----|-----|-----|
| Phase 1             | --- | --- | --- | --- | --- |
| Phase 2             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 3             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 4             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 5             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 6             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 7             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 8             | 0   | 0   | 0   | 0   | 0.0 |
| Max Initial         |     |     |     |     |     |
| Alternate Walk      |     |     |     |     |     |
| Alternate FDW       |     |     |     |     |     |
| Alternate Initial   |     |     |     |     |     |
| Alternate Extension |     |     |     |     |     |

Alternate Timing

Transition Type  
 0.X = Shortway  
 1.X = Lengthen  
 X.1 thru X.4 =  
 Number of  
 cycles when  
 lengthening

Transition Type | 1.4 <C/5+1+9>  
**TBC Transition**

Lag Hold Phases | <C/5+1+A>  
**Coordinated Lag Hold Phases**

Sync Output Time | 0.0 <C/5+1+C>  
**7-Wire Master**

Daylight Savings  
 Date  
 If set to all zeros,  
 standard dates  
 will be used.

Begin Month | 3 <C/5+2+A>  
 Begin Week | 2 <C/5+2+B>  
 End Month | 11 <C/5+2+C>  
 End Week | 1 <C/5+2+D>

**Daylight Savings Time**

Time B4 Yellow | 0.0 <F/1+C+E>  
 Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>  
 Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure | 0.7 <F/1+0+6>  
 Short Failure | 0.7 <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

|   |                   | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|---|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| 0 | Ped Walk          | 0   | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1 | Ped FDW           | 0   | 15  | 0   | 15  | 0   | 15  | 0   | 15  |
| 2 | Min Green         | 4   | 7   | 4   | 4   | 4   | 7   | 4   | 4   |
| 3 | Type 3 Disconnect | 0   | 20  | 0   | 20  | 0   | 20  | 0   | 20  |
| 4 | Added per Vehicle | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 5 | Veh Extension     | 2.0 | 4.0 | 2.0 | 2.5 | 2.0 | 4.0 | 2.0 | 2.5 |
| 6 | Max Gap           | 3.0 | 6.0 | 3.0 | 3.0 | 3.0 | 6.0 | 3.0 | 3.0 |
| 7 | Min Gap           | 0.5 | 2.0 | 0.5 | 1.5 | 0.5 | 2.0 | 0.5 | 1.5 |
| 8 | Max Limit         | 20  | 30  | 20  | 25  | 20  | 30  | 20  | 25  |
| 9 | Max Limit 2       | 30  | 50  | 30  | 40  | 30  | 50  | 30  | 40  |
| A | Adv. / Delay Walk | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B | PE Min Ped FDW    | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| C | Cond Serv Check   | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| D | Reduce Every      | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E | Yellow Change     | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |
| F | Red Clear         | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Phase Timing - Bank 3 &lt;C+0+F=3&gt;

|                     | 9   | A   | B   | C   | D   |
|---------------------|-----|-----|-----|-----|-----|
| Phase 1             | --- | --- | --- | --- | --- |
| Phase 2             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 3             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 4             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 5             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 6             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 7             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 8             | 0   | 0   | 0   | 0   | 0.0 |
| Max Initial         |     |     |     |     |     |
| Alternate Walk      |     |     |     |     |     |
| Alternate FDW       |     |     |     |     |     |
| Alternate Initial   |     |     |     |     |     |
| Alternate Extension |     |     |     |     |     |

Alternate Timing

| Column Numbers ----> |               |               |            |          |        | 1     | 3          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 39            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 1                    |               | 40            | 45 7       | 6        | 1 8    | 0.0   | 0.0        |
| 2                    |               | 41            | 45 7       | 4        | 123 8  | 0.0   | 0.0        |
| 3                    |               | 42            | 45 7       | 8        | 123 8  | 0.0   | 0.0        |
| 4                    |               | 43            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 5                    |               | 44            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| 6                    |               | 45            | 45 7       | 4        | 123 8  | 0.0   | 0.0        |
| 7                    |               | 46            | 45 7       | 8        | 123 8  | 0.0   | 0.0        |
| 8                    |               | 47            | 67         | 2        | 123 8  | 0.0   | 0.0        |
| 9                    |               | 48            | 67         | 6        | 123 8  | 0.0   | 0.0        |
| A                    |               | 49            | 67         | 4        | 123    | 0.0   | 0.0        |
| B                    |               | 50            | 67         | 8        | 123    | 0.0   | 0.0        |
| C                    |               | 55            | 45 7       | 5        | 123 8  | 0.0   | 0.0        |
| D                    |               | 56            | 45 7       | 1        | 123 8  | 0.0   | 0.0        |
| E                    |               | 57            | 45 7       | 7        | 123 8  | 0.0   | 0.0        |
| F                    |               | 58            | 45 7       | 3        | 123 8  | 0.0   | 0.0        |

| Column Numbers ----> |               |               |            |          |        | 2     | 4          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 59            | 45 7       | 5        | 123    | 0.0   | 0.0        |
| 1                    |               | 40            | 45 7       | 1 6      | 2 8    | 0.0   | 0.0        |
| 2                    |               | 61            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| 3                    |               | 62            | 45 7       | 3        | 123    | 0.0   | 0.0        |
| 4                    |               | 63            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 5                    |               | 64            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| 6                    |               | 65            | 45 7       | 4        | 123 8  | 0.0   | 0.0        |
| 7                    |               | 66            | 45 7       | 8        | 123 8  | 0.0   | 0.0        |
| 8                    |               | 67            | 2          | 2        | 123 8  | 0.0   | 0.0        |
| 9                    |               | 68            | 2          | 6        | 123 8  | 0.0   | 0.0        |
| A                    |               | 69            | 2          | 4        | 123 8  | 0.0   | 0.0        |
| B                    |               | 70            | 2          | 8        | 123 8  | 0.0   | 0.0        |
| C                    |               | 76            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| D                    |               | 77            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| E                    |               | 78            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| F                    |               | 79            | 45 7       | 8        | 123 8  | 0.0   | 0.0        |

Detector Assignments &lt;C+0+E=126&gt;

&lt;C+0+D=0&gt;

## Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

## Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

| Ped / Phase / Overlap |   |   |   |   |   |   |   |   | Row |
|-----------------------|---|---|---|---|---|---|---|---|-----|
| Column Numbers ---->  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |     |
| Walk                  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0   |
| Don't Walk            | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| Phase Green           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2   |
| Phase Yellow          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3   |
| Phase Red             | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4   |
| Overlap Green         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5   |
| Overlap Yellow        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| Overlap Red           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7   |

Redirect Phase Outputs &lt;C+0+E=127&gt;

| Cabinet Type              | 0   | <E/125+D+0> |  | D | Row |
|---------------------------|-----|-------------|--|---|-----|
| Enable Redirection        |     |             |  |   | 0   |
| (Enable Redirection = 30) |     |             |  |   | 1   |
| Max OFF (minutes)         | 254 | <D/0+0+1>   |  |   | 2   |
| Max ON (minutes)          | 15  | <D/0+0+2>   |  |   | 3   |
| Detector Failure Monitor  |     |             |  |   | 4   |
| Output Port 1             |     |             |  |   | 5   |
| Output Port 2             |     |             |  |   | 6   |
| Output Port 3             |     |             |  |   | 7   |
| Output Port 4             |     |             |  |   |     |
| Output Port 5             |     |             |  |   |     |
| Output Port 6             |     |             |  |   |     |
| Output Port 7             |     |             |  |   |     |

Dimming &lt;C+0+E=125&gt;

| Number of Digits | D | Row |
|------------------|---|-----|
| 1 st Digit       | 0 | A   |
| 2 ed Digit       | 0 | B   |
| 3 ed Digit       | 0 | C   |
| 4 th Digit       | 0 | D   |
| 5 th Digit       | 0 | E   |
| 6 th Digit       | 0 | F   |
| 7 th Digit       | 0 |     |
| 8 th Digit       | 0 |     |
| 9 th Digit       | 0 |     |
| 10 th Digit      | 0 |     |
| 11 th Digit      | 0 |     |
| 12 th Digit      | 0 |     |
| 13 th Digit      | 0 |     |
| 14 th Digit      | 0 |     |
| 15 th Digit      | 0 |     |

## Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

## Delay Logic Times

&lt;C+0+D=0&gt; (seconds)

Omit Alarm &lt;C/5+F+0&gt;

## Disable Alarm Reporting

Time 10 &lt;C/5+C+0&gt;

## Redial Time (minutes)

(View Redial Timer at E/2+D+6)

<C+0+C=5>  
Dial-Back Telephone Number



| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | E    | A      | 1234567     |
| 1   | 06 : 30 | 2    | A      | 23456       |
| 2   | 07 : 15 | 4    | A      | 23456       |
| 3   | 09 : 00 | 2    | A      | 23456       |
| 4   | 11 : 00 | 1    | A      | 1234567     |
| 5   | 15 : 42 | 3    | A      | 23456       |
| 6   | 18 : 15 | 1    | A      | 23456       |
| 7   | 19 : 00 | E    | A      | 1234567     |
| 8   | 08 : 00 | 2    | A      | 1 7         |
| 9   | 00 : 00 | 0    | 0      |             |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.1>  
(Bank 1)

| Time    | Funct. | Day of Week |
|---------|--------|-------------|
| 00 : 00 | E      | 1234567     |
| 08 : 30 | E      | 1234567     |
| 20 : 00 | E      | 1234567     |
| 07 : 20 | F      | 23456       |
| 08 : 40 | F      | 23456       |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |

**TOD Function** <C+0+7=0.1>

| Column 4    |
|-------------|
| Phases/Bits |
| 4 78        |
| 78          |
| 4 78        |
| 1           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=27>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.1>  
(Bank 1)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.1>  
(Bank 1)

T.O.D. Functions

- 0 =  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 5 - Disable Low  
         Priority Preempt  
     Bit 7 - Detector Count  
         Monitor  
     Bit 8 - Real Time Split  
         Monitor  
 F = Output Bits 1 thru 8

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | 0    | 0      |             |
| 1   | 00 : 00 | 0    | 0      |             |
| 2   | 00 : 00 | 0    | 0      |             |
| 3   | 00 : 00 | 0    | 0      |             |
| 4   | 00 : 00 | 0    | 0      |             |
| 5   | 00 : 00 | 0    | 0      |             |
| 6   | 00 : 00 | 0    | 0      |             |
| 7   | 00 : 00 | 0    | 0      |             |
| 8   | 00 : 00 | 0    | 0      |             |
| 9   | 00 : 00 | 0    | 0      |             |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.2>  
(Bank 2)

| Time    | Funct. | Holiday Type |
|---------|--------|--------------|
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |

**Holiday TOD Function** <C+0+7=0.2>

| Column 4    |
|-------------|
| Phases/Bits |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=28>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.2>  
(Bank 2)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.2>  
(Bank 2)

Plan Select

- 1 thru 9 = Coordination  
 Plan 1 thru 9  
 14 or E = Free  
 15 or F = Flash

Offset Select

- A = Offset A  
 B = Offset B  
 C = Offset C

Month Select

- 1 = January  
 2 = February  
 3 = March  
 4 = April  
 5 = May  
 6 = June  
 7 = July  
 8 = August  
 9 = September  
 A = October  
 B = November  
 C = December

| Row | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
|     | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 1

&lt;C+0+E=27&gt;

Notes:

0 &lt;E/27+5+F&gt;

Limited Service Interval

| Row | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
|     | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 2

&lt;C+0+E=28&gt;

Notes:

0 &lt;E/28+5+F&gt;

Limited Service Interval

Min Time (seconds) | 0 | &lt;F/1+0+8&gt;

**Min Green Before PE Force Off**

Max Time (minutes) | 255 | &lt;F/1+0+9&gt;

**Max Preempt Time Before Failure**

Min Time (seconds) | 0 | &lt;F/1+0+A&gt;

**Min Time Between Same Preempts**

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | &lt;E/125+C+8&gt;

**Disable Low Priority Channel**Low Priority

- 1 = Channel A  
2 = Channel B  
3 = Channel C  
4 = Channel D

Delay Time (seconds) | 0 | &lt;F/1+A+D&gt;

**Bus Delay**

Max Time (seconds) | 0 | &lt;F/1+A+E&gt;

**Max Early Green**

Max Time (seconds) | 0 | &lt;F/1+A+F&gt;

**Max Green Extension**

| Row | Time    | Headway | Direction | Day of Week |
|-----|---------|---------|-----------|-------------|
| 0   | 00 : 00 | 0       | 0         | _____       |
| 1   | 00 : 00 | 0       | 0         | _____       |
| 2   | 00 : 00 | 0       | 0         | _____       |
| 3   | 00 : 00 | 0       | 0         | _____       |
| 4   | 00 : 00 | 0       | 0         | _____       |
| 5   | 00 : 00 | 0       | 0         | _____       |
| 6   | 00 : 00 | 0       | 0         | _____       |
| 7   | 00 : 00 | 0       | 0         | _____       |
| 8   | 00 : 00 | 0       | 0         | _____       |
| 9   | 00 : 00 | 0       | 0         | _____       |
| A   | 00 : 00 | 0       | 0         | _____       |
| B   | 00 : 00 | 0       | 0         | _____       |
| C   | 00 : 00 | 0       | 0         | _____       |
| D   | 00 : 00 | 0       | 0         | _____       |
| E   | 00 : 00 | 0       | 0         | _____       |
| F   | 00 : 00 | 0       | 0         | _____       |

**Headway** <C+0+9=2.1>

Headway Time  
(minutes)  
1 thru 9 = 1 thru 9  
A = 10  
B = 11  
C = 12  
D = 13  
E = 14  
F = 15

**Low Priority Preemption (Bus Priority)**Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

**INTERSECTION: Encinitas & Via Cantabria**

Page 1 (of 9)

 Group Assignment: **4006**

 N/S Street Name: **Via Cantabria**

 Last Database Change: **4/17/2015 15:16**

 Field Master Assignment: **NONE**

 E/W Street Name: **Encinitas Blvd**

 System Reference Number: **8**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>12</b>    | <C/0+0+0> |
| Zone Number     | <b>12</b>    | <C/0+0+1> |
| Area Number     | <b>1</b>     | <C/0+0+2> |
| Area Address    | <b>11</b>    | <C/0+0+3> |
| QuicNet Channel | <b>COM5:</b> | (QuicNet) |

**Communication Addresses**

|               |  |           |
|---------------|--|-----------|
| Manual Plan   |  | <C/0+A+1> |
| Manual Offset |  | <C/0+B+1> |

**Manual Selection**

|               |            |           |
|---------------|------------|-----------|
| Flash Start   | <b>20</b>  | <F/1+0+E> |
| Red Revert    | <b>5.0</b> | <F/1+0+F> |
| All Red Start | <b>5.0</b> | <F/1+C+0> |

**Start / Revert Times**

|                |            |           |
|----------------|------------|-----------|
| Exclusive Walk | <b>0</b>   | <F/1+0+0> |
| Exclusive FDW  | <b>0</b>   | <F/1+0+1> |
| All Red Clear  | <b>0.0</b> | <F/1+0+2> |

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 5   | 0   | 0   |
| 1                    | Ped FDW           | 0     | 12  | 0   | 20  | 0   | 18  | 0   | 0   |
| 2                    | Min Green         | 5     | 10  | 0   | 5   | 5   | 10  | 0   | 0   |
| 3                    | Type 3 Disconnect | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added per Vehicle | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.0   | 5.0 | 0.0 | 2.0 | 2.0 | 5.0 | 0.0 | 0.0 |
| 6                    | Max Gap           | 2.0   | 5.0 | 0.0 | 4.0 | 4.0 | 5.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 2.0   | 2.0 | 0.0 | 1.0 | 1.0 | 3.0 | 0.0 | 0.0 |
| 8                    | Max Limit         | 30    | 70  | 0   | 20  | 40  | 40  | 0   | 0   |
| 9                    | Max Limit 2       | 30    | 60  | 0   | 40  | 30  | 50  | 0   | 0   |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 5   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Cond Serv Check   | 0     | 0   | 0   | 0   | 0   | 15  | 0   | 0   |
| D                    | Reduce Every      | 0.0   | 3.0 | 0.0 | 0.5 | 2.0 | 3.0 | 0.0 | 0.0 |
| E                    | Yellow Change     | 3.0   | 4.3 | 0.0 | 3.0 | 3.0 | 4.3 | 0.0 | 0.0 |
| F                    | Red Clear         | 0.5   | 1.0 | 0.0 | 0.5 | 1.0 | 1.0 | 0.0 | 0.0 |

**Phase Timing - Bank 1** <C+0+F=1>

|         | 9  | A | B | C | D   |
|---------|----|---|---|---|-----|
| Phase 1 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 2 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 3 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 4 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 5 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 6 | 20 | 0 | 0 | 0 | 0.0 |
| Phase 7 | 0  | 0 | 0 | 0 | 0.0 |
| Phase 8 | 20 | 0 | 0 | 0 | 0.0 |

|                     |  |
|---------------------|--|
| Max Initial         |  |
| Alternate Walk      |  |
| Alternate FDW       |  |
| Alternate Initial   |  |
| Alternate Extension |  |

**Alternate Timing** <C+0+F=1>

|               | E     |
|---------------|-------|
| RR-1 Delay    | 0     |
| RR-1 Clear    | 0     |
| EV-A Delay    | 0     |
| EV-A Clear    | 15    |
| EV-B Delay    | 0     |
| EV-B Clear    | 10    |
| EV-C Delay    | 0     |
| EV-C Clear    | 10    |
| EV-D Delay    | 0     |
| EV-D Clear    | 0     |
| RR-2 Delay    | 0     |
| RR-2 Clear    | 0     |
| View EV Delay | - - - |
| View EV Clear | - - - |
| View RR Delay | - - - |
| View RR Clear | - - - |

**Preempt Timing**

|                 | F             | Row |
|-----------------|---------------|-----|
| Permit          | <b>12 456</b> | 0   |
| Red Lock        |               | 1   |
| Yellow Lock     |               | 2   |
| Min Recall      | <b>2 6</b>    | 3   |
| Ped Recall      |               | 4   |
| View Set Peds   | - - - -       | 5   |
| Rest In Walk    |               | 6   |
| Red Rest        |               | 7   |
| Dual Entry      |               | 8   |
| Max Recall      |               | 9   |
| Soft Recall     |               | A   |
| Max 2           |               | B   |
| Cond. Service   |               | C   |
| Man Cntrl Calls |               | D   |
| Yellow Start    | <b>1 5</b>    | E   |
| First Phases    | <b>2 6</b>    | F   |

**Phase Functions** <C+0+F=1>

|                      |                       | Overlap |     |     |     |     |     |     |     |
|----------------------|-----------------------|---------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                       | 1       | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Overlap Name ---->    |         |     |     |     |     |     |     |     |
| 0                    | Load Switch Number    | 9       | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 1                    | Veh Set 1 - Phases    | 45      |     |     |     |     |     |     |     |
| 2                    | Veh Set 2 - Phases    |         |     |     |     |     |     |     |     |
| 3                    | Veh Set 3 - Phases    |         |     |     |     |     |     |     |     |
| 4                    | Neg Veh Phases        | 6       |     |     |     |     |     |     |     |
| 5                    | Neg Ped Phases        | 6       |     |     |     |     |     |     |     |
| 6                    | Green Omit Phases     | 4       |     |     |     |     |     |     |     |
| 7                    | Green Clear Omit Phs. |         |     |     |     |     |     |     |     |
| 8                    |                       |         |     |     |     |     |     |     |     |
| 9                    |                       |         |     |     |     |     |     |     |     |
| A                    |                       |         |     |     |     |     |     |     |     |
| B                    |                       |         |     |     |     |     |     |     |     |
| C                    |                       |         |     |     |     |     |     |     |     |
| D                    | Green Clear           | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change         | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| F                    | Red Clear             | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## Overlap Assignments

&lt;C+0+E=29&gt;

## Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = Solid FDW on EV
- 5 = Extended Status
- 6 = International Ped
- 7 = Flash - Clear Outputs
- 8 = Split Ring

## Extra 2 Flags

- 1 = AWB During Initial
- 2 = LMU Installed
- 3 = Disable Min Walk
- 4 = QuicNet/4 System
- 5 = Ignore P/P on EV
- 6 =
- 7 = Reserved
- 8 =

|        | C   | Row |
|--------|-----|-----|
| EV-A   | 0   | 0   |
| EV-B   | 0   | 1   |
| EV-C   | 0   | 2   |
| EV-D   | 0   | 3   |
| RR-1 * | --- | 4   |
| RR-2 * | --- | 5   |
| SE-1   | 0   | 6   |
| SE-2   | 0   | 7   |

## Preempt Priority

&lt;C+0+E=125&gt;

(\* RR-1 is always Highest,  
and RR-2 is always  
Second Highest )

| Column Numbers ----> |                          | E     |
|----------------------|--------------------------|-------|
| Row                  |                          |       |
| 0                    | Exclusive Phases         |       |
| 1                    | RR-1 Clear Phases        | 8     |
| 2                    | RR-2 Clear Phases        |       |
| 3                    | RR-2 Limited Service     |       |
| 4                    | Prot / Perm Phases       |       |
| 5                    | Flash to PE Circuits     |       |
| 6                    | Flash Entry Phases       |       |
| 7                    | Disable Yellow Range     |       |
| 8                    | Disable Ovp Yel Range    |       |
| 9                    | Overlap Yellow Flash     |       |
| A                    | EV-A Phases              | 2 5   |
| B                    | EV-B Phases              | 4     |
| C                    | EV-C Phases              | 1 6   |
| D                    | EV-D Phases              |       |
| E                    | Extra 1 Config. Bits     | 1 3 5 |
| F                    | IC Select (Interconnect) | 2     |

## Configuration

&lt;C+0+E=125&gt;

|                       | F   |
|-----------------------|-----|
| Ext. Permit 1 Phases  |     |
| Ext. Permit 2 Phases  |     |
| Exclusive Ped Assign  |     |
| Preempt Non-Lock      |     |
| Ped for 2P Output     | 2   |
| Ped for 6P Output     | 6   |
| Ped for 4P Output     | 4   |
| Ped for 8P Output     |     |
| Yellow Flash Phases   |     |
| Low Priority A Phases |     |
| Low Priority B Phases |     |
| Low Priority C Phases |     |
| Low Priority D Phases |     |
| Restricted Phases     |     |
| Extra 2 Config. Bits  | 4 7 |

## Configuration

&lt;C+0+E=125&gt;

|                         | F    |
|-------------------------|------|
| Fast Green Flash Phase  |      |
| Green Flash Phases      |      |
| Flashing Walk Phases    |      |
| Guaranteed Passage      |      |
| Simultaneous Gap Term   |      |
| Sequential Timing       |      |
| Advance Walk Phases     | 4    |
| Delay Walk Phases       |      |
| External Recall         |      |
| Start-up Overlap Green  |      |
| Max Extension           |      |
| Inhibit Ped Reservice   |      |
| Semi-Actuated           |      |
| Start-up Overlap Yellow |      |
| Start-up Vehicle Calls  | 1 45 |
| Start-up Ped Calls      | 4 6  |

## Specials

&lt;C+0+F=2&gt;

Flash to PE &  
PE Non-Lock

- 1 = EV A    5 = RR 1
- 2 = EV B    6 = RR 2
- 3 = EV C    7 = SE 1
- 4 = EV D    8 = SE 2

## IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

|         | 2  | Row |
|---------|----|-----|
|         |    | 0   |
| Phase 1 | 10 | 1   |
| Phase 2 | 35 | 2   |
| Phase 3 | 0  | 3   |
| Phase 4 | 20 | 4   |
| Phase 5 | 20 | 5   |
| Phase 6 | 25 | 6   |
| Phase 7 | 0  | 7   |
| Phase 8 | 0  | 8   |

Coordination  
Transition  
Minimums

&lt;C+0+C=5&gt;

| Column Numbers ----> |                    | Plan |    |    |    |     |     |   |     |     |
|----------------------|--------------------|------|----|----|----|-----|-----|---|-----|-----|
| Plan Name ---->      |                    | 1    | 2  | 3  | 4  | 5   | 6   | 7 | 8   | 9   |
| 0                    | Cycle Length       | 130  | 75 | 85 | 90 | 125 | 105 | 0 | 80  | 120 |
| 1                    | Phase 1 - ForceOff | 60   | 62 | 60 | 70 | 50  | 30  | 0 | 60  | 50  |
| 2                    | Phase 2 - ForceOff | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| 4                    | Phase 4 - ForceOff | 30   | 52 | 50 | 60 | 30  | 65  | 0 | 50  | 30  |
| 5                    | Phase 5 - ForceOff | 50   | 27 | 30 | 30 | 0   | 30  | 0 | 29  | 50  |
| 6                    | Phase 6 - ForceOff | 0    | 0  | 0  | 0  | 80  | 0   | 0 | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| 8                    | Phase 8 - ForceOff | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| 9                    | Ring Offset        | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| A                    | Offset 1           | 122  | 0  | 0  | 0  | 0   | 0   | 0 | 25  | 15  |
| B                    | Offset 2           | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| C                    | Offset 3           | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |
| D                    | Perm 1 - End       | 5    | 30 | 31 | 31 | 30  | 30  | 0 | 36  | 44  |
| E                    | Hold Release       | 130  | 70 | 85 | 85 | 125 | 105 | 0 | 120 | 120 |
| F                    | Zone Offset        | 0    | 0  | 0  | 0  | 0   | 0   | 0 | 0   | 0   |

Coordination - Bank 1

&lt;C+0+C=1&gt;

| Row |                  |          |          |          |          |          |          |          |          |          |
|-----|------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 0   | Ped Adjustment   | 0        | 10       | 10       | 0        | 0        | 0        | 0        | 0        | 7        |
| 1   | Perm 2 - Start   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 2   | Perm 2 - End     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 3   | Perm 3 - Start   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 4   | Perm 3 - End     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 5   | Reservice Time   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 6   | Reservice Phases |          |          |          |          |          |          |          |          |          |
| 7   |                  |          |          |          |          |          |          |          |          |          |
| 8   | Pretimed Phases  |          |          |          |          |          |          |          |          |          |
| 9   | Max Recall       |          |          |          |          |          |          |          |          |          |
| A   | Perm 1 Veh Phase | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 |
| B   | Perm 1 Ped Phase | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 |
| C   | Perm 2 Veh Phase |          |          |          |          |          |          |          |          |          |
| D   | Perm 2 Ped Phase |          |          |          |          |          |          |          |          |          |
| E   | Perm 3 Veh Phase |          |          |          |          |          |          |          |          |          |
| F   | Perm 3 Ped Phase |          |          |          |          |          |          |          |          |          |

Coordination - Bank 2

&lt;C+0+C=2&gt;

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

| Row |               | E   | Row |
|-----|---------------|-----|-----|
| 0   |               |     | 0   |
| 1   | Plan 1 - Sync | 2 6 | 1   |
| 2   | Plan 2 - Sync | 2 6 | 2   |
| 3   | Plan 3 - Sync | 2 6 | 3   |
| 4   | Plan 4 - Sync | 2 6 | 4   |
| 5   | Plan 5 - Sync | 2 5 | 5   |
| 6   | Plan 6 - Sync | 2 6 | 6   |
| 7   | Plan 7 - Sync | 2 6 | 7   |
| 8   | Plan 8 - Sync | 2 6 | 8   |
| 9   | Plan 9 - Sync | 2 6 | 9   |
| A   | NEMA Sync     |     | A   |
| B   | NEMA Hold     |     | B   |
| C   |               |     | C   |
| D   |               |     | D   |
| E   | Coord Extra   |     | E   |
| F   |               |     | F   |

Sync Phases

&lt;C+0+C=1&gt;

| Row |              | F       | Row |
|-----|--------------|---------|-----|
| 0   | Free Lag     | 2 4 6 8 | 0   |
| 1   | Plan 1 - Lag | 2 4 6 8 | 1   |
| 2   | Plan 2 - Lag | 2 45 8  | 2   |
| 3   | Plan 3 - Lag | 2 45 8  | 3   |
| 4   | Plan 4 - Lag | 2 45 8  | 4   |
| 5   | Plan 5 - Lag | 2 45 8  | 5   |
| 6   | Plan 6 - Lag | 1 45 8  | 6   |
| 7   | Plan 7 - Lag | 2 4 6 8 | 7   |
| 8   | Plan 8 - Lag | 2 45 8  | 8   |
| 9   | Plan 9 - Lag | 2 4 6 8 | 9   |
| A   | External Lag |         | A   |
| B   |              |         | B   |
| C   |              |         | C   |
| D   |              |         | D   |
| E   |              |         | E   |
| F   |              |         | F   |

Lag Phases

&lt;C+0+C=1&gt;

| Row | Column 9       |   | Column A      |   | Column B           |   | Column C |   | Column D       |     | Column E          |     | Column F      |    | Row |
|-----|----------------|---|---------------|---|--------------------|---|----------|---|----------------|-----|-------------------|-----|---------------|----|-----|
| 0   | Spec. Funct. 1 | 0 | NOT-3         | 0 | Max 2              | 0 | Pretimed | 0 | Set Monday     | 0   | Dial 2 (7-Wire)   | 0   | Sim Term      | 0  | 0   |
| 1   | Spec. Funct. 2 | 0 | NOT-4         | 0 | System Det 1       | 0 | Plan 1   | 0 | Ext. Perm 1    | 0   | Dial 3 (7-Wire)   | 0   | EV-A          | 71 | 1   |
| 2   | Spec. Funct. 3 | 0 | OR-4 (a)      | 0 | System Det 2       | 0 | Plan 2   | 0 | Ext. Perm 2    | 0   | Offset 1 (7-Wire) | 0   | EV-B          | 72 | 2   |
| 3   | Spec. Funct. 4 | 0 | OR-4 (b)      | 0 | System Det 3       | 0 | Plan 3   | 0 | Dimming        | 0   | Offset 2 (7-Wire) | 0   | EV-C          | 73 | 3   |
| 4   | NAND-3 (a)     | 0 | OR-5 (a)      | 0 | System Det 4       | 0 | Plan 4   | 0 | Set Clock      | 0   | Offset 3 (7-Wire) | 0   | EV-D          | 74 | 4   |
| 5   | NAND-3 (b)     | 0 | OR-5 (b)      | 0 | System Det 5       | 0 | Plan 5   | 0 | Stop Time      | 82  | Free (7-Wire)     | 0   | RR-1          | 51 | 5   |
| 6   | NAND-4 (a)     | 0 | OR-6 (a)      | 0 | System Det 6       | 0 | Plan 6   | 0 | Flash Sense    | 81  | Flash (7-Wire)    | 0   | RR-2          | 52 | 6   |
| 7   | NAND-4 (b)     | 0 | OR-6 (b)      | 0 | System Det 7       | 0 | Plan 7   | 0 | Manual Enable  | 0   | Excl. Ped Omit    | 0   | Spec. Event 1 | 0  | 7   |
| 8   | OR-7 (a)       | 0 | Fig 3 Diamond | 0 | System Det 8       | 0 | Plan 8   | 0 | Man. Advance   | 0   | NOT-1             | 0   | Spec. Event 2 | 0  | 8   |
| 9   | OR-7 (b)       | 0 | Fig 4 Diamond | 0 | Max Inhibit (nema) | 0 | Plan 9   | 0 | External Alarm | 75  | NOT-2             | 0   | External Lag  | 0  | 9   |
| A   | OR-7 (c)       | 0 | AND-4 (a)     | 0 | Force A (nema)     | 0 | DELAY-A  | 0 | Phase Bank 2   | 210 | OR-1 (a)          | 201 | AND-1 (a)     | 0  | A   |
| B   | OR-7 (d)       | 0 | AND-4 (b)     | 0 | Force B (nema)     | 0 | DELAY-B  | 0 | Phase Bank 3   | 0   | OR-1 (b)          | 209 | AND-1 (b)     | 0  | B   |
| C   | OR-8 (a)       | 0 | NAND-1 (a)    | 0 | C.N.A. (nema)      | 0 | DELAY-C  | 0 | Overlap Set 2  | 0   | OR-2 (a)          | 0   | AND-2 (a)     | 0  | C   |
| D   | OR-8 (b)       | 0 | NAND-1 (b)    | 0 | Hold (nema)        | 0 | DELAY-D  | 0 | Overlap Set 3  | 0   | OR-2 (b)          | 0   | AND-2 (b)     | 0  | D   |
| E   | OR-8 (c)       | 0 | NAND-2 (a)    | 0 | Max Recall         | 0 | DELAY-E  | 0 | Detector Set 2 | 0   | OR-3 (a)          | 0   | AND-3 (a)     | 0  | E   |
| F   | OR-8 (d)       | 0 | NAND-2 (b)    | 0 | Min Recall         | 0 | DELAY-F  | 0 | Detector Set 3 | 0   | OR-3 (b)          | 0   | AND-3 (b)     | 0  | F   |

Assignable Inputs

&lt;C+0+E=126&gt;

| Row | Column 9      |   | Column A        |   | Column B      |   | Column C       |     | Column D      |     | Column E      |   | Column F          |   | Row |
|-----|---------------|---|-----------------|---|---------------|---|----------------|-----|---------------|-----|---------------|---|-------------------|---|-----|
| 0   | Phase ON - 1  | 0 | Preempt Fail    | 0 | Flasher 0     | 0 | Free           | 0   | NOT-1         | 0   | TOD Out 1     | 0 | Dial 2 (7-Wire)   | 0 | 0   |
| 1   | Phase ON - 2  | 0 | Sp Evnt Out 1   | 0 | Flasher 1     | 0 | Plan 1         | 201 | OR-1          | 210 | TOD Out 2     | 0 | Dial 3 (7-Wire)   | 0 | 1   |
| 2   | Phase ON - 3  | 0 | Sp Evnt Out 2   | 0 | Fast Flasher  | 0 | Plan 2         | 0   | OR-2          | 0   | TOD Out 3     | 0 | Offset 1 (7-Wire) | 0 | 2   |
| 3   | Phase ON - 4  | 0 | Sp Evnt Out 3   | 0 | Fig 3 Diamond | 0 | Plan 3         | 0   | OR-3          | 0   | TOD Out 4     | 0 | Offset 2 (7-Wire) | 0 | 3   |
| 4   | Phase ON - 5  | 0 | Sp Evnt Out 4   | 0 | Fig 4 Diamond | 0 | Plan 4         | 0   | AND-1         | 0   | TOD Out 5     | 0 | Offset 3 (7-Wire) | 0 | 4   |
| 5   | Phase ON - 6  | 0 | Sp Evnt Out 5   | 0 |               |   | Plan 5         | 0   | AND-2         | 0   | TOD Out 6     | 0 | Free (7-Wire)     | 0 | 5   |
| 6   | Phase ON - 7  | 0 | Sp Evnt Out 6   | 0 |               |   | Plan 6         | 0   | AND-3         | 0   | TOD Out 7     | 0 | Flash (7-Wire)    | 0 | 6   |
| 7   | Phase ON - 8  | 0 | Sp Evnt Out 7   | 0 |               |   | Plan 7         | 0   | NOT-2         | 0   | TOD Out 8     | 0 | Preempt           | 0 | 7   |
| 8   | Ph. Check - 1 | 0 | Sp Evnt Out 8   | 0 | NOT-3         | 0 | Plan 8         | 208 | EV-A          | 0   | Adv. Warn - 1 | 0 | Low Priority A    | 0 | 8   |
| 9   | Ph. Check - 2 | 0 |                 |   | NOT-4         | 0 | Plan 9         | 209 | EV-B          | 0   | Adv. Warn - 2 | 0 | Low Priority B    | 0 | 9   |
| A   | Ph. Check - 3 | 0 | Detector Fail   | 0 | OR-4          | 0 | Spec. Funct. 3 | 0   | EV-C          | 0   | DELAY-A       | 0 | Low Priority C    | 0 | A   |
| B   | Ph. Check - 4 | 0 | Spec. Funct. 1  | 0 | OR-5          | 0 | Spec. Funct. 4 | 0   | EV-D          | 0   | DELAY-B       | 0 | Low Priority D    | 0 | B   |
| C   | Ph. Check - 5 | 0 | Spec. Funct. 2  | 0 | OR-6          | 0 | NAND-3         | 0   | RR-1          | 0   | DELAY-C       | 0 |                   |   | C   |
| D   | Ph. Check - 6 | 0 | Central Control | 0 | AND-4         | 0 | NAND-4         | 0   | RR-2          | 0   | DELAY-D       | 0 |                   |   | D   |
| E   | Ph. Check - 7 | 0 | Excl. Ped DW    | 0 | NAND-1        | 0 | OR-7           | 0   | Spec. Event 1 | 0   | DELAY-E       | 0 |                   |   | E   |
| F   | Ph. Check - 8 | 0 | Excl. Ped WK    | 0 | NAND-2        | 0 | OR-8           | 0   | Spec. Event 2 | 0   | DELAY-F       | 0 |                   |   | F   |

Assignable Outputs

&lt;C+0+E=127&gt;

| Column Numbers ----> |                   | Phase |     |     |     |     |      |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|------|-----|-----|
|                      |                   | 1     | 2   | 3   | 4   | 5   | 6    | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |      |     |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 5    | 0   | 0   |
| 1                    | Ped FDW           | 0     | 12  | 0   | 20  | 0   | 18   | 0   | 0   |
| 2                    | Min Green         | 5     | 10  | 0   | 5   | 4   | 10   | 0   | 0   |
| 3                    | Type 3 Disconnect | 0     | 0   | 0   | 0   | 0   | 0    | 0   | 0   |
| 4                    | Added per Vehicle | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 2.0  | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.0   | 5.0 | 0.0 | 2.0 | 2.0 | 12.5 | 0.0 | 0.0 |
| 6                    | Max Gap           | 2.0   | 5.0 | 0.0 | 4.0 | 3.0 | 22.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 2.0   | 2.0 | 0.0 | 1.0 | 0.5 | 1.0  | 0.0 | 0.0 |
| 8                    | Max Limit         | 30    | 70  | 0   | 20  | 40  | 55   | 0   | 0   |
| 9                    | Max Limit 2       | 30    | 60  | 0   | 40  | 30  | 50   | 0   | 0   |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 0   | 0   | 0    | 0   | 0   |
| B                    | PE Min Ped FDW    | 0     | 7   | 0   | 13  | 0   | 7    | 0   | 0   |
| C                    | Cond Serv Check   | 0     | 17  | 0   | 0   | 17  | 17   | 0   | 0   |
| D                    | Reduce Every      | 0.0   | 3.0 | 0.0 | 0.5 | 0.2 | 0.2  | 0.0 | 0.0 |
| E                    | Yellow Change     | 3.0   | 4.3 | 0.0 | 3.0 | 3.0 | 4.3  | 0.0 | 0.0 |
| F                    | Red Clear         | 0.5   | 1.0 | 0.0 | 0.5 | 1.0 | 1.0  | 0.0 | 0.0 |

Phase Timing - Bank 2 &lt;C+0+F=2&gt;

|                     | 9   | A   | B   | C   | D   |
|---------------------|-----|-----|-----|-----|-----|
| Phase 1             | --- | --- | --- | --- | --- |
| Phase 2             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 3             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 4             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 5             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 6             | 26  | 0   | 0   | 0   | 0.0 |
| Phase 7             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 8             | 20  | 0   | 0   | 0   | 0.0 |
| Max Initial         |     |     |     |     |     |
| Alternate Walk      |     |     |     |     |     |
| Alternate FDW       |     |     |     |     |     |
| Alternate Initial   |     |     |     |     |     |
| Alternate Extension |     |     |     |     |     |

Alternate Timing

Transition Type  
 0.X = Shortway  
 1.X = Lengthen  
 X.1 thru X.4 =  
 Number of  
 cycles when  
 lengthening

Transition Type | 0.3 <C/5+1+9>  
**TBC Transition**

Lag Hold Phases | <C/5+1+A>  
**Coordinated Lag Hold Phases**

Sync Output Time | 0.0 <C/5+1+C>  
**7-Wire Master**

Daylight Savings  
 Date  
 If set to all zeros,  
 standard dates  
 will be used.

Begin Month | 4 <C/5+2+A>  
 Begin Week | 1 <C/5+2+B>  
 End Month | 10 <C/5+2+C>  
 End Week | 5 <C/5+2+D>

**Daylight Savings Time**

Time B4 Yellow | 0.0 <F/1+C+E>  
 Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>  
 Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure | 0.7 <F/1+0+6>  
 Short Failure | 0.7 <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

| Row |                   | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|-----|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | Ped Walk          | 0   | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW           | 0   | 15  | 0   | 15  | 0   | 15  | 0   | 15  |
| 2   | Min Green         | 4   | 7   | 4   | 4   | 4   | 7   | 4   | 4   |
| 3   | Type 3 Disconnect | 0   | 20  | 0   | 20  | 0   | 20  | 0   | 20  |
| 4   | Added per Vehicle | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 5   | Veh Extension     | 2.0 | 4.0 | 2.0 | 2.5 | 2.0 | 4.0 | 2.0 | 2.5 |
| 6   | Max Gap           | 3.0 | 6.0 | 3.0 | 3.0 | 3.0 | 6.0 | 3.0 | 3.0 |
| 7   | Min Gap           | 0.5 | 2.0 | 0.5 | 1.5 | 0.5 | 2.0 | 0.5 | 1.5 |
| 8   | Max Limit         | 20  | 30  | 20  | 25  | 20  | 30  | 20  | 25  |
| 9   | Max Limit 2       | 30  | 50  | 30  | 40  | 30  | 50  | 30  | 40  |
| A   | Adv. / Delay Walk | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | PE Min Ped FDW    | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| C   | Cond Serv Check   | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| D   | Reduce Every      | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change     | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |
| F   | Red Clear         | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Phase Timing - Bank 3 &lt;C+0+F=3&gt;

|                     | 9   | A   | B   | C   | D   |
|---------------------|-----|-----|-----|-----|-----|
| Phase 1             | --- | --- | --- | --- | --- |
| Phase 2             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 3             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 4             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 5             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 6             | 20  | 0   | 0   | 0   | 0.0 |
| Phase 7             | 0   | 0   | 0   | 0   | 0.0 |
| Phase 8             | 20  | 0   | 0   | 0   | 0.0 |
| Max Initial         |     |     |     |     |     |
| Alternate Walk      |     |     |     |     |     |
| Alternate FDW       |     |     |     |     |     |
| Alternate Initial   |     |     |     |     |     |
| Alternate Extension |     |     |     |     |     |

Alternate Timing



| Column Numbers ----> |               |               |            |          |        | 1     | 3          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 39            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 1                    |               | 40            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| 2                    |               | 41            | 45 7       | 4        | 123 8  | 0.0   | 0.0        |
| 3                    |               | 42            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 4                    |               | 43            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 5                    |               | 44            | 4 67       | 6        | 123 8  | 0.0   | 0.0        |
| 6                    |               | 45            | 45 7       | 4        | 123 8  | 0.0   | 0.0        |
| 7                    |               | 46            | 45 7       | 8        | 123    | 10.0  | 0.0        |
| 8                    |               | 47            | 67         | 2        | 123    | 10.0  | 0.0        |
| 9                    |               | 48            | 67         | 6        | 123    | 10.0  | 0.0        |
| A                    |               | 49            | 67         | 4        | 123    | 10.0  | 0.0        |
| B                    |               | 50            | 67         | 8        | 123    | 10.0  | 0.0        |
| C                    |               | 55            | 45 7       | 5        | 123 8  | 0.0   | 0.0        |
| D                    |               | 56            | 45 7       | 1        | 123 8  | 0.0   | 0.0        |
| E                    |               | 57            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| F                    |               | 58            | 45 7       | 3        | 123    | 0.0   | 0.0        |

| Column Numbers ----> |               |               |            |          |        | 2     | 4          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 59            | 45 7       | 5        | 123 8  | 0.0   | 0.0        |
| 1                    |               | 60            | 45 7       | 1        | 123    | 0.0   | 0.0        |
| 2                    |               | 61            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| 3                    |               | 62            | 45 7       | 3        | 123    | 0.0   | 0.0        |
| 4                    |               | 63            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| 5                    |               | 64            | 45 7       | 6        | 123    | 0.0   | 0.0        |
| 6                    |               | 65            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| 7                    |               | 66            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 8                    |               | 67            | 2          | 2        | 123    | 0.0   | 0.0        |
| 9                    |               | 68            | 2          | 6        | 123    | 0.0   | 0.0        |
| A                    |               | 69            | 2          | 4 8      | 123    | 0.0   | 0.0        |
| B                    |               | 70            | 2          | 4 8      | 123    | 0.0   | 0.0        |
| C                    |               | 76            | 45 7       | 2        | 123    | 25.0  | 0.0        |
| D                    |               | 208           | 45 7       | 6        | 123    | 0.0   | 0.0        |
| E                    |               | 78            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| F                    |               | 79            | 45 7       | 8        | 123    | 0.0   | 0.0        |

Detector Assignments &lt;C+0+E=126&gt;

&lt;C+0+D=0&gt;

Detector Attributes

- 1 = Full Time Delay  
 2 = Ped Call  
 3 =  
 4 = Count  
 5 = Extension  
 6 = Type 3  
 7 = Calling  
 8 = Alternate

Det. Assignments

- 1 = Det. Set 1  
 2 = Det. Set 2  
 3 = Det. Set 3  
 4 =  
 5 =  
 6 = Failure - Min Recall  
 7 = Failure - Max Recall  
 8 = Report on Failure

| Ped / Phase / Overlap |    |   |   |   |   |   |   |   | Row |
|-----------------------|----|---|---|---|---|---|---|---|-----|
| Column Numbers ---->  |    |   |   |   |   |   |   |   |     |
| 1                     | 2  | 3 | 4 | 5 | 6 | 7 | 8 |   |     |
| Walk                  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0   |
| Don't Walk            | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| Phase Green           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2   |
| Phase Yellow          | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3   |
| Phase Red             | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4   |
| Overlap Green         | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5   |
| Overlap Yellow        | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| Overlap Red           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7   |

Redirect Phase Outputs &lt;C+0+E=127&gt;

| Cabinet Type              | 30 | <E/125+D+0> | D | Row |
|---------------------------|----|-------------|---|-----|
| Enable Redirection        |    |             |   | 0   |
| (Enable Redirection = 30) |    |             |   | 1   |
|                           |    |             |   | 2   |
|                           |    |             |   | 3   |
|                           |    |             |   | 4   |
|                           |    |             |   | 5   |
|                           |    |             |   | 6   |
|                           |    |             |   | 7   |

|                   |     |           |
|-------------------|-----|-----------|
| Max OFF (minutes) | 254 | <D/0+0+1> |
| Max ON (minutes)  | 7   | <D/0+0+2> |

## Detector Failure Monitor

| D                | Row |
|------------------|-----|
| Number of Digits | 0   |
| 1 st Digit       | 0   |
| 2 ed Digit       | 0   |
| 3 ed Digit       | 0   |
| 4 th Digit       | 0   |
| 5 th Digit       | 0   |
| 6 th Digit       | 0   |
| 7 th Digit       | 0   |
| 8 th Digit       | 0   |
| 9 th Digit       | 0   |
| 10 th Digit      | 0   |
| 11 th Digit      | 0   |
| 12 th Digit      | 0   |
| 13 th Digit      | 0   |
| 14 th Digit      | 0   |
| 15 th Digit      | 0   |

Dial-Back Telephone Number

## Disable Alarms

- 1 = Stop Time  
 2 = Flash Sense  
 3 = Keyboard Entry  
 4 = Manual Plan  
 5 = Police Control  
 6 = External Alarm  
 7 = Detector Failure  
 8 =

Dimming &lt;C+0+E=125&gt;

| B       | Row |
|---------|-----|
| DELAY-A | 0   |
| DELAY-B | 0   |
| DELAY-C | 0   |
| DELAY-D | 0   |
| DELAY-E | 0   |
| DELAY-F | 0   |

## Delay Logic Times

&lt;C+0+D=0&gt; (seconds)

Omit Alarm &lt;C/5+F+0&gt;

## Disable Alarm Reporting

Time 10 &lt;C/5+C+0&gt;

Redial Time (minutes)  
(View Redial Timer at E/2+D+6)

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | E    | A      | 1234567     |
| 1   | 07 : 10 | 4    | A      | 23456       |
| 2   | 07 : 45 | 8    | A      | 23456       |
| 3   | 14 : 10 | 4    | A      | 23456       |
| 4   | 14 : 30 | 9    | A      | 23456       |
| 5   | 16 : 00 | 1    | A      | 23456       |
| 6   | 17 : 30 | 3    | A      | 23456       |
| 7   | 09 : 00 | 8    | A      | 1 7         |
| 8   | 17 : 30 | E    | A      | 1 7         |
| 9   | 19 : 00 | E    | A      | 23456       |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.1>  
(Bank 1)

| Time    | Funct. | Day of Week |
|---------|--------|-------------|
| 00 : 00 | E      | 1234567     |
| 08 : 30 | E      | 1234567     |
| 14 : 30 | C      | 23456       |
| 17 : 30 | C      | 23456       |
| 20 : 00 | E      | 1234567     |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |

**TOD Function** <C+0+7=0.1>

| Column 4    |
|-------------|
| Phases/Bits |
| 4 78        |
| 78          |
| 5           |
| 4 78        |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=27>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.1>  
(Bank 1)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.1>  
(Bank 1)

T.O.D. Functions

0 =  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 5 - Disable Low  
         Priority Preempt  
     Bit 7 - Detector Count  
         Monitor  
     Bit 8 - Real Time Split  
         Monitor  
 F = Output Bits 1 thru 8

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | 0    | 0      |             |
| 1   | 00 : 00 | 0    | 0      |             |
| 2   | 00 : 00 | 0    | 0      |             |
| 3   | 00 : 00 | 0    | 0      |             |
| 4   | 00 : 00 | 0    | 0      |             |
| 5   | 00 : 00 | 0    | 0      |             |
| 6   | 00 : 00 | 0    | 0      |             |
| 7   | 00 : 00 | 0    | 0      |             |
| 8   | 00 : 00 | 0    | 0      |             |
| 9   | 00 : 00 | 0    | 0      |             |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.2>  
(Bank 2)

| Time    | Funct. | Holiday Type |
|---------|--------|--------------|
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |

**Holiday TOD Function** <C+0+7=0.2>

| Column 4    |
|-------------|
| Phases/Bits |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=28>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.2>  
(Bank 2)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.2>  
(Bank 2)

Plan Select  
 1 thru 9 = Coordination  
     Plan 1 thru 9  
 14 or E = Free  
 15 or F = Flash

Offset Select  
 A = Offset A  
 B = Offset B  
 C = Offset C

Month Select  
 1 = January  
 2 = February  
 3 = March  
 4 = April  
 5 = May  
 6 = June  
 7 = July  
 8 = August  
 9 = September  
 A = October  
 B = November  
 C = December

|     | 6     | 7    | 8        | 9    | A        | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|----------|-----------|--------------|---------------|----------|--------|
| Row | Clear | Time | Ped Call | Hold | Advance  | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |          |           |              |               |          | 1      |
| 1   |       | 2    |          | 4 7  |          |           |              | 12345678      | 2 4 6 8  |        |
| 2   |       | 18   |          | 4 7  | 123 56 8 |           | 4 7          | 4 7           | 2 4 6 8  |        |
| 3   |       | 0    |          |      |          |           |              | 4 7           | 2 4 6 8  | 2      |
| 4   |       | 2    |          |      |          | 4 7       | 1 56         | 12345678      |          |        |
| 5   |       | 0    |          |      |          |           |              | 12345678      |          |        |
| 6   |       | 0    |          |      |          |           |              |               |          | 1      |
| 7   |       | 0    |          |      |          |           |              |               |          |        |
| 8   |       | 0    |          |      |          |           |              |               |          |        |
| 9   |       | 0    |          |      |          |           |              |               |          |        |
| A   |       | 0    |          |      |          |           |              |               |          |        |
| B   |       | 0    |          |      |          |           |              |               |          |        |
| C   |       | 0    |          |      |          |           |              |               |          |        |
| D   |       | 0    |          |      |          |           |              |               |          |        |
| E   |       | 0    |          |      |          |           |              |               |          |        |
| F   |       | 0    |          |      |          |           |              |               |          |        |

Special Event Schedule -- Table 1

&lt;C+0+E=27&gt;

Notes:

3 &lt;E/27+5+F&gt;

Limited Service Interval

|     | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
| Row | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 2

&lt;C+0+E=28&gt;

Notes:

0 &lt;E/28+5+F&gt;

Limited Service Interval

Min Time (seconds) | 0 | &lt;F/1+0+8&gt;

**Min Green Before PE Force Off**

Max Time (minutes) | 255 | &lt;F/1+0+9&gt;

**Max Preempt Time Before Failure**

Min Time (seconds) | 0 | &lt;F/1+0+A&gt;

**Min Time Between Same Preempts**

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | &lt;E/125+C+8&gt;

**Disable Low Priority Channel**Low Priority

- 1 = Channel A  
2 = Channel B  
3 = Channel C  
4 = Channel D

Delay Time (seconds) | 0 | &lt;F/1+A+D&gt;

**Bus Delay**

Max Time (seconds) | 0 | &lt;F/1+A+E&gt;

**Max Early Green**

Max Time (seconds) | 0 | &lt;F/1+A+F&gt;

**Max Green Extension**

| Row | Time    | Headway | Direction | Day of Week |
|-----|---------|---------|-----------|-------------|
| 0   | 00 : 00 | 0       | 0         | _____       |
| 1   | 00 : 00 | 0       | 0         | _____       |
| 2   | 00 : 00 | 0       | 0         | _____       |
| 3   | 00 : 00 | 0       | 0         | _____       |
| 4   | 00 : 00 | 0       | 0         | _____       |
| 5   | 00 : 00 | 0       | 0         | _____       |
| 6   | 00 : 00 | 0       | 0         | _____       |
| 7   | 00 : 00 | 0       | 0         | _____       |
| 8   | 00 : 00 | 0       | 0         | _____       |
| 9   | 00 : 00 | 0       | 0         | _____       |
| A   | 00 : 00 | 0       | 0         | _____       |
| B   | 00 : 00 | 0       | 0         | _____       |
| C   | 00 : 00 | 0       | 0         | _____       |
| D   | 00 : 00 | 0       | 0         | _____       |
| E   | 00 : 00 | 0       | 0         | _____       |
| F   | 00 : 00 | 0       | 0         | _____       |

**Headway** <C+0+9=2.1>

Headway Time  
(minutes)  
1 thru 9 = 1 thru 9  
A = 10  
B = 11  
C = 12  
D = 13  
E = 14  
F = 15

**Low Priority Preemption (Bus Priority)**Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

**INTERSECTION: Encinitas & Balour**

Page 1 (of 9)

 Group Assignment: **4006**

 N/S Street Name: **Balour**

 Last Database Change: **6/10/2015 14:55**

 Field Master Assignment: **NONE**

 E/W Street Name: **Encinitas Blvd**

 System Reference Number: **9**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>13</b>    | <C/0+0+0> |
| Zone Number     | <b>1</b>     | <C/0+0+1> |
| Area Number     | <b>1</b>     | <C/0+0+2> |
| Area Address    | <b>10</b>    | <C/0+0+3> |
| QuicNet Channel | <b>COM5:</b> | (QuicNet) |

**Communication Addresses**

|               |  |           |
|---------------|--|-----------|
| Manual Plan   |  | <C/0+A+1> |
| Manual Offset |  | <C/0+B+1> |

**Manual Selection**

 Notes: **Plan #4 (90 second cycle) use in Sept for beginning of school traffic conditons.**

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

|               |            |           |
|---------------|------------|-----------|
| Flash Start   | <b>0</b>   | <F/1+0+E> |
| Red Revert    | <b>5.0</b> | <F/1+0+F> |
| All Red Start | <b>5.0</b> | <F/1+C+0> |

**Start / Revert Times**

|                |            |           |
|----------------|------------|-----------|
| Exclusive Walk | <b>0</b>   | <F/1+0+0> |
| Exclusive FDW  | <b>0</b>   | <F/1+0+1> |
| All Red Clear  | <b>0.0</b> | <F/1+0+2> |

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 0   | 0   | 5   | 0   | 5   | 0   | 5   |
| 1                    | Ped FDW           | 0     | 0   | 0   | 20  | 0   | 20  | 0   | 20  |
| 2                    | Min Green         | 0     | 20  | 0   | 6   | 20  | 20  | 0   | 4   |
| 3                    | Type 3 Disconnect | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added per Vehicle | 0.0   | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 0.0   | 5.0 | 0.0 | 2.0 | 5.0 | 5.0 | 0.0 | 0.0 |
| 6                    | Max Gap           | 0.0   | 5.6 | 0.0 | 4.0 | 6.0 | 6.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 0.0   | 2.0 | 0.0 | 1.0 | 2.0 | 2.0 | 0.0 | 0.0 |
| 8                    | Max Limit         | 0     | 60  | 0   | 30  | 30  | 60  | 0   | 0   |
| 9                    | Max Limit 2       | 0     | 15  | 0   | 10  | 15  | 15  | 0   | 0   |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 5   | 0   | 0   | 0   | 5   |
| B                    | PE Min Ped FDW    | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Cond Serv Check   | 0     | 0   | 0   | 0   | 15  | 15  | 0   | 0   |
| D                    | Reduce Every      | 0.0   | 1.0 | 0.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 |
| E                    | Yellow Change     | 0.0   | 4.3 | 0.0 | 3.0 | 3.0 | 4.3 | 0.0 | 3.0 |
| F                    | Red Clear         | 0.0   | 1.0 | 0.0 | 0.5 | 0.5 | 1.0 | 0.0 | 0.5 |

**Phase Timing - Bank 1** <C+0+F=1>

|                     | 9  | A | B | C | D   |
|---------------------|----|---|---|---|-----|
| Phase 1             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 2             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 3             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 4             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 5             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 6             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 7             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 8             | 20 | 0 | 0 | 0 | 0.0 |
| Max Initial         |    |   |   |   |     |
| Alternate Walk      |    |   |   |   |     |
| Alternate FDW       |    |   |   |   |     |
| Alternate Initial   |    |   |   |   |     |
| Alternate Extension |    |   |   |   |     |

**Alternate Timing** <C+0+F=1>

|               | E     |
|---------------|-------|
| RR-1 Delay    | 0     |
| RR-1 Clear    | 0     |
| EV-A Delay    | 0     |
| EV-A Clear    | 0     |
| EV-B Delay    | 0     |
| EV-B Clear    | 0     |
| EV-C Delay    | 0     |
| EV-C Clear    | 0     |
| EV-D Delay    | 0     |
| EV-D Clear    | 0     |
| RR-2 Delay    | 0     |
| RR-2 Clear    | 0     |
| View EV Delay | - - - |
| View EV Clear | - - - |
| View RR Delay | - - - |
| View RR Clear | - - - |

**Preempt Timing**

|                 | F              |
|-----------------|----------------|
| Permit          | <b>2 456 8</b> |
| Red Lock        |                |
| Yellow Lock     | <b>4</b>       |
| Min Recall      | <b>2 6</b>     |
| Ped Recall      |                |
| View Set Peds   | - - - -        |
| Rest In Walk    |                |
| Red Rest        |                |
| Dual Entry      |                |
| Max Recall      |                |
| Soft Recall     |                |
| Max 2           |                |
| Cond. Service   |                |
| Man Cntrl Calls |                |
| Yellow Start    | <b>4</b>       |
| First Phases    | <b>2 6</b>     |

**Phase Functions** <C+0+F=1>

|                      |                       | Overlap |     |     |     |     |     |     |     |
|----------------------|-----------------------|---------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                       | 1       | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Overlap Name ---->    |         |     |     |     |     |     |     |     |
| 0                    | Load Switch Number    | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 1                    | Veh Set 1 - Phases    |         |     |     |     |     |     |     |     |
| 2                    | Veh Set 2 - Phases    |         |     |     |     |     |     |     |     |
| 3                    | Veh Set 3 - Phases    |         |     |     |     |     |     |     |     |
| 4                    | Neg Veh Phases        |         |     |     |     |     |     |     |     |
| 5                    | Neg Ped Phases        |         |     |     |     |     |     |     |     |
| 6                    | Green Omit Phases     |         |     |     |     |     |     |     |     |
| 7                    | Green Clear Omit Phs. |         |     |     |     |     |     |     |     |
| 8                    |                       |         |     |     |     |     |     |     |     |
| 9                    |                       |         |     |     |     |     |     |     |     |
| A                    |                       |         |     |     |     |     |     |     |     |
| B                    |                       |         |     |     |     |     |     |     |     |
| C                    |                       |         |     |     |     |     |     |     |     |
| D                    | Green Clear           | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change         | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| F                    | Red Clear             | 0.0     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## Overlap Assignments

&lt;C+0+E=29&gt;

## Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = Solid FDW on EV
- 5 = Extended Status
- 6 = International Ped
- 7 = Flash - Clear Outputs
- 8 = Split Ring

## Extra 2 Flags

- 1 = AWB During Initial
- 2 = LMU Installed
- 3 = Disable Min Walk
- 4 = QuicNet/4 System
- 5 = Ignore P/P on EV
- 6 =
- 7 = Reserved
- 8 =

|        | C   | Row |
|--------|-----|-----|
| EV-A   | 0   | 0   |
| EV-B   | 0   | 1   |
| EV-C   | 0   | 2   |
| EV-D   | 0   | 3   |
| RR-1 * | --- | 4   |
| RR-2 * | --- | 5   |
| SE-1   | 0   | 6   |
| SE-2   | 0   | 7   |

## Preempt Priority

&lt;C+0+E=125&gt;

(\* RR-1 is always Highest,  
and RR-2 is always  
Second Highest )

| Column Numbers ----> |                          | E     |
|----------------------|--------------------------|-------|
| 0                    | Exclusive Phases         |       |
| 1                    | RR-1 Clear Phases        |       |
| 2                    | RR-2 Clear Phases        |       |
| 3                    | RR-2 Limited Service     |       |
| 4                    | Prot / Perm Phases       |       |
| 5                    | Flash to PE Circuits     |       |
| 6                    | Flash Entry Phases       |       |
| 7                    | Disable Yellow Range     |       |
| 8                    | Disable Ovp Yel Range    |       |
| 9                    | Overlap Yellow Flash     |       |
| A                    | EV-A Phases              | 2 5   |
| B                    | EV-B Phases              | 4     |
| C                    | EV-C Phases              | 6     |
| D                    | EV-D Phases              |       |
| E                    | Extra 1 Config. Bits     | 1 3 5 |
| F                    | IC Select (Interconnect) | 2     |

## Configuration

&lt;C+0+E=125&gt;

|                       | F        |
|-----------------------|----------|
| Ext. Permit 1 Phases  |          |
| Ext. Permit 2 Phases  |          |
| Exclusive Ped Assign  |          |
| Preempt Non-Lock      | 12345678 |
| Ped for 2P Output     |          |
| Ped for 6P Output     | 6        |
| Ped for 4P Output     | 4 8      |
| Ped for 8P Output     |          |
| Yellow Flash Phases   |          |
| Low Priority A Phases |          |
| Low Priority B Phases |          |
| Low Priority C Phases |          |
| Low Priority D Phases |          |
| Restricted Phases     |          |
| Extra 2 Config. Bits  | 4 7      |

## Configuration

&lt;C+0+E=125&gt;

|                         | F        |
|-------------------------|----------|
| Fast Green Flash Phase  |          |
| Green Flash Phases      |          |
| Flashing Walk Phases    |          |
| Guaranteed Passage      |          |
| Simultaneous Gap Term   | 12345678 |
| Sequential Timing       |          |
| Advance Walk Phases     | 4 8      |
| Delay Walk Phases       |          |
| External Recall         |          |
| Start-up Overlap Green  |          |
| Max Extension           |          |
| Inhibit Ped Reservice   |          |
| Semi-Actuated           |          |
| Start-up Overlap Yellow |          |
| Start-up Vehicle Calls  | 12345678 |
| Start-up Ped Calls      | 12345678 |

## Specials

&lt;C+0+F=2&gt;

Flash to PE &  
PE Non-Lock

- 1 = EV A    5 = RR 1
- 2 = EV B    6 = RR 2
- 3 = EV C    7 = SE 1
- 4 = EV D    8 = SE 2

## IC Select Flags

- 1 =
- 2 = Modem
- 3 = 7-Wire Slave
- 4 = Flash / Free
- 5 =
- 6 = Simplex Master
- 7 = 7-Wire Master
- 8 = Offset Interrupter

|         | 2  | Row |
|---------|----|-----|
|         |    | 0   |
| Phase 1 | 0  | 1   |
| Phase 2 | 40 | 2   |
| Phase 3 | 0  | 3   |
| Phase 4 | 20 | 4   |
| Phase 5 | 15 | 5   |
| Phase 6 | 30 | 6   |
| Phase 7 | 0  | 7   |
| Phase 8 | 0  | 8   |

Coordination  
Transition  
Minimums

&lt;C+0+C=5&gt;

| Column Numbers ----> |                    | Plan |    |     |     |     |     |   |     |     |
|----------------------|--------------------|------|----|-----|-----|-----|-----|---|-----|-----|
| Plan Name ---->      |                    | 1    | 2  | 3   | 4   | 5   | 6   | 7 | 8   | 9   |
| 0                    | Cycle Length       | 130  | 75 | 85  | 90  | 125 | 105 | 0 | 80  | 120 |
| 1                    | Phase 1 - ForceOff | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| 2                    | Phase 2 - ForceOff | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| 4                    | Phase 4 - ForceOff | 68   | 23 | 38  | 30  | 30  | 30  | 0 | 45  | 65  |
| 5                    | Phase 5 - ForceOff | 35   | 55 | 24  | 68  | 65  | 0   | 0 | 22  | 30  |
| 6                    | Phase 6 - ForceOff | 0    | 0  | 0   | 0   | 0   | 65  | 0 | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| 8                    | Phase 8 - ForceOff | 68   | 23 | 38  | 30  | 0   | 0   | 0 | 45  | 65  |
| 9                    | Ring Offset        | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| A                    | Offset 1           | 110  | 66 | 14  | 85  | 110 | 10  | 0 | 30  | 5   |
| B                    | Offset 2           | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| C                    | Offset 3           | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |
| D                    | Perm 1 - End       | 40   | 15 | 15  | 15  | 0   | 15  | 0 | 25  | 35  |
| E                    | Hold Release       | 255  | 68 | 255 | 255 | 255 | 255 | 0 | 255 | 255 |
| F                    | Zone Offset        | 0    | 0  | 0   | 0   | 0   | 0   | 0 | 0   | 0   |

Coordination - Bank 1

&lt;C+0+C=1&gt;

| Row |                  |          |          |          |          |          |          |          |          |          |
|-----|------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 0   | Ped Adjustment   | 0        | 0        | 0        | 9        | 0        | 0        | 0        | 0        | 7        |
| 1   | Perm 2 - Start   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 2   | Perm 2 - End     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 3   | Perm 3 - Start   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 4   | Perm 3 - End     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 5   | Reservice Time   | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        |
| 6   | Reservice Phases |          |          |          |          |          |          |          |          |          |
| 7   |                  |          |          |          |          |          |          |          |          |          |
| 8   | Pretimed Phases  |          |          |          |          |          |          |          |          |          |
| 9   | Max Recall       |          |          |          |          |          |          |          |          |          |
| A   | Perm 1 Veh Phase | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 |
| B   | Perm 1 Ped Phase | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 | 12345678 |
| C   | Perm 2 Veh Phase |          |          |          |          |          |          |          |          |          |
| D   | Perm 2 Ped Phase |          |          |          |          |          |          |          |          |          |
| E   | Perm 3 Veh Phase |          |          |          |          |          |          |          |          |          |
| F   | Perm 3 Ped Phase |          |          |          |          |          |          |          |          |          |

Coordination - Bank 2

&lt;C+0+C=2&gt;

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

| Row |               | E   | Row |
|-----|---------------|-----|-----|
| 0   |               |     | 0   |
| 1   | Plan 1 - Sync | 2 6 | 1   |
| 2   | Plan 2 - Sync | 2 6 | 2   |
| 3   | Plan 3 - Sync | 2 6 | 3   |
| 4   | Plan 4 - Sync | 2 6 | 4   |
| 5   | Plan 5 - Sync | 2 6 | 5   |
| 6   | Plan 6 - Sync | 2 6 | 6   |
| 7   | Plan 7 - Sync | 2 6 | 7   |
| 8   | Plan 8 - Sync | 2 6 | 8   |
| 9   | Plan 9 - Sync | 2 6 | 9   |
| A   | NEMA Sync     |     | A   |
| B   | NEMA Hold     |     | B   |
| C   |               |     | C   |
| D   |               |     | D   |
| E   | Coord Extra   |     | E   |
| F   |               |     | F   |

Sync Phases

&lt;C+0+C=1&gt;

| Row |              | F       | Row |
|-----|--------------|---------|-----|
| 0   | Free Lag     | 2 4 6 8 | 0   |
| 1   | Plan 1 - Lag | 2 45 8  | 1   |
| 2   | Plan 2 - Lag | 2 4 6 8 | 2   |
| 3   | Plan 3 - Lag | 2 45 8  | 3   |
| 4   | Plan 4 - Lag | 2 4 6 8 | 4   |
| 5   | Plan 5 - Lag | 2 4 6 8 | 5   |
| 6   | Plan 6 - Lag | 2 45 8  | 6   |
| 7   | Plan 7 - Lag | 2 4 6 8 | 7   |
| 8   | Plan 8 - Lag | 2 45 8  | 8   |
| 9   | Plan 9 - Lag | 2 45 8  | 9   |
| A   | External Lag |         | A   |
| B   |              |         | B   |
| C   |              |         | C   |
| D   |              |         | D   |
| E   |              |         | E   |
| F   |              |         | F   |

Lag Phases

&lt;C+0+C=1&gt;

| Row | Column 9       |   | Column A      |   | Column B           |   | Column C |   | Column D       |    | Column E          |   | Column F      |    | Row |
|-----|----------------|---|---------------|---|--------------------|---|----------|---|----------------|----|-------------------|---|---------------|----|-----|
| 0   | Spec. Funct. 1 | 0 | NOT-3         | 0 | Max 2              | 0 | Pretimed | 0 | Set Monday     | 0  | Dial 2 (7-Wire)   | 0 | Sim Term      | 0  | 0   |
| 1   | Spec. Funct. 2 | 0 | NOT-4         | 0 | System Det 1       | 0 | Plan 1   | 0 | Ext. Perm 1    | 0  | Dial 3 (7-Wire)   | 0 | EV-A          | 71 | 1   |
| 2   | Spec. Funct. 3 | 0 | OR-4 (a)      | 0 | System Det 2       | 0 | Plan 2   | 0 | Ext. Perm 2    | 0  | Offset 1 (7-Wire) | 0 | EV-B          | 72 | 2   |
| 3   | Spec. Funct. 4 | 0 | OR-4 (b)      | 0 | System Det 3       | 0 | Plan 3   | 0 | Dimming        | 0  | Offset 2 (7-Wire) | 0 | EV-C          | 73 | 3   |
| 4   | NAND-3 (a)     | 0 | OR-5 (a)      | 0 | System Det 4       | 0 | Plan 4   | 0 | Set Clock      | 0  | Offset 3 (7-Wire) | 0 | EV-D          | 74 | 4   |
| 5   | NAND-3 (b)     | 0 | OR-5 (b)      | 0 | System Det 5       | 0 | Plan 5   | 0 | Stop Time      | 82 | Free (7-Wire)     | 0 | RR-1          | 51 | 5   |
| 6   | NAND-4 (a)     | 0 | OR-6 (a)      | 0 | System Det 6       | 0 | Plan 6   | 0 | Flash Sense    | 81 | Flash (7-Wire)    | 0 | RR-2          | 52 | 6   |
| 7   | NAND-4 (b)     | 0 | OR-6 (b)      | 0 | System Det 7       | 0 | Plan 7   | 0 | Manual Enable  | 0  | Excl. Ped Omit    | 0 | Spec. Event 1 | 0  | 7   |
| 8   | OR-7 (a)       | 0 | Fig 3 Diamond | 0 | System Det 8       | 0 | Plan 8   | 0 | Man. Advance   | 0  | NOT-1             | 0 | Spec. Event 2 | 0  | 8   |
| 9   | OR-7 (b)       | 0 | Fig 4 Diamond | 0 | Max Inhibit (nema) | 0 | Plan 9   | 0 | External Alarm | 75 | NOT-2             | 0 | External Lag  | 0  | 9   |
| A   | OR-7 (c)       | 0 | AND-4 (a)     | 0 | Force A (nema)     | 0 | DELAY-A  | 0 | Phase Bank 2   | 0  | OR-1 (a)          | 0 | AND-1 (a)     | 0  | A   |
| B   | OR-7 (d)       | 0 | AND-4 (b)     | 0 | Force B (nema)     | 0 | DELAY-B  | 0 | Phase Bank 3   | 0  | OR-1 (b)          | 0 | AND-1 (b)     | 0  | B   |
| C   | OR-8 (a)       | 0 | NAND-1 (a)    | 0 | C.N.A. (nema)      | 0 | DELAY-C  | 0 | Overlap Set 2  | 0  | OR-2 (a)          | 0 | AND-2 (a)     | 0  | C   |
| D   | OR-8 (b)       | 0 | NAND-1 (b)    | 0 | Hold (nema)        | 0 | DELAY-D  | 0 | Overlap Set 3  | 0  | OR-2 (b)          | 0 | AND-2 (b)     | 0  | D   |
| E   | OR-8 (c)       | 0 | NAND-2 (a)    | 0 | Max Recall         | 0 | DELAY-E  | 0 | Detector Set 2 | 0  | OR-3 (a)          | 0 | AND-3 (a)     | 0  | E   |
| F   | OR-8 (d)       | 0 | NAND-2 (b)    | 0 | Min Recall         | 0 | DELAY-F  | 0 | Detector Set 3 | 0  | OR-3 (b)          | 0 | AND-3 (b)     | 0  | F   |

Assignable Inputs

&lt;C+0+E=126&gt;

| Row | Column 9      |   | Column A        |   | Column B      |   | Column C       |   | Column D      |   | Column E      |   | Column F          |   | Row |
|-----|---------------|---|-----------------|---|---------------|---|----------------|---|---------------|---|---------------|---|-------------------|---|-----|
| 0   | Phase ON - 1  | 0 | Preempt Fail    | 0 | Flasher 0     | 0 | Free           | 0 | NOT-1         | 0 | TOD Out 1     | 0 | Dial 2 (7-Wire)   | 0 | 0   |
| 1   | Phase ON - 2  | 0 | Sp Evnt Out 1   | 0 | Flasher 1     | 0 | Plan 1         | 0 | OR-1          | 0 | TOD Out 2     | 0 | Dial 3 (7-Wire)   | 0 | 1   |
| 2   | Phase ON - 3  | 0 | Sp Evnt Out 2   | 0 | Fast Flasher  | 0 | Plan 2         | 0 | OR-2          | 0 | TOD Out 3     | 0 | Offset 1 (7-Wire) | 0 | 2   |
| 3   | Phase ON - 4  | 0 | Sp Evnt Out 3   | 0 | Fig 3 Diamond | 0 | Plan 3         | 0 | OR-3          | 0 | TOD Out 4     | 0 | Offset 2 (7-Wire) | 0 | 3   |
| 4   | Phase ON - 5  | 0 | Sp Evnt Out 4   | 0 | Fig 4 Diamond | 0 | Plan 4         | 0 | AND-1         | 0 | TOD Out 5     | 0 | Offset 3 (7-Wire) | 0 | 4   |
| 5   | Phase ON - 6  | 0 | Sp Evnt Out 5   | 0 |               |   | Plan 5         | 0 | AND-2         | 0 | TOD Out 6     | 0 | Free (7-Wire)     | 0 | 5   |
| 6   | Phase ON - 7  | 0 | Sp Evnt Out 6   | 0 |               |   | Plan 6         | 0 | AND-3         | 0 | TOD Out 7     | 0 | Flash (7-Wire)    | 0 | 6   |
| 7   | Phase ON - 8  | 0 | Sp Evnt Out 7   | 0 |               |   | Plan 7         | 0 | NOT-2         | 0 | TOD Out 8     | 0 | Preempt           | 0 | 7   |
| 8   | Ph. Check - 1 | 0 | Sp Evnt Out 8   | 0 | NOT-3         | 0 | Plan 8         | 0 | EV-A          | 0 | Adv. Warn - 1 | 0 | Low Priority A    | 0 | 8   |
| 9   | Ph. Check - 2 | 0 |                 |   | NOT-4         | 0 | Plan 9         | 0 | EV-B          | 0 | Adv. Warn - 2 | 0 | Low Priority B    | 0 | 9   |
| A   | Ph. Check - 3 | 0 | Detector Fail   | 0 | OR-4          | 0 | Spec. Funct. 3 | 0 | EV-C          | 0 | DELAY-A       | 0 | Low Priority C    | 0 | A   |
| B   | Ph. Check - 4 | 0 | Spec. Funct. 1  | 0 | OR-5          | 0 | Spec. Funct. 4 | 0 | EV-D          | 0 | DELAY-B       | 0 | Low Priority D    | 0 | B   |
| C   | Ph. Check - 5 | 0 | Spec. Funct. 2  | 0 | OR-6          | 0 | NAND-3         | 0 | RR-1          | 0 | DELAY-C       | 0 |                   |   | C   |
| D   | Ph. Check - 6 | 0 | Central Control | 0 | AND-4         | 0 | NAND-4         | 0 | RR-2          | 0 | DELAY-D       | 0 |                   |   | D   |
| E   | Ph. Check - 7 | 0 | Excl. Ped DW    | 0 | NAND-1        | 0 | OR-7           | 0 | Spec. Event 1 | 0 | DELAY-E       | 0 |                   |   | E   |
| F   | Ph. Check - 8 | 0 | Excl. Ped WK    | 0 | NAND-2        | 0 | OR-8           | 0 | Spec. Event 2 | 0 | DELAY-F       | 0 |                   |   | F   |

Assignable Outputs

&lt;C+0+E=127&gt;



| Column Numbers ----> |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|                      |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1                    | Ped FDW           | 0     | 15  | 0   | 15  | 0   | 15  | 0   | 15  |
| 2                    | Min Green         | 4     | 7   | 4   | 4   | 4   | 7   | 4   | 4   |
| 3                    | Type 3 Disconnect | 0     | 20  | 0   | 20  | 0   | 20  | 0   | 20  |
| 4                    | Added per Vehicle | 0.0   | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 5                    | Veh Extension     | 2.0   | 4.0 | 2.0 | 2.5 | 2.0 | 4.0 | 2.0 | 2.5 |
| 6                    | Max Gap           | 3.0   | 6.0 | 3.0 | 3.0 | 3.0 | 6.0 | 3.0 | 3.0 |
| 7                    | Min Gap           | 0.5   | 2.0 | 0.5 | 1.5 | 0.5 | 2.0 | 0.5 | 1.5 |
| 8                    | Max Limit         | 20    | 30  | 20  | 25  | 20  | 30  | 20  | 25  |
| 9                    | Max Limit 2       | 30    | 50  | 30  | 40  | 30  | 50  | 30  | 40  |
| A                    | Adv. / Delay Walk | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 7     | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| C                    | Cond Serv Check   | 10    | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| D                    | Reduce Every      | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E                    | Yellow Change     | 3.0   | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |
| F                    | Red Clear         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Phase Timing - Bank 2 &lt;C+0+F=2&gt;

|                     | 9  | A | B | C | D   |
|---------------------|----|---|---|---|-----|
| Phase 1             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 2             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 3             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 4             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 5             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 6             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 7             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 8             | 20 | 0 | 0 | 0 | 0.0 |
| Max Initial         |    |   |   |   |     |
| Alternate Walk      |    |   |   |   |     |
| Alternate FDW       |    |   |   |   |     |
| Alternate Initial   |    |   |   |   |     |
| Alternate Extension |    |   |   |   |     |

Alternate Timing

Transition Type  
 0.X = Shortway  
 1.X = Lengthen  
 X.1 thru X.4 =  
 Number of  
 cycles when  
 lengthening

Transition Type | 0.3 <C/5+1+9>  
**TBC Transition**

Lag Hold Phases | <C/5+1+A>  
**Coordinated Lag Hold Phases**

Sync Output Time | 0.0 <C/5+1+C>  
**7-Wire Master**

Daylight Savings  
 Date  
 If set to all zeros,  
 standard dates  
 will be used.

Begin Month | 3 <C/5+2+A>  
 Begin Week | 2 <C/5+2+B>  
 End Month | 11 <C/5+2+C>  
 End Week | 1 <C/5+2+D>

**Daylight Savings Time**

Time B4 Yellow | 0.0 <F/1+C+E>  
 Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>  
 Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Long Failure | 0.7 <F/1+0+6>  
 Short Failure | 0.7 <F/1+0+7>

**Power Cycle Correction** (Default = 0.7)

| Column Numbers ----> |                   | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|----------------------|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Row                  | Phase Names ----> |     |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0   | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1                    | Ped FDW           | 0   | 15  | 0   | 15  | 0   | 15  | 0   | 15  |
| 2                    | Min Green         | 4   | 7   | 4   | 4   | 4   | 7   | 4   | 4   |
| 3                    | Type 3 Disconnect | 0   | 20  | 0   | 20  | 0   | 20  | 0   | 20  |
| 4                    | Added per Vehicle | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 5                    | Veh Extension     | 2.0 | 4.0 | 2.0 | 2.5 | 2.0 | 4.0 | 2.0 | 2.5 |
| 6                    | Max Gap           | 3.0 | 6.0 | 3.0 | 3.0 | 3.0 | 6.0 | 3.0 | 3.0 |
| 7                    | Min Gap           | 0.5 | 2.0 | 0.5 | 1.5 | 0.5 | 2.0 | 0.5 | 1.5 |
| 8                    | Max Limit         | 20  | 30  | 20  | 25  | 20  | 30  | 20  | 25  |
| 9                    | Max Limit 2       | 30  | 50  | 30  | 40  | 30  | 50  | 30  | 40  |
| A                    | Adv. / Delay Walk | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | PE Min Ped FDW    | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| C                    | Cond Serv Check   | 10  | 10  | 10  | 10  | 10  | 10  | 10  | 10  |
| D                    | Reduce Every      | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E                    | Yellow Change     | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |
| F                    | Red Clear         | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

Phase Timing - Bank 3 &lt;C+0+F=3&gt;

|                     | 9  | A | B | C | D   |
|---------------------|----|---|---|---|-----|
| Phase 1             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 2             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 3             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 4             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 5             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 6             | 20 | 0 | 0 | 0 | 0.0 |
| Phase 7             | 0  | 0 | 0 | 0 | 0.0 |
| Phase 8             | 20 | 0 | 0 | 0 | 0.0 |
| Max Initial         |    |   |   |   |     |
| Alternate Walk      |    |   |   |   |     |
| Alternate FDW       |    |   |   |   |     |
| Alternate Initial   |    |   |   |   |     |
| Alternate Extension |    |   |   |   |     |

Alternate Timing

| Column Numbers ----> |               |               |            |          |        | 1     | 3          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 39            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 1                    |               | 40            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| 2                    |               | 41            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| 3                    |               | 42            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 4                    |               | 43            | 45 7       | 2        | 123 8  | 0.0   | 0.0        |
| 5                    |               | 44            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| 6                    |               | 45            | 45 7       | 4        | 123 8  | 0.0   | 0.0        |
| 7                    |               | 46            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 8                    |               | 47            | 67         | 2        | 123    | 0.0   | 0.0        |
| 9                    |               | 48            | 67         | 6        | 123    | 0.0   | 0.0        |
| A                    |               | 49            | 67         | 4        | 123    | 0.0   | 0.0        |
| B                    |               | 50            | 67         | 8        | 123    | 0.0   | 0.0        |
| C                    |               | 55            | 45 7       | 5        | 123 8  | 0.0   | 0.0        |
| D                    |               | 56            | 45 7       | 1        | 123    | 0.0   | 0.0        |
| E                    |               | 57            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| F                    |               | 58            | 45 7       | 3        | 123    | 0.0   | 0.0        |

| Column Numbers ----> |               |               |            |          |        | 2     | 4          |
|----------------------|---------------|---------------|------------|----------|--------|-------|------------|
| Row                  | Detector Name | C1 Pin Number | Attributes | Phase(s) | Assign | Delay | Carry-over |
| 0                    |               | 59            | 45 7       | 5        | 123 8  | 10.0  | 0.0        |
| 1                    |               | 60            | 45 7       | 1        | 123    | 0.0   | 0.0        |
| 2                    |               | 61            | 45 7       | 7        | 123    | 0.0   | 0.0        |
| 3                    |               | 62            | 45 7       | 3        | 123    | 0.0   | 0.0        |
| 4                    |               | 63            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| 5                    |               | 64            | 45 7       | 6        | 123 8  | 0.0   | 0.0        |
| 6                    |               | 65            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| 7                    |               | 66            | 45 7       | 8        | 123    | 0.0   | 0.0        |
| 8                    |               | 67            | 2          | 2        | 123    | 0.0   | 0.0        |
| 9                    |               | 68            | 2          | 6        | 123    | 0.0   | 0.0        |
| A                    |               | 69            | 2          | 4        | 123 8  | 0.0   | 0.0        |
| B                    |               | 70            | 2          | 4 8      | 123    | 0.0   | 0.0        |
| C                    |               | 76            | 45 7       | 2        | 123    | 0.0   | 0.0        |
| D                    |               | 77            | 45 7       | 6        | 123    | 0.0   | 0.0        |
| E                    |               | 78            | 45 7       | 4        | 123    | 0.0   | 0.0        |
| F                    |               | 79            | 45 7       | 8        | 123    | 0.0   | 0.0        |

Detector Assignments &lt;C+0+E=126&gt;

&lt;C+0+D=0&gt;

## Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

## Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

| Ped / Phase / Overlap |   |   |   |   |   |   |   |   | Row |
|-----------------------|---|---|---|---|---|---|---|---|-----|
| Column Numbers ---->  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |     |
| Walk                  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0   |
| Don't Walk            | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1   |
| Phase Green           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2   |
| Phase Yellow          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3   |
| Phase Red             | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4   |
| Overlap Green         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5   |
| Overlap Yellow        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6   |
| Overlap Red           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7   |

Redirect Phase Outputs &lt;C+0+E=127&gt;

| Cabinet Type              | 0   | <E/125+D+0> | D | Row |
|---------------------------|-----|-------------|---|-----|
| Enable Redirection        |     |             |   | 0   |
| (Enable Redirection = 30) |     |             |   | 1   |
| Max OFF (minutes)         | 254 | <D/0+0+1>   |   | 2   |
| Max ON (minutes)          | 7   | <D/0+0+2>   |   | 3   |
| Detector Failure Monitor  |     |             |   | 4   |
| Output Port 1             |     |             |   | 5   |
| Output Port 2             |     |             |   | 6   |
| Output Port 3             |     |             |   | 7   |
| Output Port 4             |     |             |   |     |
| Output Port 5             |     |             |   |     |
| Output Port 6             |     |             |   |     |
| Output Port 7             |     |             |   |     |

Dimming &lt;C+0+E=125&gt;

| D                | Row |
|------------------|-----|
| Number of Digits | 0   |
| 1 st Digit       | 0   |
| 2 ed Digit       | 0   |
| 3 ed Digit       | 0   |
| 4 th Digit       | 0   |
| 5 th Digit       | 0   |
| 6 th Digit       | 0   |
| 7 th Digit       | 0   |
| 8 th Digit       | 0   |
| 9 th Digit       | 0   |
| 10 th Digit      | 0   |
| 11 th Digit      | 0   |
| 12 th Digit      | 0   |
| 13 th Digit      | 0   |
| 14 th Digit      | 0   |
| 15 th Digit      | 0   |

## Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

| B       | Row |
|---------|-----|
| DELAY-A | 0   |
| DELAY-B | 0   |
| DELAY-C | 0   |
| DELAY-D | 0   |
| DELAY-E | 0   |
| DELAY-F | 0   |

## Delay Logic Times

&lt;C+0+D=0&gt; (seconds)

Omit Alarm &lt;C/5+F+0&gt;

## Disable Alarm Reporting

Time 10 &lt;C/5+C+0&gt;

## Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | E    | A      | 1234567     |
| 1   | 07 : 10 | 4    | A      | 23456       |
| 2   | 07 : 45 | 8    | A      | 23456       |
| 3   | 14 : 10 | 4    | A      | 23456       |
| 4   | 14 : 30 | 9    | A      | 23456       |
| 5   | 16 : 00 | 1    | A      | 23456       |
| 6   | 17 : 30 | 3    | A      | 23456       |
| 7   | 09 : 00 | 8    | A      | 1 7         |
| 8   | 17 : 30 | E    | A      | 1 7         |
| 9   | 19 : 00 | E    | A      | 23456       |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.1>  
(Bank 1)

| Time    | Funct. | Day of Week |
|---------|--------|-------------|
| 05 : 00 | E      | 1234567     |
| 07 : 20 | 9      | 23456       |
| 07 : 40 | 9      | 23456       |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |
| 00 : 00 | 0      |             |

**TOD Function** <C+0+7=0.1>

| Column 4    |
|-------------|
| Phases/Bits |
| 78          |
| 5           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=27>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.1>  
(Bank 1)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.1>  
(Bank 1)

T.O.D. Functions

- 0 =  
 1 = Red Lock  
 2 = Yellow Lock  
 3 = Veh Min Recall  
 4 = Ped Recall  
 5 =  
 6 = Rest In Walk  
 7 = Red Rest  
 8 = Double Entry  
 9 = Veh Max Recall  
 A = Veh Soft Recall  
 B = Maximum 2  
 C = Conditional Service  
 D = Free Lag Phases  
 E = Bit 1 - Local Override  
     Bit 4 - Disable Detector  
         OFF Monitor  
     Bit 5 - Disable Low  
         Priority Preempt  
     Bit 7 - Detector Count  
         Monitor  
     Bit 8 - Real Time Split  
         Monitor  
 F = Output Bits 1 thru 8

| Row | Time    | Plan | Offset | Day of Week |
|-----|---------|------|--------|-------------|
| 0   | 00 : 00 | 0    | 0      |             |
| 1   | 00 : 00 | 0    | 0      |             |
| 2   | 00 : 00 | 0    | 0      |             |
| 3   | 00 : 00 | 0    | 0      |             |
| 4   | 00 : 00 | 0    | 0      |             |
| 5   | 00 : 00 | 0    | 0      |             |
| 6   | 00 : 00 | 0    | 0      |             |
| 7   | 00 : 00 | 0    | 0      |             |
| 8   | 00 : 00 | 0    | 0      |             |
| 9   | 00 : 00 | 0    | 0      |             |
| A   | 00 : 00 | 0    | 0      |             |
| B   | 00 : 00 | 0    | 0      |             |
| C   | 00 : 00 | 0    | 0      |             |
| D   | 00 : 00 | 0    | 0      |             |
| E   | 00 : 00 | 0    | 0      |             |
| F   | 00 : 00 | 0    | 0      |             |

**TOD Coordination** <C+0+9=0.2>  
(Bank 2)

| Time    | Funct. | Holiday Type |
|---------|--------|--------------|
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |
| 00 : 00 | 0      |              |

**Holiday TOD Function** <C+0+7=0.2>

| Column 4    |
|-------------|
| Phases/Bits |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<C+0+E=28>

| Day | Year | Month | Holiday Type |
|-----|------|-------|--------------|
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |
| 00  | 00   | 0     |              |

**Holiday Dates** <C+0+8=1.2>  
(Bank 2)

| Time    | Plan | Offset | Holiday Type |
|---------|------|--------|--------------|
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |
| 00 : 00 | 0    | 0      |              |

**Holiday Events** <C+0+9=1.2>  
(Bank 2)

- Plan Select  
 1 thru 9 = Coordination  
     Plan 1 thru 9  
 14 or E = Free  
 15 or F = Flash

- Offset Select  
 A = Offset A  
 B = Offset B  
 C = Offset C

- Month Select  
 1 = January  
 2 = February  
 3 = March  
 4 = April  
 5 = May  
 6 = June  
 7 = July  
 8 = August  
 9 = September  
 A = October  
 B = November  
 C = December

| Row | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
|     | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 1

&lt;C+0+E=27&gt;

Notes:

0 &lt;E/27+5+F&gt;

Limited Service Interval

| Row | 6     | 7    | 8        | 9    | A       | B         | C            | D             | E        | F      |
|-----|-------|------|----------|------|---------|-----------|--------------|---------------|----------|--------|
|     | Clear | Time | Ped Call | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |
| 0   |       | 0    |          |      |         |           |              |               |          |        |
| 1   |       | 0    |          |      |         |           |              |               |          |        |
| 2   |       | 0    |          |      |         |           |              |               |          |        |
| 3   |       | 0    |          |      |         |           |              |               |          |        |
| 4   |       | 0    |          |      |         |           |              |               |          |        |
| 5   |       | 0    |          |      |         |           |              |               |          |        |
| 6   |       | 0    |          |      |         |           |              |               |          |        |
| 7   |       | 0    |          |      |         |           |              |               |          |        |
| 8   |       | 0    |          |      |         |           |              |               |          |        |
| 9   |       | 0    |          |      |         |           |              |               |          |        |
| A   |       | 0    |          |      |         |           |              |               |          |        |
| B   |       | 0    |          |      |         |           |              |               |          |        |
| C   |       | 0    |          |      |         |           |              |               |          |        |
| D   |       | 0    |          |      |         |           |              |               |          |        |
| E   |       | 0    |          |      |         |           |              |               |          |        |
| F   |       | 0    |          |      |         |           |              |               |          |        |

Special Event Schedule -- Table 2

&lt;C+0+E=28&gt;

Notes:

0 &lt;E/28+5+F&gt;

Limited Service Interval

Min Time (seconds) | 0 | &lt;F/1+0+8&gt;

**Min Green Before PE Force Off**

Max Time (minutes) | 255 | &lt;F/1+0+9&gt;

**Max Preempt Time Before Failure**

Min Time (seconds) | 0 | &lt;F/1+0+A&gt;

**Min Time Between Same Preempts**

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | | &lt;E/125+C+8&gt;

**Disable Low Priority Channel**Low Priority

- 1 = Channel A  
2 = Channel B  
3 = Channel C  
4 = Channel D

Delay Time (seconds) | 0 | &lt;F/1+A+D&gt;

**Bus Delay**

Max Time (seconds) | 0 | &lt;F/1+A+E&gt;

**Max Early Green**

Max Time (seconds) | 0 | &lt;F/1+A+F&gt;

**Max Green Extension**

| Row | Time    | Headway | Direction | Day of Week |
|-----|---------|---------|-----------|-------------|
| 0   | 00 : 00 | 0       | 0         | _____       |
| 1   | 00 : 00 | 0       | 0         | _____       |
| 2   | 00 : 00 | 0       | 0         | _____       |
| 3   | 00 : 00 | 0       | 0         | _____       |
| 4   | 00 : 00 | 0       | 0         | _____       |
| 5   | 00 : 00 | 0       | 0         | _____       |
| 6   | 00 : 00 | 0       | 0         | _____       |
| 7   | 00 : 00 | 0       | 0         | _____       |
| 8   | 00 : 00 | 0       | 0         | _____       |
| 9   | 00 : 00 | 0       | 0         | _____       |
| A   | 00 : 00 | 0       | 0         | _____       |
| B   | 00 : 00 | 0       | 0         | _____       |
| C   | 00 : 00 | 0       | 0         | _____       |
| D   | 00 : 00 | 0       | 0         | _____       |
| E   | 00 : 00 | 0       | 0         | _____       |
| F   | 00 : 00 | 0       | 0         | _____       |

**Headway** <C+0+9=2.1>

Headway Time  
(minutes)  
1 thru 9 = 1 thru 9  
A = 10  
B = 11  
C = 12  
D = 13  
E = 14  
F = 15

**Low Priority Preemption (Bus Priority)**Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

# INTERSECTION: Encinitas & Quail G-Westlake

Page 1 (of 5)

Group Assignment: 4003

N/S Street Name: Quai Gardens & Westlake

Last Database Change: 5/4/2015 7:34

Field Master Assignment: NONE

E/W Street Name: Encinitas Blvd

System Reference Number: 49

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |       |           |
|-----------------|-------|-----------|
| Drop Number     | 15    | <C+0+0>   |
| Zone Number     | 15    | <C+0+1>   |
| Area Number     | 2     | <C+0+2>   |
| Area Address    | 9     | <C+0+3>   |
| QuicNet Channel | COM5: | (QuicNet) |

Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

Manual Selection

|               |     |         |
|---------------|-----|---------|
| Max Initial   | 20  | <F+0+E> |
| Red Revert    | 5.0 | <F+0+F> |
| All Red Start | 5.0 | <F+C+0> |

Start / Revert Times

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 5   | 0   | 5   |
| 1                    | Ped FDW           | 0     | 20  | 0   | 31  | 0   | 15  | 0   | 31  |
| 2                    | Min Green         | 4     | 10  | 4   | 4   | 4   | 10  | 4   | 4   |
| 3                    | Type 3 Limit      | 0     | 25  | 0   | 0   | 0   | 25  | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 2.0   | 3.5 | 2.0 | 3.0 | 2.0 | 3.5 | 2.0 | 3.0 |
| 6                    | Max Gap           | 4.0   | 5.0 | 3.0 | 3.7 | 4.0 | 5.0 | 3.0 | 3.7 |
| 7                    | Min Gap           | 0.5   | 2.0 | 1.0 | 1.5 | 0.5 | 2.0 | 1.0 | 1.5 |
| 8                    | Max Limit         | 30    | 40  | 50  | 25  | 30  | 60  | 25  | 50  |
| 9                    | Max Limit 2       | 30    | 60  | 30  | 30  | 30  | 60  | 30  | 60  |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D                    | Reduce Every      | 0.5   | 1.0 | 0.8 | 1.0 | 0.5 | 1.0 | 0.8 | 1.0 |
| E                    | Yellow Change     | 3.0   | 4.3 | 3.0 | 3.6 | 3.0 | 4.3 | 3.0 | 3.6 |
| F                    | Red Clear         | 0.5   | 1.0 | 0.5 | 0.5 | 0.5 | 1.0 | 0.5 | 0.5 |

Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 3   |
| EV-B Delay    | 0   |
| EV-B Clear    | 3   |
| EV-C Delay    | 0   |
| EV-C Clear    | 3   |
| EV-D Delay    | 0   |
| EV-D Clear    | 3   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

Preempt Timing

| F               |          |
|-----------------|----------|
| Permit          | 12345678 |
| Red Lock        | _____    |
| Yellow Lock     | 1_____   |
| Min Recall      | 2 6      |
| Ped Recall      | _____    |
| View Set Peds   | -----    |
| Rest In Walk    | _____    |
| Red Rest        | _____    |
| Dual Entry      | 4 8      |
| Max Recall      | _____    |
| Soft Recall     | _____    |
| Max 2           | _____    |
| Cond. Service   | _____    |
| Man Cntrl Calls | _____    |
| Yellow Start    | 4 8      |
| First Phases    | 2 6      |

Phase Functions

<F Page>

|     |   |
|-----|---|
| Row | 0 |
| 1   | 1 |
| 2   | 2 |
| 3   | 3 |
| 4   | 4 |
| 5   | 5 |
| 6   | 6 |
| 7   | 7 |
| 8   | 8 |
| 9   | 9 |
| A   | A |
| B   | B |
| C   | C |
| D   | D |
| E   | E |
| F   | F |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

| Column Numbers ----> |                    | Plan |     |     |     |    |   |   |     |   |
|----------------------|--------------------|------|-----|-----|-----|----|---|---|-----|---|
| Plan Name ---->      |                    | 1    | 2   | 3   | 4   | 5  | 6 | 7 | 8   | 9 |
| Row                  |                    |      |     |     |     |    |   |   |     |   |
| 0                    | Cycle Length       | 130  | 120 | 110 | 100 | 90 | 0 | 0 | 120 | 0 |
| 1                    | Phase 1 - ForceOff | 95   | 90  | 95  | 21  | 20 | 0 | 0 | 90  | 0 |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |
| 3                    | Phase 3 - ForceOff | 47   | 45  | 45  | 39  | 31 | 0 | 0 | 45  | 0 |
| 4                    | Phase 4 - ForceOff | 65   | 63  | 61  | 52  | 50 | 0 | 0 | 63  | 0 |
| 5                    | Phase 5 - ForceOff | 25   | 25  | 28  | 82  | 78 | 0 | 0 | 25  | 0 |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |
| 7                    | Phase 7 - ForceOff | 50   | 50  | 49  | 39  | 31 | 0 | 0 | 50  | 0 |
| 8                    | Phase 8 - ForceOff | 65   | 63  | 77  | 52  | 50 | 0 | 0 | 63  | 0 |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |
| A                    | Offset 1           | 60   | 60  | 65  | 55  | 55 | 0 | 0 | 55  | 0 |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |
| D                    | Permissive         | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |
| E                    | Hold Release       | 130  | 120 | 105 | 100 | 60 | 0 | 0 | 255 | 0 |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0  | 0 | 0 | 0   | 0 |

Coordination

&lt;C Page&gt;

(\* = Coordination Recall)

| E             |     | Row |
|---------------|-----|-----|
|               |     | 0   |
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

Sync Phases &lt;C Page&gt;

| Column Numbers ----> |                          | E     |
|----------------------|--------------------------|-------|
| Row                  |                          |       |
| 0                    | Exclusive Phases         |       |
| 1                    | RR-1 Clear Phases        |       |
| 2                    | RR-2 Clear Phases        |       |
| 3                    | RR-2 Limited Service     |       |
| 4                    | Prot / Perm Phases       |       |
| 5                    | Overlap A - Green Omit   | 6     |
| 6                    | Overlap B - Green Omit   |       |
| 7                    | Overlap C - Green Omit   |       |
| 8                    | Overlap D - Green Omit   |       |
| 9                    | Overlap Yellow Flash     |       |
| A                    | EV-A Phases              | 2 5   |
| B                    | EV-B Phases              | 4 7   |
| C                    | EV-C Phases              | 1 6   |
| D                    | EV-D Phases              | 3 8   |
| E                    | Extra 1 Config. Bits     | 1 3 5 |
| F                    | IC Select (Interconnect) | 2     |

Configuration

&lt;E Page&gt;

| F                     |    |
|-----------------------|----|
|                       |    |
| RR Overlap A - Phases |    |
| RR Overlap B - Phases |    |
| RR Overlap C - Phases |    |
| RR Overlap D - Phases |    |
| Ped 2P                | 2  |
| Ped 6P                | 6  |
| Ped 4P                | 4  |
| Ped 8P                | 8  |
| Yellow Flash Phases   |    |
| Overlap A - Phases    | 67 |
| Overlap B - Phases    |    |
| Overlap C - Phases    |    |
| Overlap D - Phases    |    |
| Restricted Phases     |    |
| Assign 5 Outputs      | 1  |

Configuration

&lt;E Page&gt;

Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

|                                                             |   |
|-------------------------------------------------------------|---|
| Force-Off Adjust                                            | 8 |
| <b>Coord Force-Off Adjust for Ped Service &lt;C+D+F&gt;</b> |   |

|                                     |   |
|-------------------------------------|---|
| Transition Type                     | 0 |
| <b>TBC Transition &lt;C+D+D&gt;</b> |   |

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags

- 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

| F            |         | Row |
|--------------|---------|-----|
| Free Lag     | 2 4 6 8 | 0   |
| Plan 1 - Lag | 2 45 8  | 1   |
| Plan 2 - Lag | 2 45 8  | 2   |
| Plan 3 - Lag | 2 45 8  | 3   |
| Plan 4 - Lag | 1 4 6 8 | 4   |
| Plan 5 - Lag | 1 4 6 8 | 5   |
| Plan 6 - Lag | 1 4 6 8 | 6   |
| Plan 7 - Lag | 1 4 6 8 | 7   |
| Plan 8 - Lag | 2 45 8  | 8   |
| Plan 9 - Lag | 1 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

Lag Phases &lt;C Page&gt;

**TOD Coordination**  
 <9 Key with C+D+9=0>

**TOD Function**  
<7 Key>

<D Page>

**Holiday # 1**  
**TOD Coordination**  
**<9 Key with C+D+9=1>**

**Holiday # 2**  
**TOD Coordination**  
**<9 Key with C+D+9=2>**

**Holiday # 3**  
**TOD Coordination**  
**<9 Key with C+D+9=3>**

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

**T.O.D. Functions**

- 0 = Permitted Phases
- 1 = Red Lock
- 2 = Yellow Lock
- 3 = Veh Min Recall
- 4 = Ped Recall
- 5 =
- 6 = Rest In Walk
- 7 = Red Rest
- 8 = Double Entry
- 9 = Veh Max Recall
- A = Veh Soft Recall
- B = Maximum 2
- C = Conditional Service
- D = Free Lag Phases
- E = Bit 1 - Local Override
  - Bit 2 - Phase Bank 2
  - Bit 3 - Phase Bank 3
  - Bit 4 - Disable Detector
  - OFF Monitor
  - Bit 7 - Detector Count Monitor
  - Bit 8 - Real Time Split Monitor
- F = Output Bits 1 thru 4

**Month Select**  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

**Holiday Dates**  
<8 Key>



| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 15.0       | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

**Active Detectors** <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

**System Detectors** <D Page>

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

**INTERSECTION: Encinitas & Quail G-Westlake**

Page 5 (of 5)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ----> | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                  | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                  | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                  | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                  | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                  | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                  | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                  | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                  | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                  | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                  | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service  | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   | Int. ---->       | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                  | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                  | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                  | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                  | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                  | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |

C PAGE

|   |               | CONTROL PLANS |     |     |     |    |   |   |   |            | Y-COORD |   |   | LAG PHASE  |   | FLAGS       |   |   |   |   |    |   |   |   |
|---|---------------|---------------|-----|-----|-----|----|---|---|---|------------|---------|---|---|------------|---|-------------|---|---|---|---|----|---|---|---|
|   |               | 1             | 2   | 3   | 4   | 5  | 6 | 7 | 8 | 9          |         | C | D | E          | F | 1           | 2 | 3 | 4 | 5 | 6  | 7 | 8 |   |
| 0 | CYCLE LENGTH  | 130           | 120 | 110 | 100 | 90 |   |   |   |            |         |   |   |            |   | LAG FZ FREE | 2 |   |   | 5 |    |   | 8 | 0 |
| 1 | FZ1 GRN FCTR  | 0             | 0   | 0   | 0   | 0  |   |   |   |            |         |   |   | GAPOUT CP1 | 1 | LAG FZ CP 1 | 2 |   |   | 5 |    |   | 8 | 1 |
| 2 |               |               |     |     |     |    |   |   |   |            |         |   |   | GAPOUT CP2 | 1 | LAG FZ CP 2 | 2 |   |   | 5 |    |   | 8 | 2 |
| 3 | FZ3 GRN FCTR  | 0             | 0   | 0   | 0   | 0  |   |   |   |            |         |   |   | GAPOUT CP3 | 1 | LAG FZ CP 3 | 2 |   |   | 5 |    |   | 8 | 3 |
| 4 | FZ4 GRN FCTR  | 0             | 0   | 0   | 0   | 0  |   |   |   | PERM TIME  |         |   |   | GAPOUT CP4 | 1 | LAG FZ CP 4 | 2 |   |   | 5 |    |   | 8 | 4 |
| 5 | FZ5 GRN FCTR  | 22            | 20  | 20  | 20  | 17 |   |   |   | LAG OFFSET |         |   |   | GAPOUT CP5 | 1 | LAG FZ CP 5 | 2 |   |   | 5 |    |   | 8 | 5 |
| 6 |               |               |     |     |     |    |   |   |   | FORCE OFF  |         |   |   | GAPOUT CP6 |   | LAG FZ CP 6 |   |   |   |   |    |   |   | 6 |
| 7 | FZ7 GRN FCTR  | 15            | 15  | 15  | 12  | 12 |   |   |   | LONG GRN   |         |   |   | GAPOUT CP7 |   | LAG FZ CP 7 |   |   |   |   |    |   |   | 7 |
| 8 | FZ8 GRN FCTR  | 22            | 20  | 20  | 17  | 12 |   |   |   | NO GREEN   |         |   |   | GAPOUT CP8 |   | LAG FZ CP 8 |   |   |   |   |    |   |   | 8 |
| 9 | MULTI CYCLE   | 0             | 0   | 0   | 0   | 0  |   |   |   |            |         |   |   | GAPOUT CP9 |   | LAG FZ CP 9 |   |   |   |   |    |   |   | 9 |
| A | OFFSET A      | 15            | 15  | 15  | 15  | 15 |   |   |   | OFFSET     |         |   |   |            |   | LAG C COORD |   |   |   |   |    |   |   | A |
| B | OFFSET B      | 15            | 15  | 15  | 15  | 15 |   |   |   |            |         |   |   |            |   | LAG D COORD |   |   |   |   |    |   |   | B |
| C | OFFSET C      | 15            | 15  | 15  | 15  | 15 |   |   |   |            |         |   |   |            |   | COORD FAZES | 2 |   |   | 6 |    |   |   | C |
| D | FZ 3 EXT      |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   | D |
| E | FZ 7 EXT      |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   | E |
| F | OFFSET INTRPT |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   | F |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   |    |   |   |   |
|   |               |               |     |     |     |    |   |   |   |            |         |   |   |            |   |             |   |   |   |   | </ |   |   |   |

CO1 MANUAL CP

CO2 MASTER CP

CO3 CURRENT CP

CO4 LAST CP

CO7 TRANSMT CP

COD MANUAL OFFSET

CAO LOCAL CYCLE TIMER

CBO MASTER CYCLE TIMER

CAA LOCAL OFFSET

CBA MASTER OFFSET

| FEATURE | OFF | ON |
|---------|-----|----|
| 1       |     |    |
| 2       |     |    |
| 3       |     |    |
| 4       |     |    |
| 5       |     |    |
| 6       |     |    |
| 7       |     |    |
| 8       |     |    |

$$\frac{2}{\text{COO}} = 2$$



| TIME OF DAY ACTIVITY TABLE            |    |     |     |            |   |   |   |   |   |   |   |   |
|---------------------------------------|----|-----|-----|------------|---|---|---|---|---|---|---|---|
|                                       | HR | MIN | ACT | ON/<br>OFF | S | M | T | W | T | F | S |   |
| 7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS |    |     |     |            |   |   |   |   |   |   |   |   |
| 0                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 1                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 2                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 3                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 4                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 5                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 6                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 7                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 8                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| 9                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| A                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| B                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| C                                     |    |     |     |            |   |   |   |   |   |   |   |   |
| D                                     | 06 | 30  | E   |            |   | 2 | 3 | 4 | 5 | 6 |   |   |
| E                                     | 08 | 30  | E   |            | 1 |   |   |   |   |   |   | 7 |
| F                                     | 19 | 30  | E   | ON         | 1 | 2 | 3 | 4 | 5 | 6 | 7 |   |

## ACTIVITY CODE

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

```

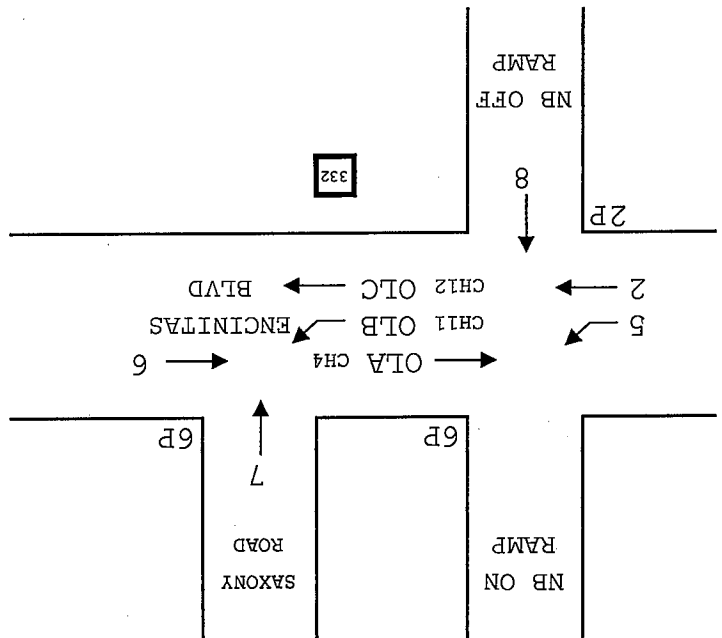
[illegible]

8 ENERGIZE AUX OUTPUT--YELLOW

- 9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

[illegible]

CONFLICT MONITOR PROGRAM



	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FZ 1															
FZ 2															
FZ 3															
OLA FZ 4															
FZ 5															
FZ 6															
FZ 7															
FZ 8															
RTOLA 9															
RTOLA 10															
OLB AUX 1 11															
OLC AUX 2 12															
FZ 2 P 13															
FZ 4 P 14															
FZ 6 P 15															
FZ 8 P 16															

DIODE CUT OUT LIST:

2-4,5,6,9,10,11,12,13,15
 4-6,7,9,10,11,12,13,15
 5-9,10,11,12,13
 6-9,10,12,13,15
 7-9,10
 8-9,10,11,12
 9-10,11,12,13,15
 10-11,12,13,15
 11-12,13
 12-13,15
 13-15

[C] = CONFLICTING CHANNELS
 [X] = CONCURRENT CHANNELS
 (REMOVE DIODE)

1-800-422-4133
FOR UNDERGROUND SERVICE ALERT CALL.
To avoid damaging existing utilities during excavation,
it is the responsibility of the contractor
to verify all existing utilities by contacting utility agencies
before any excavation work is begun.

CONDUCTOR SCHEDULE		CONDUIT SIZE AND RUN		POLE OR CIRCUIT		POLE - A		EXISTING CONDUITS FOR NEW AS NECESSARY		LIGHTING		SIGNAL SERVICE		O.L. LOOP LEAD-IN		O.L. B		O.L. C		O.L. D		O.L. E		O.L. F		O.L. G		O.L. H		O.L. I		O.L. J		O.L. K		O.L. L		O.L. M		O.L. N		O.L. O		O.L. P		O.L. Q		O.L. R		O.L. S		O.L. T		O.L. U		O.L. V		O.L. W		O.L. X		O.L. Y		O.L. Z		O.L. AA		O.L. AB		O.L. AC		O.L. AD		O.L. AE		O.L. AF		O.L. AG		O.L. AH		O.L. AI		O.L. AJ		O.L. AK		O.L. AL		O.L. AM		O.L. AN		O.L. AO		O.L. AP		O.L. AQ		O.L. AR		O.L. AS		O.L. AT		O.L. AU		O.L. AV		O.L. AW		O.L. AX		O.L. AY		O.L. AZ		O.L. BA		O.L. BB		O.L. BC		O.L. BD		O.L. BE		O.L. BF		O.L. BG		O.L. BH		O.L. BI		O.L. BJ		O.L. BK		O.L. BL		O.L. BM		O.L. BN		O.L. BO		O.L. BP		O.L. BQ		O.L. BR		O.L. BS		O.L. BT		O.L. BU		O.L. BV		O.L. BW		O.L. BX		O.L. BY		O.L. BZ		O.L. CA		O.L. CB		O.L. CC		O.L. CD		O.L. CE		O.L. CF		O.L. CG		O.L. CH		O.L. CI		O.L. CJ		O.L. CK		O.L. CL		O.L. CM		O.L. CN		O.L. CO		O.L. CP		O.L. CQ		O.L. CR		O.L. CS		O.L. CT		O.L. CU		O.L. CV		O.L. CW		O.L. CX		O.L. CY		O.L. CZ		O.L. DA		O.L. DB		O.L. DC		O.L. DD		O.L. DE		O.L. DF		O.L. DG		O.L. DH		O.L. DI		O.L. DJ		O.L. DK		O.L. DL		O.L. DM		O.L. DN		O.L. DO		O.L. DP		O.L. DQ		O.L. DR		O.L. DS		O.L. DT		O.L. DU		O.L. DV		O.L. DW		O.L. DX		O.L. DY		O.L. DZ		O.L. EA		O.L. EB		O.L. EC		O.L. ED		O.L. EE		O.L. EF		O.L. EG		O.L. EH		O.L. EI		O.L. EJ		O.L. EK		O.L. EL		O.L. EM		O.L. EN		O.L. EO		O.L. EP		O.L. EQ		O.L. ER		O.L. ES		O.L. ET		O.L. EU		O.L. EV		O.L. EW		O.L. EX		O.L. EY		O.L. EZ		O.L. FA		O.L. FB		O.L. FC		O.L. FD		O.L. FE		O.L. FF		O.L. FG		O.L. FH		O.L. FI		O.L. FJ		O.L. FK		O.L. FL		O.L. FM		O.L. FN		O.L. FO		O.L. FP		O.L. FQ		O.L. FR		O.L. FS		O.L. FT		O.L. FU		O.L. FV		O.L. FW		O.L. FX		O.L. FY		O.L. FZ		O.L. GA		O.L. GB		O.L. GC		O.L. GD		O.L. GE		O.L. GF		O.L. GG		O.L. GH		O.L. GI		O.L. GJ		O.L. GK		O.L. GL		O.L. GM		O.L. GN		O.L. GO		O.L. GP		O.L. GQ		O.L. GR		O.L. GS		O.L. GT		O.L. GU		O.L. GV		O.L. GW		O.L. GX		O.L. GY		O.L. GZ		O.L. HA		O.L. HB		O.L. HC		O.L. HD		O.L. HE		O.L. HF		O.L. HG		O.L. HH		O.L. HI		O.L. HJ		O.L. HK		O.L. HL		O.L. HM		O.L. HN		O.L. HO		O.L. HP		O.L. HQ		O.L. HR		O.L. HS		O.L. HT		O.L. HU		O.L. HV		O.L. HW		O.L. HX		O.L. HY		O.L. HZ		O.L. IA		O.L. IB		O.L. IC		O.L. ID		O.L. IE		O.L. IF		O.L. IG		O.L. IH		O.L. II		O.L. IJ		O.L. IK		O.L. IL		O.L. IM		O.L. IN		O.L. IO		O.L. IP		O.L. IQ		O.L. IR		O.L. IS		O.L. IT		O.L. IU		O.L. IV		O.L. IW		O.L. IX		O.L. IY		O.L. IZ		O.L. JA		O.L. JB		O.L. JC		O.L. JD		O.L. JE		O.L. JF		O.L. JG		O.L. JH		O.L. JI		O.L. JJ		O.L. JK		O.L. JL		O.L. JM		O.L. JN		O.L. JO		O.L. JP		O.L. JQ		O.L. JR		O.L. JS		O.L. JT		O.L. JU		O.L. JV		O.L. JW		O.L. JX		O.L. JY		O.L. JZ		O.L. KA		O.L. KB		O.L. KC		O.L. KD		O.L. KE		O.L. KF		O.L. KG		O.L. KH		O.L. KI		O.L. KJ		O.L. KK		O.L. KL		O.L. KM		O.L. KN		O.L. KO		O.L. KP		O.L. KQ		O.L. KR		O.L. KS		O.L. KT		O.L. KU		O.L. KV		O.L. KW		O.L. KX		O.L. KY		O.L. KZ		O.L. LA		O.L. LB		O.L. LC		O.L. LD		O.L. LE		O.L. LF		O.L. LG		O.L. LH		O.L. LI		O.L. LJ		O.L. LK		O.L. LL		O.L. LM		O.L. LN		O.L. LO		O.L. LP		O.L. LQ		O.L. LR		O.L. LS		O.L. LT		O.L. LU		O.L. LV		O.L. LW		O.L. LX		O.L. LY		O.L. LZ		O.L. MA		O.L. MB		O.L. MC		O.L. MD		O.L. ME		O.L. MF		O.L. MG		O.L. MH		O.L. MI		O.L. MJ		O.L. MK		O.L. ML		O.L. MN		O.L. MO		O.L. MP		O.L. MQ		O.L. MR		O.L. MS		O.L. MT		O.L. MU		O.L. MV		O.L. MW		O.L. MX		O.L. MY		O.L. MZ		O.L. NA		O.L. NB		O.L. NC		O.L. ND		O.L. NE		O.L. NF		O.L. NG		O.L. NH		O.L. NI		O.L. NJ		O.L. NK		O.L. NL		O.L. NM		O.L. NO		O.L. NP		O.L. NQ		O.L. NR		O.L. NS		O.L. NT		O.L. NU		O.L. NV		O.L. NW		O.L. NX		O.L. NY		O.L. NZ		O.L. OA		O.L. OB		O.L. OC		O.L. OD		O.L. OE		O.L. OF		O.L. OG		O.L. OH		O.L. OI		O.L. OJ		O.L. OK		O.L. OL		O.L. OM		O.L. ON		O.L. OO		O.L. OP		O.L. OQ		O.L. OR		O.L. OS		O.L. OT		O.L. OU		O.L. OV		O.L. OW		O.L. OX		O.L. OY		O.L. OZ		O.L. PA		O.L. PB		O.L. PC		O.L. PD		O.L. PE		O.L. PF		O.L. PG		O.L. PH		O.L. PI		O.L. PJ		O.L. PK		O.L. PL		O.L. PM		O.L. PN		O.L. PO		O.L. PP		O.L. PQ		O.L. PR		O.L. PS		O.L. PT		O.L. PU		O.L. PV		O.L. PW		O.L. PX		O.L. PY		O.L. PZ		O.L. QA		O.L. QB		O.L. QC		O.L. QD		O.L. QE		O.L. QF		O.L. QG		O.L. QH		O.L. QI		O.L. QJ		O.L. QK		O.L. QL		O.L. QM		O.L. QN		O.L. QO		O.L. QP		O.L. QQ		O.L. QR		O.L. QS		O.L. QT		O.L. QU		O.L. QV		O.L. QW		O.L. QX		O.L. QY		O.L. QZ		O.L. RA		O.L. RB		O.L. RC		O.L. RD		O.L. RE		O.L. RF		O.L. RG		O.L. RH		O.L. RI		O.L. RJ		O.L. RK		O.L. RL		O.L. RM		O.L. RN		O.L. RO		O.L. RP		O.L. RQ		O.L. RR		O.L. RS		O.L. RT		O.L. RU		O.L. RV		O.L. RW		O.L. RX		O.L. RY		O.L. RZ		O.L. SA		O.L. SB		O.L. SC		O.L. SD		O.L. SE		O.L. SF		O.L. SG		O.L. SH		O.L. SI		O.L. SJ		O.L. SK		O.L. SL		O.L. SM		O.L. SN		O.L. SO		O.L. SP		O.L. SQ		O.L. SR		O.L. SS		O.L. ST		O.L. SU		O.L. SV		O.L. SW		O.L. SX		O.L. SY		O.L. SZ		O.L. TA		O.L. TB		O.L. TC		O.L. TD		O.L. TE		O.L. TF		O.L. TG		O.L. TH		O.L. TI		O.L. TJ		O.L. TK		O.L. TL		O.L. TM		O.L. TN		O.L. TO		O.L. TP		O.L. TQ		O.L. TR		O.L. TS		O.L. TU		O.L. TV		O.L. TW		O.L. TX		O.L. TY		O.L. TZ		O.L. UA		O.L. UB		O.L. UC		O.L. UD		O.L. UE		O.L. UF		O.L. UG		O.L. UH		O.L. UI		O.L. UJ		O.L. UK		O.L. UL		O.L. UM		O.L. UN		O.L. UO		O.L. UP		O.L. UQ		O.L. UR		O.L. US		O.L. UT		O.L. UV		O.L. UW		O.L. UX		O.L. UY		O.L. UZ		O.L. VA		O.L. VB		O.L. VC		O.L. VD		O.L. VE		O.L. VF		O.L. VG		O.L. VH		O.L. VI		O.L. VJ		O.L. VK		O.L. VL		O.L. VM		O.L. VN		O.L. VO		O.L. VP		O.L. VQ		O.L. VR		O.L. VS		O.L. VT		O.L. VU		O.L. VV		O.L. VW		O.L. VX		O.L. VY		O.L. VZ		O.L. WA		O.L. WB		O.L. WC		O.L. WD		O.L. WE		O.L. WF		O.L. WG		O.L. WH		O.L. WI		O.L. WJ		O.L. WK		O.L. WL		O.L. WM		O.L. WN		O.L. WO		O.L. WP		O.L. WQ		O.L. WR		O.L. WS		O.L. WT		O.L. WU		O.L. WV		O.L. WW		O.L. WX		O.L. WY		O.L. WZ		O.L. XA		O.L. XB		O.L. XC		O.L. XD		O.L. XE		O.L. XF		O.L. XG		O.L. XH		O.L. XI		O.L. XJ		O.L. XK		O.L. XL		O.L. XM		O.L. XN		O.L. XO		O.L. XP		O.L. XQ		O.L. XR		O.L. XS		O.L. XT		O.L. XU		O.L. XV		O.L. XW		O.L. XX		O.L. XY		O.L. XZ		O.L. YA		O.L. YB		O.L. YC		O.L. YD		O.L. YE		O.L. YF		O.L. YG		O.L. YH		O.L. YI		O.L. YJ		O.L. YK		O.L. YL		O.L. YM		O.L. YN		O.L. YO		O.L. YP		O.L. YQ		O.L. YR		O.L. YS		O.L. YT		O.L. YU		O.L. YV		O.L. YW		O.L. YX		O.L. YY		O.L. YZ		O.L. ZA		O.L. ZB		O.L. ZC		O.L. ZD		O.L. ZE		O.L. ZF		O.L. ZG		O.L. ZH		O.L. ZI		O.L. ZJ		O.L. ZK		O.L. ZL		O.L. ZM		O.L. ZN		O.L. ZO		O.L. ZP		O.L. ZQ		O.L. ZR		O.L. ZS		O.L. ZT		O.L. ZU		O.L. ZV		O.L. ZW		O.L. ZX		O.L. ZY		O.L. ZZ	
CONDUCTOR SCHEDULE		CONDUIT SIZE AND RUN		POLE OR CIRCUIT		POLE - A		EXISTING CONDUITS FOR NEW AS NECESSARY		LIGHTING		SIGNAL SERVICE		O.L. LOOP LEAD-IN		O.L. B		O.L. C		O.L. D		O.L. E		O.L. F		O.L. G		O.L. H		O.L. I		O.L. J		O.L. K		O.L. L		O.L. M		O.L. N		O.L. O		O.L. P		O.L. Q		O.L. R		O.L. S		O.L. T		O.L. U		O.L. V		O.L. W		O.L. X		O.L. Y		O.L. Z		O.L. AA		O.L. AB		O.L. AC		O.L. AD		O.L. AE		O.L. AF		O.L. AG		O.L. AH		O.L. AI		O.L. AJ		O.L. AK		O.L. AL		O.L. AM		O.L. AN		O.L. AO		O.L. AP		O.L. AQ		O.L. AR		O.L. AS		O.L. AT		O.L. AU		O.L. AV		O.L. AW		O.L. AX		O.L. AY		O.L. AZ		O.L. BA		O.L. BB		O.L. BC		O.L. BD		O.L. BE		O.L. BF		O.L. BG		O.L. BH		O.L. BI		O.L. BJ		O.L. BK		O.L. BL		O.L. BM		O.L. BN		O.L. BO		O.L. BP		O.L. BQ		O.L. BR		O.L. BS		O.L. BT		O.L. BU		O.L. BV		O.L. BW		O.L. BX		O.L. BY		O.L. BZ		O.L. CA		O.L. CB		O.L. CC		O.L. CD		O.L. CE		O.L. CF		O.L. CG		O.L. CH		O.L. CI		O.L. CJ		O.L. CK		O.L. CL		O.L. CM		O.L. CN		O.L. CO		O.L. CP		O.L. CQ		O.L. CR		O.L. CS		O.L. CT		O.L. CU		O.L. CV		O.L. CW		O.L. CX		O.L. CY		O.L. CZ		O.L. DA		O.L. DB		O.L. DC		O.L. DD		O.L. DE		O.L. DF		O.L. DG		O.L. DH		O.L. DI		O.L. DJ		O.L. DK		O.L. DL		O.L. DM		O.L. DN		O.L. DO		O.L. DP		O.L. DQ		O.L. DR		O.L. DS		O.L. DT		O.L. DU		O.L. DV		O.L. DW		O.L. DX		O.L. DY		O.L. DZ		O.L. EA		O.L. EB		O.L. EC		O.L. ED		O.L. EE		O.L. EF		O.L. EG		O.L. EH		O.L. EI		O.L. EJ		O.L. EK		O.L. EL		O.L. EM		O.L. EN		O.L. EO		O.L. EP		O.L. EQ		O.L. ER		O.L. ES		O.L. ET		O.L. EU		O.L. EV		O.L. EW		O.L. EX		O.L. EY		O.L. EZ		O.L. FA		O.L. FB		O.L. FC		O.L. FD		O.L. FE		O.L. FF		O.L. FG		O.L. FH		O.L. FI		O.L. FJ		O.L. FK		O.L. FL		O.L. FM		O.L. FN		O.L. FO		O.L. FP		O.L. FQ		O.L. FR		O.L. FS		O.L. FT		O.L. FU		O.L. FV		O.L. FW		O.L. FX		O.L. FY		O.L. FZ		O.L. GA		O.L. GB		O.L. GC		O.L. GD		O.L. GE		O.L. GF		O.L. GG		O.L. GH		O.L. GI		O.L. GJ		O.L. GK		O.L. GL		O.L. GM		O.L. GN		O.L. GO		O.L. GP		O.L. GQ		O.L. GR		O.L. GS		O.L. GT		O.L. GU		O.L. GV		O.L. GW		O.L. GX		O.L. GY		O.L. GZ		O.L. HA		O.L. HB		O.L. HC		O.L. HD		O.L. HE		O.L. HF		O.L. HG		O.L. HH		O.L. HI		O.L. HJ		O.L. HK		O.L. HL		O.L. HM		O.L. HN		O.L. HO		O.L. HP		O.L. HQ		O.L. HR		O.L. HS		O.L. HT		O.L. HU		O.L. HV		O.L. HW		O.L. HX		O.L. HY		O.L. HZ		O.L. IA		O.L. IB		O.L. IC		O.L. ID		O.L. IE		O.L. IF		O.L. IG		O.L. IH		O.L. II		O.L. IJ		O.L. IK		O.L. IL		O.L. IM		O.L. IN		O.L. IO		O.L. IP		O.L. IQ		O.L. IR		O.L. IS		O.L. IT		O.L. IU		O.L. IV		O.L. IW		O.L. IX		O.L. IY		O.L. IZ		O.L. JA		O.L. JB		O.L. JC		O.L. JD		O.L. JE		O.L. JF		O.L. JG		O.L. JH		O.L. JI		O.L. JJ		O.L. JK		O.L. JL		O.L. JM		O.L. JN		O.L. JO		O.L. JP		O.L. JQ		O.L. JR		O.L. JS		O.L. JT		O.L. JU		O.L. JV		O.L. JW		O.L. JX		O.L. JY		O.L. JZ		O.L. KA		O.L. KB		O.L. KC		O.L. KD		O.L. KE		O.L. KF		O.L. KG		O.L. KH		O.L. KI		O.L. KJ		O.L. KL		O.L. KM		O.L. KN		O.L. KO		O.L. KP		O.L. KQ		O.L. KR		O.L.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

INTERSECTION: ECR & Manchester Ave

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Group Assignment: **4002**N/S Street Name: **El Camino Real**Last Database Change: **2/6/2015 10:32**Field Master Assignment: **NONE**E/W Street Name: **Manchester Ave**System Reference Number: **34**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	5	<C+0+0>
Zone Number	5	<C+0+1>
Area Number	1	<C+0+2>
Area Address	34	<C+0+3>
QuicNet Channel	NONE	(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	0	<F+0+E>
Red Revert	0.0	<F+0+F>
All Red Start	0.0	<F+C+0>

Start / Revert Times

		Phase							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Phase Names ---->								
0	Ped Walk	0	5	5	0	0	5	0	7
1	Ped FDW	0	18	25	0	0	18	0	10
2	Min Green	4	10	4	4	4	10	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2
5	Veh Extension	2.0	3.5	2.0	2.0	2.0	6.0	0.5	3.5
6	Max Gap	2.0	3.5	2.0	2.0	2.0	6.0	0.5	5.0
7	Min Gap	2.0	3.5	2.0	2.0	2.0	6.0	0.5	2.0
8	Max Limit	25	50	30	30	25	40	17	40
9	Max Limit 2	30	70	40	50	30	70	30	70
A	-----	0	0	4	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.1
D	Reduce Every	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0
E	Yellow Change	3.0	4.7	3.9	3.0	3.0	5.0	3.0	4.0
F	Red Clear	1.0	1.5	1.0	1.5	2.0	1.5	0.0	1.0

Phase Timing - Bank 1

<F Page>

E	
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	0
EV-B Delay	0
EV-B Clear	0
EV-C Delay	0
EV-C Clear	0
EV-D Delay	0
EV-D Clear	0
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

F	
Permit	123456
Red Lock	_____
Yellow Lock	_____
Min Recall	2 6
Ped Recall	_____
View Set Peds	-----
Rest In Walk	_____
Red Rest	_____
Dual Entry	2 6
Max Recall	_____
Soft Recall	_____
Max 2	_____
Cond. Service	_____
Man Cntrl Calls	_____
Yellow Start	2 6
First Phases	3

Phase Functions <F Page>

Row	
0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Column Numbers ---->		Plan								
		1	2	3	4	5	6	7	8	9
Row	Plan Name ---->									
0	Cycle Length	100	100	100	100	100	100	100	100	100
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	0	0	0	0	0	0	0	0	0
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Permissive	12	12	12	12	12	12	12	12	0
E	Hold Release	255	255	255	255	255	255	255	255	0
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination

<C Page>

(* = Coordination Recall)

		E	Row
	Plan 1 - Sync	2 6	1
	Plan 2 - Sync	2 6	2
	Plan 3 - Sync	2 6	3
	Plan 4 - Sync	2 6	4
	Plan 5 - Sync	2 6	5
	Plan 6 - Sync	2 6	6
	Plan 7 - Sync	2 6	7
	Plan 8 - Sync	2 6	8
	Plan 9 - Sync	2 6	9
	Coord Ped *		A
	NEMA Hold		B
			C
			D
			E
			F

Sync Phases

<C Page>

Column Numbers ---->		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	
B	EV-B Phases	
C	EV-C Phases	
D	EV-D Phases	
E	Extra 1 Config. Bits	1 3
F	IC Select (Interconnect)	2

Configuration

<E Page>

		F
	RR Overlap A - Phases	
	RR Overlap B - Phases	
	RR Overlap C - Phases	
	RR Overlap D - Phases	
	Ped 2P	
	Ped 6P	
	Ped 4P	
	Ped 8P	
	Yellow Flash Phases	
	Overlap A - Phases	
	Overlap B - Phases	
	Overlap C - Phases	
	Overlap D - Phases	
	Restricted Phases	
	Assign 5 Outputs	

Configuration

<E Page>

Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = EV Advance
 5 =
 6 = Special Event
 7 = Pretimed Operation
 8 = Split Ring Operation

Assign 5 Outputs
 (Ped Loadswitch Yellows)
 1 = Right Turn Overlap
 2 = TOD Outputs
 3 = EV Beacon - Steady
 4 = EV Beacon - Flashing
 5 = Special Event Outputs
 6 = Phase 3 & 7 Ped
 7 = Advanced Warning Sign
 8 =

Force-Off Adjust 0
**Coord Force-Off Adjust
 for Ped Service <C+D+F>**

Transition Type 0
TBC Transition <C+D+D>

Transition Type
 0 = Shortway
 Non-zero = Lengthen

IC Select Flags
 1 =
 2 = Modem
 3 = 7-Wire Slave
 4 = Flash / Free
 5 =
 6 = Simplex Master
 7 = 7-Wire Master
 8 = Offset Interrupter

		F	Row
	Free Lag	2 4 6 8	0
	Plan 1 - Lag	2 4 6 8	1
	Plan 2 - Lag	2 4 6 8	2
	Plan 3 - Lag	2 4 6 8	3
	Plan 4 - Lag	2 4 6 8	4
	Plan 5 - Lag	2 4 6 8	5
	Plan 6 - Lag	2 4 6 8	6
	Plan 7 - Lag	2 4 6 8	7
	Plan 8 - Lag	2 4 6 8	8
	Plan 9 - Lag	2 4 6 8	9
	Coord Max *		A
	Coord Lag *		B
			C
			D
			E
			F

Lag Phases

<C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	0	0	
1	00:00	0	0	
2	00:00	0	0	
3	00:00	0	0	
4	00:00	0	0	
5	00:00	0	0	
6	00:00	0	0	
7	00:00	0	0	
8	00:00	0	0	
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

TOD Coordination
<9 Key with C+D+9=0>

Plan Select
1 thru 9 = Coordination
Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Time	Funct.	Day of Week
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

TOD Function
<7 Key>

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector
OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Column F
Phases/Bits

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Row		Day	Year	Month	Day of Week
A	Holiday # 1 Date	0	0	0	
B	Holiday # 2 Date	0	0	0	
C	Holiday # 3 Date	0	0	0	

Holiday Dates
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0
B	Overlap B	0.0	0.0	0
C	Overlap C	0.0	0.0	0
D	Overlap D	0.0	0.0	0

Overlap Timing <F Page>

<D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	0	<D+A+E>
Max OFF (minutes)	0	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>

Dial-Up Telephone Communications
(If set to a non-zero value, parity will be disabled)

INTERSECTION: ECR & Manchester Ave

Page 5 (of 5)

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	0	0	7	0	7	0	7	0
1	Ped FDW	0	0	15	0	15	0	15	0
2	Min Green	3	4	7	4	4	4	7	4
3	Type 3 Limit	0	0	20	0	20	0	20	0
4	Added Initial	0.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0
5	Veh Extension	0.5	2.0	4.0	2.0	2.5	2.0	4.0	2.0
6	Max Gap	0.5	3.0	6.0	3.0	3.0	3.0	6.0	3.0
7	Min Gap	0.5	0.5	2.0	0.5	1.5	0.5	2.0	0.5
8	Max Limit	17	20	30	20	25	20	30	20
9	Max Limit 2	30	30	50	30	40	30	50	30
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	7	7	7	7	7	7	7
C	Reduce By	0.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	3.0	4.0	3.0	3.0	3.0	4.0	3.0
F	Red Clear	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase							
		1	2	3	4	5	6	7	8
	Phase Names ---->								
0	Ped Walk	7	7	0	7	0	7	0	7
1	Ped FDW	15	0	0	0	0	0	0	10
2	Min Green	4	20	0	0	0	0	3	7
3	Type 3 Limit	20	0	0	0	0	0	0	0
4	Added Initial	2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.2
5	Veh Extension	2.5	0.0	0.0	0.0	0.0	0.0	0.5	3.5
6	Max Gap	3.0	2.0	0.0	0.0	0.0	0.0	0.5	5.0
7	Min Gap	1.5	0.0	0.0	0.0	0.0	0.0	0.5	2.0
8	Max Limit	25	20	0	0	0	0	17	40
9	Max Limit 2	40	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	7	0	0	0	0	0	0	0
C	Reduce By	1.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	1.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	15								1
2		4	4	3 5							2
3		0	20								3
4		0	20	3 5							4
5		20	25								5
6		30	30	3 5						4 8	6
7		5	15								7
8		20	25	3 5							8
9	Limited Service	30	40								9
A	Int. --->	---	0								A
B		7	7								B
C		10	10								C
D		10	10								D
E		30	30								E
F		10	10								F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval
(Set Dwell = 255)

INTERVAL		PHASE TIMING								PRE-EMPTION		F										
		1	2	3	4	5	6	7	8	9	E		FLAGS		1	2	3	4	5	6	7	8
0	WALK		1		1	1	7		1	CLK RST	EV SEL	0	PERMIT			2	4	5	6		8	
1	DONT WALK		1		1	1	21		1		RR1 CLR	15	RED LOCK				4				1	
2	MIN GREEN		9		5	5	8		1		EVA DLY	0	YEL LOCK								2	
3	TYPE 3 DET		0		0	0	0		0		EVA CLR	5	V RECALL			2			6		3	
4	ADD/VEH		0.0		0.0	0.0	0.0		0.0		EVB DLY	0	P RECALL								4	
5	PASSAGE		2.0		2.0	2.0	2.0		0.9		EVB CLR	5	PED PHASES						6		5	
6	MAX GAP		2.0		2.0	2.0	2.0		0.9		EVC DLY	0	RT OLA								6	
7	MIN GAP		2.0		2.0	2.0	2.0		0.9		EVC CLR	5	RT OLB								7	
8	MAX EXT		35		25	20	35		18		EVD DLY	0	DBL ENTRY				4				8	
9	MAX 2									YR	EVD CLR	5	MAX 2 PHASES								9	
A	MAX 3				35					MO	MAX EV	255	LAG PHASES	READ ONLY								A
B										DAY	RR2 CLR	15	RED REST								B	
C	REDUCE BY		0.0		0.0	0.0	0.0		0.0	DOW			REST-IN-WALK								C	
D	EVERY		1.0		1.0	1.0	1.0		1.0	HR			MAX 3 PHASES				4				D	
E	YELLOW		4.8		4.1	3.7	4.8		4.1	MIN			YEL START UP			2			6		E	
F	RED		1.0		1.0	1.0	1.0		1.0	SEC			FIRST PHASE				4				F	
3.5	PED XING FT						92								1	2	3	4	5	6	7	8
	BIKE XING FT	107					93															

NOTES:

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

	CONTROL PLANS									Y-COORD		LAG PHASE		FLAG		
	1	2	3	4	5	6	7	8	9	C	D	E	F			
0 CYCLE LENGTH													LAG FZ FREE			
1 FZ1 GRN FCTR												GAPOUT CP1	LAG FZ CP 1		4	8
2												GAPOUT CP2	LAG FZ CP 2			1
3 FZ3 GRN FCTR												GAPOUT CP3	LAG FZ CP 3			2
4 FZ4 GRN FCTR												GAPOUT CP4	LAG FZ CP 4			3
5 FZ5 GRN FCTR											PERM TIME	GAPOUT CP5	LAG FZ CP 5			4
6											LAG OFFSET	GAPOUT CP6	LAG FZ CP 6			5
7 FZ7 GRN FCTR											FORCE OFF	GAPOUT CP7	LAG FZ CP 7			6
8 FZ8 GRN FCTR											LONG GRN	GAPOUT CP8	LAG FZ CP 8			7
9 MULTI CYCLE											NO GREEN	GAPOUT CP9	LAG FZ CP 9			8
A OFFSET A											OFFSET		LAG C COORD			9
B OFFSET B													LAG D COORD			A
C OFFSET C													COORD FAZES		6	B
D FZ 3 EXT																C
E FZ 7 EXT																D
F OFFSET INTRPT																E
																F

CO1 MANUAL CP	FEATURE	OFF	ON	LOCATION	OFF	ON	CCB/CDB OFFSET TIMER
CO2 MASTER CP	1			1		1	CCC/CDC LAG GREEN TIMER
CO3 CURRENT CP	2			2			CCD/CDD FORCE OFF TIMER
CO4 LAST CP	3			3			CCE/CDE LONG GREEN TIMER
CO7 TRNSMT CP	4			4			CCF/CDF NO GREEN TIMER
COD MANUAL OFFSET	5			5			
CAO LOCAL CYCLE TIMER	6			6			
CBO MASTER CYCLE TIMER	7			7			
CAA LOCAL OFFSET	8			8			
CBA MASTER OFFSET							

COO = 1

	E		FLAGS								F	FLAGS							
	FUNCTION		1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8
0											CODE 4								0
1											CODE 5								1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED					6				6
7										4 PED				4					7
8										8 BED							8		8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
			1	2	3	4	5	6	7	8									
												1	2	3	4	5	6	7	8

D-E-F = LITHIUM BATTERY CONDITION

84 = BAD

85 = GOOD

[illegible]

CONTROL PLAN TIME OF DAY						
	9+EVENT+HR+MIN+CP+OS+E+DOW					
	HR	MIN	CPO	S	M	T
				1	2	3
				OS		4
						5
						6
						7
0						
1						
2						
3						
4						
5						
6						
7						
8						
9						
A						
B						
C						
D						
E						
F						

CONTROL PLAN TIME OF DAY								
				S M	T W	F S		
				S M	T W	F S		
				S M	T W	F S		
0								
1								
2								
3								
4								
5								
6								
7								
8								
9								
A								
B								
C								
D								
E								
F								

ACTIVITY CODE

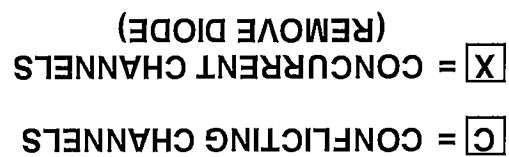
- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

```

- 8 ENERGIZE AUX OUTPUT-YELLOW  
9 TIME OF DAY MAX RECALL (1ST SELECT)  
A TRAFFIC ACT. MAX 2 OPERATION  
B TIME OF DAY MAX RECALL (2ND SELECT)  
C YELLOW YIELD COORDINATION  
D YELLOW YIELD COORDINATION  
E TIME OF DAY FREE OPERATION  
F FLASHING OPERATION

**CONFLICT MONITOR PROGRAM**

[illegible]

# INTERSECTION: Birmingham & San Elijo

Page 1 (of 5)

Group Assignment: 4004

N/S Street Name: San Elijo

Last Database Change: 12/19/2013 9:09

Field Master Assignment: NONE

E/W Street Name: Birmingham

System Reference Number: 11

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |       |           |
|-----------------|-------|-----------|
| Drop Number     | 4     | <C+0+0>   |
| Zone Number     | 4     | <C+0+1>   |
| Area Number     | 1     | <C+0+2>   |
| Area Address    | 52    | <C+0+3>   |
| QuicNet Channel | COM9: | (QuicNet) |

Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

Manual Selection

|               |     |         |
|---------------|-----|---------|
| Max Initial   | 20  | <F+0+E> |
| Red Revert    | 5.0 | <F+0+F> |
| All Red Start | 5.0 | <F+C+0> |

Start / Revert Times

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 5   | 0   | 5   | 0   | 0   | 0   | 0   |
| 1                    | Ped FDW           | 0     | 15  | 0   | 11  | 0   | 0   | 0   | 0   |
| 2                    | Min Green         | 5     | 10  | 0   | 4   | 0   | 10  | 0   | 0   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 3.5   | 2.5 | 0.0 | 2.0 | 0.0 | 4.0 | 0.0 | 0.0 |
| 6                    | Max Gap           | 3.5   | 2.5 | 0.0 | 2.0 | 0.0 | 4.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 3.5   | 2.5 | 0.0 | 2.0 | 0.0 | 4.0 | 0.0 | 0.0 |
| 8                    | Max Limit         | 20    | 30  | 0   | 20  | 0   | 30  | 0   | 0   |
| 9                    | Max Limit 2       | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| D                    | Reduce Every      | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| E                    | Yellow Change     | 3.0   | 3.5 | 0.0 | 3.0 | 0.0 | 3.5 | 0.0 | 0.0 |
| F                    | Red Clear         | 0.5   | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 |

Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 7   |
| EV-A Delay    | 0   |
| EV-A Clear    | 7   |
| EV-B Delay    | 0   |
| EV-B Clear    | 7   |
| EV-C Delay    | 0   |
| EV-C Clear    | 7   |
| EV-D Delay    | 0   |
| EV-D Clear    | 7   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 7   |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

Preempt Timing

| F               |        |
|-----------------|--------|
| Permit          | 12 4 6 |
| Red Lock        |        |
| Yellow Lock     |        |
| Min Recall      | 2 6    |
| Ped Recall      |        |
| View Set Peds   | -----  |
| Rest In Walk    |        |
| Red Rest        |        |
| Dual Entry      |        |
| Max Recall      |        |
| Soft Recall     | 2 6    |
| Max 2           |        |
| Cond. Service   |        |
| Man Cntrl Calls |        |
| Yellow Start    | 4      |
| First Phases    | 1 6    |

Phase Functions

<F Page>

| Row |
|-----|
| 0   |
| 1   |
| 2   |
| 3   |
| 4   |
| 5   |
| 6   |
| 7   |
| 8   |
| 9   |
| A   |
| B   |
| C   |
| D   |
| E   |
| F   |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

|                      |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |     |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 65   | 65  | 65  | 65  | 65  | 65  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 25   | 25  | 25  | 25  | 25  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 65   | 65  | 65  | 65  | 65  | 65  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 25   | 25  | 25  | 25  | 25  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

Coordination

&lt;C Page&gt;

| Row | Column Numbers ---->     | E   |
|-----|--------------------------|-----|
| 0   | Exclusive Phases         |     |
| 1   | RR-1 Clear Phases        |     |
| 2   | RR-2 Clear Phases        |     |
| 3   | RR-2 Limited Service     |     |
| 4   | Prot / Perm Phases       |     |
| 5   | Overlap A - Green Omit   |     |
| 6   | Overlap B - Green Omit   |     |
| 7   | Overlap C - Green Omit   |     |
| 8   | Overlap D - Green Omit   |     |
| 9   | Overlap Yellow Flash     |     |
| A   | EV-A Phases              | 2   |
| B   | EV-B Phases              | 4   |
| C   | EV-C Phases              | 1 6 |
| D   | EV-D Phases              |     |
| E   | Extra 1 Config. Bits     | 1 3 |
| F   | IC Select (Interconnect) | 2   |

Configuration

&lt;E Page&gt;

|                       | F |
|-----------------------|---|
| RR Overlap A - Phases |   |
| RR Overlap B - Phases |   |
| RR Overlap C - Phases |   |
| RR Overlap D - Phases |   |
| Ped 2P                | 2 |
| Ped 6P                |   |
| Ped 4P                | 4 |
| Ped 8P                |   |
| Yellow Flash Phases   |   |
| Overlap A - Phases    |   |
| Overlap B - Phases    |   |
| Overlap C - Phases    |   |
| Overlap D - Phases    |   |
| Restricted Phases     |   |
| Assign 5 Outputs      |   |

Configuration

&lt;E Page&gt;

Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

|                                               |                      |
|-----------------------------------------------|----------------------|
| Force-Off Adjust                              | 0                    |
| <b>Coord Force-Off Adjust for Ped Service</b> | <b>&lt;C+D+F&gt;</b> |

|                       |                      |
|-----------------------|----------------------|
| Transition Type       | 0                    |
| <b>TBC Transition</b> | <b>&lt;C+D+D&gt;</b> |

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

(\* = Coordination Recall)

|               | E   | Row |
|---------------|-----|-----|
|               |     | 0   |
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

Sync Phases

&lt;C Page&gt;

|              | F       | Row |
|--------------|---------|-----|
| Free Lag     | 2 4 6 8 | 0   |
| Plan 1 - Lag | 2 4 6 8 | 1   |
| Plan 2 - Lag | 2 4 6 8 | 2   |
| Plan 3 - Lag | 2 4 6 8 | 3   |
| Plan 4 - Lag | 2 4 6 8 | 4   |
| Plan 5 - Lag | 2 4 6 8 | 5   |
| Plan 6 - Lag | 2 4 6 8 | 6   |
| Plan 7 - Lag | 2 4 6 8 | 7   |
| Plan 8 - Lag | 2 4 6 8 | 8   |
| Plan 9 - Lag | 2 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

Lag Phases

&lt;C Page&gt;

| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | 0    | 0      |             |
| 1   | 00:00 | 0    | 0      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 06:00 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 8           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row |                  | Day | Year | Month | Day of Week |
|-----|------------------|-----|------|-------|-------------|
| A   | Holiday # 1 Date | 0   | 0    | 0     |             |
| B   | Holiday # 2 Date | 0   | 0    | 0     |             |
| C   | Holiday # 3 Date | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 7.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

**Active Detectors** <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

**System Detectors** <D Page>

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| 0   | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 5   | 0   | 5   | 0   | 0   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 9   | 0   | 0   | 0   | 10  |
| 2   | Min Green            | 4     | 10  | 3   | 4   | 3   | 10  | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 5   | Veh Extension        | 2.0   | 4.0 | 0.5 | 2.0 | 0.5 | 4.0 | 0.5 | 3.5 |
| 6   | Max Gap              | 2.0   | 4.0 | 0.5 | 2.0 | 0.5 | 4.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 2.0   | 4.0 | 0.5 | 2.0 | 0.5 | 4.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 20    | 30  | 17  | 20  | 17  | 30  | 17  | 40  |
| 9   | Max Limit 2          | 0     | 0   | 30  | 0   | 30  | 0   | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 0.0   | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 3.5 | 3.0 | 0.0 | 3.0 | 3.5 | 3.0 | 4.0 |
| F   | Red Clear            | 0.5   | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 |

**Phase Timing - Bank 2** <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| 0   | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 5   | 0   | 5   | 0   | 0   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 9   | 0   | 0   | 0   | 10  |
| 2   | Min Green            | 4     | 10  | 3   | 4   | 3   | 10  | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 5   | Veh Extension        | 2.0   | 4.0 | 0.5 | 2.0 | 0.5 | 4.0 | 0.5 | 3.5 |
| 6   | Max Gap              | 2.0   | 4.0 | 0.5 | 2.0 | 0.5 | 4.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 2.0   | 4.0 | 0.5 | 2.0 | 0.5 | 4.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 20    | 30  | 17  | 20  | 17  | 30  | 17  | 40  |
| 9   | Max Limit 2          | 0     | 0   | 30  | 0   | 30  | 0   | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 0.0   | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 3.5 | 3.0 | 0.0 | 3.0 | 3.5 | 3.0 | 4.0 |
| F   | Red Clear            | 0.5   | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 |

**Phase Timing - Bank 3** <F Page>

| Row | Delay Only ---->          | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|---------------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                           | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                           | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                           | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                           | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                           | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                           | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                           | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                           | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                           | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                           | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service Int. ---> | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   |                           | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                           | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                           | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                           | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                           | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                           | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule** <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

# INTERSECTION: ECR & Santa Fe Dr

Page 1 (of 5)

Group Assignment: **NONE**

N/S Street Name: **El Camino Real**

Last Database Change: **6/15/2015 10:09**

Field Master Assignment: **NONE**

E/W Street Name: **Santa Fe Dr**

System Reference Number: **33**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>11</b>    | <C+0+0>   |
| Zone Number     | <b>11</b>    | <C+0+1>   |
| Area Number     | <b>1</b>     | <C+0+2>   |
| Area Address    | <b>43</b>    | <C+0+3>   |
| QuicNet Channel | <b>COM6:</b> | (QuicNet) |

Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

Manual Selection

|               |            |         |
|---------------|------------|---------|
| Max Initial   | <b>20</b>  | <F+0+E> |
| Red Revert    | <b>5.0</b> | <F+0+F> |
| All Red Start | <b>5.0</b> | <F+C+0> |

Start / Revert Times

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 0   | 0   | 5   | 0   | 5   | 0   | 0   |
| 1                    | Ped FDW           | 0     | 0   | 0   | 28  | 0   | 23  | 0   | 0   |
| 2                    | Min Green         | 0     | 10  | 0   | 10  | 4   | 10  | 0   | 0   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 2.0 | 0.0 | 1.2 | 0.0 | 2.0 | 0.0 | 0.0 |
| 5                    | Veh Extension     | 0.0   | 3.5 | 0.0 | 4.0 | 3.0 | 3.5 | 0.0 | 0.0 |
| 6                    | Max Gap           | 0.0   | 5.0 | 0.0 | 4.0 | 3.0 | 5.0 | 0.0 | 0.0 |
| 7                    | Min Gap           | 0.0   | 2.0 | 0.0 | 2.0 | 3.0 | 2.0 | 0.0 | 0.0 |
| 8                    | Max Limit         | 0     | 40  | 0   | 30  | 25  | 40  | 0   | 0   |
| 9                    | Max Limit 2       | 0     | 70  | 0   | 70  | 30  | 70  | 0   | 0   |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.0   | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 |
| D                    | Reduce Every      | 0.0   | 1.0 | 0.0 | 1.0 | 0.5 | 1.0 | 0.0 | 0.0 |
| E                    | Yellow Change     | 0.0   | 5.0 | 0.0 | 4.0 | 3.0 | 4.3 | 0.0 | 0.0 |
| F                    | Red Clear         | 0.0   | 1.0 | 0.0 | 1.0 | 0.5 | 1.0 | 0.0 | 0.0 |

Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 1   |
| EV-B Delay    | 0   |
| EV-B Clear    | 1   |
| EV-C Delay    | 0   |
| EV-C Clear    | 1   |
| EV-D Delay    | 0   |
| EV-D Clear    | 1   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

Preempt Timing

| F               |       |
|-----------------|-------|
| Permit          | 2 456 |
| Red Lock        |       |
| Yellow Lock     |       |
| Min Recall      | 2 6   |
| Ped Recall      |       |
| View Set Peds   | ----- |
| Rest In Walk    |       |
| Red Rest        |       |
| Dual Entry      | 2 6   |
| Max Recall      |       |
| Soft Recall     |       |
| Max 2           |       |
| Cond. Service   |       |
| Man Cntrl Calls |       |
| Yellow Start    | 4     |
| First Phases    | 2 6   |

Phase Functions

<F Page>

|     |  |
|-----|--|
| Row |  |
| 0   |  |
| 1   |  |
| 2   |  |
| 3   |  |
| 4   |  |
| 5   |  |
| 6   |  |
| 7   |  |
| 8   |  |
| 9   |  |
| A   |  |
| B   |  |
| C   |  |
| D   |  |
| E   |  |
| F   |  |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C



| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
|                      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |     |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 55   | 60  | 60  | 63  | 60  | 61  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 55   | 60  | 60  | 61  | 60  | 63  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

## Coordination

&lt;C Page&gt;

| Row | Column Numbers ---->     | E   |
|-----|--------------------------|-----|
| 0   | Exclusive Phases         |     |
| 1   | RR-1 Clear Phases        |     |
| 2   | RR-2 Clear Phases        |     |
| 3   | RR-2 Limited Service     |     |
| 4   | Prot / Perm Phases       |     |
| 5   | Overlap A - Green Omit   | 6   |
| 6   | Overlap B - Green Omit   |     |
| 7   | Overlap C - Green Omit   |     |
| 8   | Overlap D - Green Omit   |     |
| 9   | Overlap Yellow Flash     |     |
| A   | EV-A Phases              | 2 5 |
| B   | EV-B Phases              | 4   |
| C   | EV-C Phases              | 6   |
| D   | EV-D Phases              |     |
| E   | Extra 1 Config. Bits     | 1 3 |
| F   | IC Select (Interconnect) | 2   |

## Configuration

&lt;E Page&gt;

|                       | F   |
|-----------------------|-----|
| RR Overlap A - Phases |     |
| RR Overlap B - Phases |     |
| RR Overlap C - Phases |     |
| RR Overlap D - Phases |     |
| Ped 2P                |     |
| Ped 6P                | 6   |
| Ped 4P                | 4   |
| Ped 8P                |     |
| Yellow Flash Phases   |     |
| Overlap A - Phases    | 4 6 |
| Overlap B - Phases    |     |
| Overlap C - Phases    |     |
| Overlap D - Phases    |     |
| Restricted Phases     |     |
| Assign 5 Outputs      | 1   |

## Configuration

&lt;E Page&gt;

## Extra 1 Flags

- 1 = TBC Type 1
- 2 = NEMA Ext. Coord
- 3 = Auto Daylight Savings
- 4 = EV Advance
- 5 =
- 6 = Special Event
- 7 = Pretimed Operation
- 8 = Split Ring Operation

## Assign 5 Outputs

- (Ped Loadswitch Yellows)
- 1 = Right Turn Overlap
- 2 = TOD Outputs
- 3 = EV Beacon - Steady
- 4 = EV Beacon - Flashing
- 5 = Special Event Outputs
- 6 = Phase 3 & 7 Ped
- 7 = Advanced Warning Sign
- 8 =

|                                               |         |
|-----------------------------------------------|---------|
| Force-Off Adjust                              | 0       |
| <b>Coord Force-Off Adjust for Ped Service</b> | <C+D+F> |

|                       |         |
|-----------------------|---------|
| Transition Type       | 0       |
| <b>TBC Transition</b> | <C+D+D> |

Transition Type  
0 = Shortway  
Non-zero = Lengthen

IC Select Flags  
1 =  
2 = Modem  
3 = 7-Wire Slave  
4 = Flash / Free  
5 =  
6 = Simplex Master  
7 = 7-Wire Master  
8 = Offset Interrupter

(\* = Coordination Recall)

|               | E   | Row |
|---------------|-----|-----|
|               |     | 0   |
| Plan 1 - Sync | 2 6 | 1   |
| Plan 2 - Sync | 2 6 | 2   |
| Plan 3 - Sync | 2 6 | 3   |
| Plan 4 - Sync | 2 6 | 4   |
| Plan 5 - Sync | 2 6 | 5   |
| Plan 6 - Sync | 2 6 | 6   |
| Plan 7 - Sync | 2 6 | 7   |
| Plan 8 - Sync | 2 6 | 8   |
| Plan 9 - Sync | 2 6 | 9   |
| Coord Ped *   |     | A   |
| NEMA Hold     |     | B   |
|               |     | C   |
|               |     | D   |
|               |     | E   |
|               |     | F   |

## Sync Phases

&lt;C Page&gt;

|              | F       | Row |
|--------------|---------|-----|
| Free Lag     | 2 4 6 8 | 0   |
| Plan 1 - Lag | 2 4 6 8 | 1   |
| Plan 2 - Lag | 2 4 6 8 | 2   |
| Plan 3 - Lag | 2 4 6 8 | 3   |
| Plan 4 - Lag | 2 4 6 8 | 4   |
| Plan 5 - Lag | 2 4 6 8 | 5   |
| Plan 6 - Lag | 2 4 6 8 | 6   |
| Plan 7 - Lag | 2 4 6 8 | 7   |
| Plan 8 - Lag | 2 4 6 8 | 8   |
| Plan 9 - Lag | 2 4 6 8 | 9   |
| Coord Max *  |         | A   |
| Coord Lag *  |         | B   |
|              |         | C   |
|              |         | D   |
|              |         | E   |
|              |         | F   |

## Lag Phases

&lt;C Page&gt;

| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | 0    | 0      |             |
| 1   | 00:00 | 0    | 0      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 05:00 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 8           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row |                  | Day | Year | Month | Day of Week |
|-----|------------------|-----|------|-------|-------------|
| A   | Holiday # 1 Date | 0   | 0    | 0     |             |
| B   | Holiday # 2 Date | 0   | 0    | 0     |             |
| C   | Holiday # 3 Date | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

Active Detectors &lt;D Page&gt;

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

System Detectors &lt;D Page&gt;

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

| Row |
|-----|
| 0   |
| 1   |
| 2   |
| 3   |
| 4   |
| 5   |
| 6   |
| 7   |
| 8   |
| 9   |
| A   |
| B   |
| C   |
| D   |
| E   |
| F   |

<F Page>

<F Page>

| Row |
|-----|
| 0   |
| 1   |
| 2   |
| 3   |
| 4   |
| 5   |
| 6   |
| 7   |
| 8   |
| 9   |
| A   |
| B   |
| C   |
| D   |
| E   |
| F   |

<--- Limited  
Service  
Interval  
(Set Dwell = 255)

<C Page with  $F+9+F=22$ >

**INTERSECTION: Santa Fe & Lake**

Page 1 (of 5)

Group Assignment: **4005**N/S Street Name: **Lake Drive & Oceanic (Private)**Last Database Change: **11/26/2013 8:42**Field Master Assignment: **NONE**E/W Street Name: **Santa Fe Drive**System Reference Number: **23**

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|  |
|--|
|  |
|  |
|  |
|  |
|  |
|  |
|  |
|  |

|                 |              |           |
|-----------------|--------------|-----------|
| Drop Number     | <b>12</b>    | <C+0+0>   |
| Zone Number     | <b>12</b>    | <C+0+1>   |
| Area Number     | <b>1</b>     | <C+0+2>   |
| Area Address    | <b>42</b>    | <C+0+3>   |
| QuicNet Channel | <b>COM9:</b> | (QuicNet) |

**Communication Addresses**

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

**Manual Selection**

|               |            |         |
|---------------|------------|---------|
| Max Initial   | <b>20</b>  | <F+0+E> |
| Red Revert    | <b>5.0</b> | <F+0+F> |
| All Red Start | <b>5.0</b> | <F+C+0> |

**Start / Revert Times**

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 6   | 0   | 5   | 0   | 5   | 0   | 5   |
| 1                    | Ped FDW           | 0     | 10  | 0   | 11  | 0   | 7   | 0   | 8   |
| 2                    | Min Green         | 0     | 8   | 0   | 4   | 0   | 8   | 0   | 4   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 | 2.0 |
| 5                    | Veh Extension     | 0.0   | 5.0 | 0.0 | 2.0 | 0.0 | 5.0 | 0.0 | 2.0 |
| 6                    | Max Gap           | 0.0   | 5.0 | 0.0 | 3.0 | 0.0 | 5.0 | 0.0 | 3.0 |
| 7                    | Min Gap           | 0.0   | 3.0 | 0.0 | 0.5 | 0.0 | 3.0 | 0.0 | 0.5 |
| 8                    | Max Limit         | 0     | 35  | 0   | 20  | 0   | 35  | 0   | 20  |
| 9                    | Max Limit 2       | 0     | 10  | 0   | 0   | 0   | 10  | 0   | 15  |
| A                    | -----             | 35    | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.0   | 0.5 | 0.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.5 |
| D                    | Reduce Every      | 0.0   | 5.0 | 0.0 | 3.0 | 0.0 | 5.0 | 0.0 | 3.0 |
| E                    | Yellow Change     | 0.0   | 4.0 | 0.0 | 3.0 | 0.0 | 4.0 | 0.0 | 3.0 |
| F                    | Red Clear         | 0.0   | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 |

**Phase Timing - Bank 1**

&lt;F Page&gt;

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 1   |
| EV-B Delay    | 0   |
| EV-B Clear    | 1   |
| EV-C Delay    | 0   |
| EV-C Clear    | 1   |
| EV-D Delay    | 0   |
| EV-D Clear    | 1   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

**Preempt Timing**

| F               |         |
|-----------------|---------|
| Permit          | 2 4 6 8 |
| Red Lock        | _____   |
| Yellow Lock     | _____   |
| Min Recall      | 2 6     |
| Ped Recall      | _____   |
| View Set Peds   | -----   |
| Rest In Walk    | _____   |
| Red Rest        | _____   |
| Dual Entry      | _____   |
| Max Recall      | _____   |
| Soft Recall     | _____   |
| Max 2           | _____   |
| Cond. Service   | _____   |
| Man Cntrl Calls | _____   |
| Yellow Start    | 4 8     |
| First Phases    | 2 6     |

**Phase Functions <F Page>**

|     |  |
|-----|--|
| Row |  |
| 0   |  |
| 1   |  |
| 2   |  |
| 3   |  |
| 4   |  |
| 5   |  |
| 6   |  |
| 7   |  |
| 8   |  |
| 9   |  |
| A   |  |
| B   |  |
| C   |  |
| D   |  |
| E   |  |
| F   |  |

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
|                      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |     |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 55   | 60  | 60  | 63  | 60  | 61  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 55   | 60  | 60  | 61  | 60  | 63  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

Coordination

&lt;C Page&gt;

(\* = Coordination Recall)

|  |               | E          | Row |
|--|---------------|------------|-----|
|  | Plan 1 - Sync | <u>2 6</u> | 1   |
|  | Plan 2 - Sync | <u>2 6</u> | 2   |
|  | Plan 3 - Sync | <u>2 6</u> | 3   |
|  | Plan 4 - Sync | <u>2 6</u> | 4   |
|  | Plan 5 - Sync | <u>2 6</u> | 5   |
|  | Plan 6 - Sync | <u>2 6</u> | 6   |
|  | Plan 7 - Sync | <u>2 6</u> | 7   |
|  | Plan 8 - Sync | <u>2 6</u> | 8   |
|  | Plan 9 - Sync | <u>2 6</u> | 9   |
|  | Coord Ped *   |            | A   |
|  | NEMA Hold     |            | B   |
|  |               |            | C   |
|  |               |            | D   |
|  |               |            | E   |
|  |               |            | F   |

Sync Phases

&lt;C Page&gt;

| Column Numbers ----> |                          | E            |
|----------------------|--------------------------|--------------|
| 0                    | Exclusive Phases         |              |
| 1                    | RR-1 Clear Phases        |              |
| 2                    | RR-2 Clear Phases        |              |
| 3                    | RR-2 Limited Service     |              |
| 4                    | Prot / Perm Phases       |              |
| 5                    | Overlap A - Green Omit   |              |
| 6                    | Overlap B - Green Omit   |              |
| 7                    | Overlap C - Green Omit   |              |
| 8                    | Overlap D - Green Omit   |              |
| 9                    | Overlap Yellow Flash     |              |
| A                    | EV-A Phases              | <u>2 5</u>   |
| B                    | EV-B Phases              |              |
| C                    | EV-C Phases              | <u>1 6</u>   |
| D                    | EV-D Phases              | <u>8</u>     |
| E                    | Extra 1 Config. Bits     | <u>1 3 5</u> |
| F                    | IC Select (Interconnect) | <u>2</u>     |

Configuration

&lt;E Page&gt;

|  |                       | F          |
|--|-----------------------|------------|
|  | RR Overlap A - Phases |            |
|  | RR Overlap B - Phases |            |
|  | RR Overlap C - Phases |            |
|  | RR Overlap D - Phases |            |
|  | Ped 2P                | <u>2</u>   |
|  | Ped 6P                | <u>6</u>   |
|  | Ped 4P                | <u>4</u>   |
|  | Ped 8P                |            |
|  | Yellow Flash Phases   |            |
|  | Overlap A - Phases    |            |
|  | Overlap B - Phases    |            |
|  | Overlap C - Phases    |            |
|  | Overlap D - Phases    |            |
|  | Restricted Phases     | <u>4 8</u> |
|  | Assign 5 Outputs      |            |

Configuration

&lt;E Page&gt;

Extra 1 Flags

- 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

Assign 5 Outputs

- (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

|                                               |                      |
|-----------------------------------------------|----------------------|
| Force-Off Adjust                              | 0                    |
| <b>Coord Force-Off Adjust for Ped Service</b> | <b>&lt;C+D+F&gt;</b> |

|                       |                      |
|-----------------------|----------------------|
| Transition Type       | 0                    |
| <b>TBC Transition</b> | <b>&lt;C+D+D&gt;</b> |

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

|  |              | F              | Row |
|--|--------------|----------------|-----|
|  | Free Lag     | <u>2 4 6 8</u> | 0   |
|  | Plan 1 - Lag | <u>2 4 6 8</u> | 1   |
|  | Plan 2 - Lag | <u>2 4 6 8</u> | 2   |
|  | Plan 3 - Lag | <u>2 4 6 8</u> | 3   |
|  | Plan 4 - Lag | <u>2 4 6 8</u> | 4   |
|  | Plan 5 - Lag | <u>2 4 6 8</u> | 5   |
|  | Plan 6 - Lag | <u>2 4 6 8</u> | 6   |
|  | Plan 7 - Lag | <u>2 4 6 8</u> | 7   |
|  | Plan 8 - Lag | <u>2 4 6 8</u> | 8   |
|  | Plan 9 - Lag | <u>2 4 6 8</u> | 9   |
|  | Coord Max *  |                | A   |
|  | Coord Lag *  |                | B   |
|  |              |                | C   |
|  |              |                | D   |
|  |              |                | E   |
|  |              |                | F   |

Lag Phases

&lt;C Page&gt;

| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | E    | A      |             |
| 1   | 00:00 | E    | A      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 00:00 | 0      |             |
| 06:30 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 8           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row |                  | Day | Year | Month | Day of Week |
|-----|------------------|-----|------|-------|-------------|
| A   | Holiday # 1 Date | 0   | 0    | 0     |             |
| B   | Holiday # 2 Date | 0   | 0    | 0     |             |
| C   | Holiday # 3 Date | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

Active Detectors &lt;D Page&gt;

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

System Detectors &lt;D Page&gt;

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)



INTERSECTION: Santa Fe & Lake

Page 5 (of 5)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ----> | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                  | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                  | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                  | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                  | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                  | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                  | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                  | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                  | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                  | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                  | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service  | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   | Int. ---->       | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                  | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                  | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                  | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                  | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                  | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

# INTERSECTION: Santa Fe & Nardo-Mackinnon

Page 1 (of 5)

Group Assignment: 4005

N/S Street Name: Nardo & Mackinnon

Last Database Change: 1/11/2012 11:07

Field Master Assignment: NONE

E/W Street Name: Santa Fe Drive

System Reference Number: 21

| Change Record |    |      |        |    |      |
|---------------|----|------|--------|----|------|
| Change        | By | Date | Change | By | Date |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |
|               |    |      |        |    |      |

Notes:

|                 |       |           |
|-----------------|-------|-----------|
| Drop Number     | 14    | <C+0+0>   |
| Zone Number     | 14    | <C+0+1>   |
| Area Number     | 1     | <C+0+2>   |
| Area Address    | 40    | <C+0+3>   |
| QuicNet Channel | COM9: | (QuicNet) |

## Communication Addresses

|               |  |         |
|---------------|--|---------|
| Manual Plan   |  | <C+A+1> |
| Manual Offset |  | <C+B+1> |

## Manual Selection

|               |     |         |
|---------------|-----|---------|
| Max Initial   | 20  | <F+0+E> |
| Red Revert    | 5.0 | <F+0+F> |
| All Red Start | 5.0 | <F+C+0> |

## Start / Revert Times

|                      |                   | Phase |     |     |     |     |     |     |     |
|----------------------|-------------------|-------|-----|-----|-----|-----|-----|-----|-----|
| Column Numbers ----> |                   | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| Row                  | Phase Names ----> |       |     |     |     |     |     |     |     |
| 0                    | Ped Walk          | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1                    | Ped FDW           | 0     | 11  | 0   | 14  | 0   | 11  | 0   | 14  |
| 2                    | Min Green         | 4     | 10  | 0   | 7   | 4   | 10  | 0   | 7   |
| 3                    | Type 3 Limit      | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4                    | Added Initial     | 0.0   | 2.0 | 0.0 | 1.2 | 0.0 | 2.0 | 0.0 | 1.2 |
| 5                    | Veh Extension     | 3.0   | 3.5 | 0.0 | 3.5 | 3.0 | 3.5 | 0.0 | 3.5 |
| 6                    | Max Gap           | 3.0   | 3.5 | 0.0 | 5.0 | 3.0 | 5.0 | 0.0 | 5.0 |
| 7                    | Min Gap           | 3.0   | 3.5 | 0.0 | 2.0 | 3.0 | 2.0 | 0.0 | 2.0 |
| 8                    | Max Limit         | 17    | 40  | 0   | 25  | 17  | 25  | 0   | 25  |
| 9                    | Max Limit 2       | 30    | 70  | 0   | 40  | 30  | 70  | 0   | 70  |
| A                    | -----             | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Call To Phase     | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Reduce By         | 0.0   | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 |
| D                    | Reduce Every      | 0.0   | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| E                    | Yellow Change     | 3.0   | 4.0 | 0.0 | 3.0 | 3.0 | 4.0 | 0.0 | 3.0 |
| F                    | Red Clear         | 0.5   | 0.5 | 0.0 | 1.0 | 0.5 | 0.5 | 0.0 | 1.0 |

## Phase Timing - Bank 1

<F Page>

| E             |     |
|---------------|-----|
| RR-1 Delay    | 0   |
| RR-1 Clear    | 10  |
| EV-A Delay    | 0   |
| EV-A Clear    | 1   |
| EV-B Delay    | 0   |
| EV-B Clear    | 1   |
| EV-C Delay    | 0   |
| EV-C Clear    | 1   |
| EV-D Delay    | 0   |
| EV-D Clear    | 1   |
| RR-2 Delay    | 0   |
| RR-2 Clear    | 10  |
| View EV Delay | --- |
| View EV Clear | --- |
| View RR Delay | --- |
| View RR Clear | --- |

## Preempt Timing

| F               |          |
|-----------------|----------|
| Permit          | 12 456 8 |
| Red Lock        |          |
| Yellow Lock     | 1 45 8   |
| Min Recall      | 2 6      |
| Ped Recall      |          |
| View Set Peds   | -----    |
| Rest In Walk    |          |
| Red Rest        |          |
| Dual Entry      | 4 8      |
| Max Recall      |          |
| Soft Recall     |          |
| Max 2           |          |
| Cond. Service   |          |
| Man Cntrl Calls |          |
| Yellow Start    | 4 8      |
| First Phases    | 2 6      |

## Phase Functions

<F Page>

|     |  |
|-----|--|
| Row |  |
| 0   |  |
| 1   |  |
| 2   |  |
| 3   |  |
| 4   |  |
| 5   |  |
| 6   |  |
| 7   |  |
| 8   |  |
| 9   |  |
| A   |  |
| B   |  |
| C   |  |
| D   |  |
| E   |  |
| F   |  |

Manual Plan  
0 = Automatic  
1-9 = Plan 1-9  
14 = Free  
15 = Flash

Manual Offset  
0 = Automatic  
1 = Offset A  
2 = Offset B  
3 = Offset C

| Column Numbers ----> |                    | Plan |     |     |     |     |     |     |     |     |
|----------------------|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|
|                      |                    | 1    | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| Row                  | Plan Name ---->    |      |     |     |     |     |     |     |     |     |
| 0                    | Cycle Length       | 100  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 1                    | Phase 1 - ForceOff | 55   | 60  | 60  | 63  | 60  | 61  | 65  | 65  | 65  |
| 2                    | Phase 2 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 3                    | Phase 3 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 4                    | Phase 4 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 5                    | Phase 5 - ForceOff | 55   | 60  | 60  | 61  | 60  | 63  | 65  | 65  | 65  |
| 6                    | Phase 6 - ForceOff | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 7                    | Phase 7 - ForceOff | 20   | 15  | 20  | 25  | 20  | 25  | 25  | 25  | 25  |
| 8                    | Phase 8 - ForceOff | 40   | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| 9                    | Ring Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| A                    | Offset 1           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B                    | Offset 2           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C                    | Offset 3           | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| D                    | Permissive         | 12   | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 0   |
| E                    | Hold Release       | 255  | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 0   |
| F                    | Zone Offset        | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

Coordination

&lt;C Page&gt;

(\* = Coordination Recall)

|  |               | E          | Row |
|--|---------------|------------|-----|
|  | Plan 1 - Sync | <u>2 6</u> | 1   |
|  | Plan 2 - Sync | <u>2 6</u> | 2   |
|  | Plan 3 - Sync | <u>2 6</u> | 3   |
|  | Plan 4 - Sync | <u>2 6</u> | 4   |
|  | Plan 5 - Sync | <u>2 6</u> | 5   |
|  | Plan 6 - Sync | <u>2 6</u> | 6   |
|  | Plan 7 - Sync | <u>2 6</u> | 7   |
|  | Plan 8 - Sync | <u>2 6</u> | 8   |
|  | Plan 9 - Sync | <u>2 6</u> | 9   |
|  | Coord Ped *   |            | A   |
|  | NEMA Hold     |            | B   |
|  |               |            | C   |
|  |               |            | D   |
|  |               |            | E   |
|  |               |            | F   |

Sync Phases

&lt;C Page&gt;

| Column Numbers ----> |                          | E            |
|----------------------|--------------------------|--------------|
| 0                    | Exclusive Phases         |              |
| 1                    | RR-1 Clear Phases        |              |
| 2                    | RR-2 Clear Phases        |              |
| 3                    | RR-2 Limited Service     |              |
| 4                    | Prot / Perm Phases       |              |
| 5                    | Overlap A - Green Omit   |              |
| 6                    | Overlap B - Green Omit   |              |
| 7                    | Overlap C - Green Omit   |              |
| 8                    | Overlap D - Green Omit   |              |
| 9                    | Overlap Yellow Flash     |              |
| A                    | EV-A Phases              | <u>2 5</u>   |
| B                    | EV-B Phases              | <u>4</u>     |
| C                    | EV-C Phases              | <u>1 6</u>   |
| D                    | EV-D Phases              | <u>8</u>     |
| E                    | Extra 1 Config. Bits     | <u>1 3 5</u> |
| F                    | IC Select (Interconnect) | <u>2</u>     |

Configuration

&lt;E Page&gt;

|  |                       | F        |
|--|-----------------------|----------|
|  | RR Overlap A - Phases |          |
|  | RR Overlap B - Phases |          |
|  | RR Overlap C - Phases |          |
|  | RR Overlap D - Phases |          |
|  | Ped 2P                | <u>2</u> |
|  | Ped 6P                | <u>6</u> |
|  | Ped 4P                | <u>4</u> |
|  | Ped 8P                | <u>8</u> |
|  | Yellow Flash Phases   |          |
|  | Overlap A - Phases    |          |
|  | Overlap B - Phases    |          |
|  | Overlap C - Phases    |          |
|  | Overlap D - Phases    |          |
|  | Restricted Phases     |          |
|  | Assign 5 Outputs      |          |

Configuration

&lt;E Page&gt;

Extra 1 Flags  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

Assign 5 Outputs  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust 0  
**Coord Force-Off Adjust**  
**for Ped Service <C+D+F>**

Transition Type 0  
**TBC Transition <C+D+D>**

Transition Type  
 0 = Shortway  
 Non-zero = Lengthen

IC Select Flags  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

|  |              | F              | Row |
|--|--------------|----------------|-----|
|  | Free Lag     | <u>2 4 6 8</u> | 0   |
|  | Plan 1 - Lag | <u>2 4 6 8</u> | 1   |
|  | Plan 2 - Lag | <u>2 4 6 8</u> | 2   |
|  | Plan 3 - Lag | <u>2 4 6 8</u> | 3   |
|  | Plan 4 - Lag | <u>2 4 6 8</u> | 4   |
|  | Plan 5 - Lag | <u>2 4 6 8</u> | 5   |
|  | Plan 6 - Lag | <u>2 4 6 8</u> | 6   |
|  | Plan 7 - Lag | <u>2 4 6 8</u> | 7   |
|  | Plan 8 - Lag | <u>2 4 6 8</u> | 8   |
|  | Plan 9 - Lag | <u>2 4 6 8</u> | 9   |
|  | Coord Max *  |                | A   |
|  | Coord Lag *  |                | B   |
|  |              |                | C   |
|  |              |                | D   |
|  |              |                | E   |
|  |              |                | F   |

Lag Phases

&lt;C Page&gt;

| Row | Time  | Plan | Offset | Day of Week |
|-----|-------|------|--------|-------------|
| 0   | 00:00 | 0    | 0      |             |
| 1   | 00:00 | 0    | 0      |             |
| 2   | 00:00 | 0    | 0      |             |
| 3   | 00:00 | 0    | 0      |             |
| 4   | 00:00 | 0    | 0      |             |
| 5   | 00:00 | 0    | 0      |             |
| 6   | 00:00 | 0    | 0      |             |
| 7   | 00:00 | 0    | 0      |             |
| 8   | 00:00 | 0    | 0      |             |
| 9   | 00:00 | 0    | 0      |             |
| A   | 00:00 | 0    | 0      |             |
| B   | 00:00 | 0    | 0      |             |
| C   | 00:00 | 0    | 0      |             |
| D   | 00:00 | 0    | 0      |             |
| E   | 00:00 | 0    | 0      |             |
| F   | 00:00 | 0    | 0      |             |

**TOD Coordination**  
<9 Key with C+D+9=0>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

| Time  | Funct. | Day of Week |
|-------|--------|-------------|
| 00:00 | 0      |             |
| 06:30 | E      | 1234567     |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |
| 00:00 | 0      |             |

**TOD Function**  
<7 Key>

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

| Column F    |
|-------------|
| Phases/Bits |
| 8           |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |
|             |

<D Page>

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

| Time  | Plan | Offset | Day of Week |
|-------|------|--------|-------------|
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |
| 00:00 | 0    | 0      |             |

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

| Time  | Plan | Offset | Day of Week | Row |
|-------|------|--------|-------------|-----|
| 00:00 | 0    | 0      |             | 0   |
| 00:00 | 0    | 0      |             | 1   |
| 00:00 | 0    | 0      |             | 2   |
| 00:00 | 0    | 0      |             | 3   |
| 00:00 | 0    | 0      |             | 4   |
| 00:00 | 0    | 0      |             | 5   |
| 00:00 | 0    | 0      |             | 6   |
| 00:00 | 0    | 0      |             | 7   |
| 00:00 | 0    | 0      |             | 8   |
| 00:00 | 0    | 0      |             | 9   |
| 00:00 | 0    | 0      |             | A   |
| 00:00 | 0    | 0      |             | B   |
| 00:00 | 0    | 0      |             | C   |
| 00:00 | 0    | 0      |             | D   |
| 00:00 | 0    | 0      |             | E   |
| 00:00 | 0    | 0      |             | F   |

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

| Row |                  | Day | Year | Month | Day of Week |
|-----|------------------|-----|------|-------|-------------|
| A   | Holiday # 1 Date | 0   | 0    | 0     |             |
| B   | Holiday # 2 Date | 0   | 0    | 0     |             |
| C   | Holiday # 3 Date | 0   | 0    | 0     |             |

**Holiday Dates**  
<8 Key>

| Row | 1<br>Delay | 3<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | I-1            | 14              |
| 1   | 0.0        | 0.0             |               | I-2U           | 1               |
| 2   | 0.0        | 0.0             |               | I-2L           | 5               |
| 3   | 0.0        | 0.0             |               | I-3U           | 21              |
| 4   | 0.0        | 0.0             |               | I-3L           | 25              |
| 5   | 0.0        | 0.0             |               | I-4            | 9               |
| 6   | 0.0        | 0.0             |               | I-5            | 16              |
| 7   | 0.0        | 0.0             |               | I-6U           | 3               |
| 8   | 0.0        | 0.0             |               | I-6L           | 7               |
| 9   | 0.0        | 0.0             |               | I-7U           | 23              |
| A   | 0.0        | 0.0             |               | I-7L           | 27              |
| B   | 0.0        | 0.0             |               | I-8            | 11              |
| C   | 0.0        | 0.0             |               | I-9U           | 18              |
| D   | 0.0        | 0.0             |               | I-9L           | 20              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

| Row | 2<br>Delay | 4<br>Carry-over | Detector Name | 332 Input File | Detector Number |
|-----|------------|-----------------|---------------|----------------|-----------------|
| 0   | 0.0        | 0.0             |               | J-1            | 13              |
| 1   | 0.0        | 0.0             |               | J-2U           | 2               |
| 2   | 0.0        | 0.0             |               | J-2L           | 6               |
| 3   | 0.0        | 0.0             |               | J-3U           | 22              |
| 4   | 0.0        | 0.0             |               | J-3L           | 26              |
| 5   | 0.0        | 0.0             |               | J-4            | 10              |
| 6   | 0.0        | 0.0             |               | J-5            | 15              |
| 7   | 0.0        | 0.0             |               | J-6U           | 4               |
| 8   | 0.0        | 0.0             |               | J-6L           | 8               |
| 9   | 0.0        | 0.0             |               | J-7U           | 24              |
| A   | 0.0        | 0.0             |               | J-7L           | 28              |
| B   | 0.0        | 0.0             |               | J-8            | 12              |
| C   | 0.0        | 0.0             |               | J-9U           | 17              |
| D   | 0.0        | 0.0             |               | J-9L           | 19              |
| E   | ---        | ---             | ---           | ---            | ---             |
| F   | ---        | ---             | ---           | ---            | ---             |

Detector Delay &amp; Carryover &lt;D Page&gt;

| Row | 9<br>Green Clear | C<br>Yellow Change | D<br>Red Clear | 0<br>Load-Switch # |
|-----|------------------|--------------------|----------------|--------------------|
| A   | Overlap A        | 0.0                | 0.0            | 0                  |
| B   | Overlap B        | 0.0                | 0.0            | 0                  |
| C   | Overlap C        | 0.0                | 0.0            | 0                  |
| D   | Overlap D        | 0.0                | 0.0            | 0                  |

**Overlap Timing** <F Page> <D Page>

| Row | Detector Numbers        | E        |
|-----|-------------------------|----------|
| A   | 1 2 3 4 5 6 7 8         | 12345678 |
| B   | 9 10 11 12 -- -- --     | 1234     |
| C   | 13 14 15 16 17 18 19 20 | 12345678 |
| D   | -- -- -- -- 21 22 23 24 | 5678     |
| E   | -- -- -- -- -- -- --    | 1234     |
| F   | -- 25 26 27 28 -- -- -- | 2345     |

**Active Detectors** <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

| Row | 0<br>Detector Number |
|-----|----------------------|
| 0   |                      |
| 1   | System Det. # 1      |
| 2   | System Det. # 2      |
| 3   | System Det. # 3      |
| 4   | System Det. # 4      |
| 5   | System Det. # 5      |
| 6   | System Det. # 6      |
| 7   | System Det. # 7      |
| 8   | System Det. # 8      |

**System Detectors** <D Page>

|                   |    |         |
|-------------------|----|---------|
| Max ON (minutes)  | 5  | <D+A+E> |
| Max OFF (minutes) | 60 | <D+A+F> |

Detector Failure Monitor

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+C+1> |
| Time Before Yellow | 0.0 | <F+C+3> |

Advance Warning Beacon - Sign 1

|                    |     |         |
|--------------------|-----|---------|
| Phase Number       | 0   | <F+D+1> |
| Time Before Yellow | 0.0 | <F+D+3> |

Advance Warning Beacon - Sign 2

|               |     |         |
|---------------|-----|---------|
| Long Failure  | 0.0 | <F+0+6> |
| Short Failure | 0.0 | <F+0+7> |

Power Cycle Correction (Default = 0.5)

|                |   |         |
|----------------|---|---------|
| Disable Parity | 0 | <D+B+0> |
|----------------|---|---------|

Dial-Up Telephone Communications  
(If set to a non-zero value, parity will be disabled)

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 2**      <F Page>

| Row | Column Numbers ----> | Phase |     |     |     |     |     |     |     |
|-----|----------------------|-------|-----|-----|-----|-----|-----|-----|-----|
|     |                      | 1     | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|     | Phase Names ---->    |       |     |     |     |     |     |     |     |
| 0   | Ped Walk             | 0     | 7   | 0   | 7   | 0   | 7   | 0   | 7   |
| 1   | Ped FDW              | 0     | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| 2   | Min Green            | 3     | 7   | 3   | 7   | 3   | 7   | 3   | 7   |
| 3   | Type 3 Limit         | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 4   | Added Initial        | 0.0   | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 1.2 |
| 5   | Veh Extension        | 0.5   | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 | 0.5 | 3.5 |
| 6   | Max Gap              | 0.5   | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 | 0.5 | 5.0 |
| 7   | Min Gap              | 0.5   | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 | 0.5 | 2.0 |
| 8   | Max Limit            | 17    | 40  | 17  | 40  | 17  | 40  | 17  | 40  |
| 9   | Max Limit 2          | 30    | 70  | 30  | 70  | 30  | 70  | 30  | 70  |
| A   | -----                | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| B   | Call To Phase        | 0     | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| C   | Reduce By            | 0.1   | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| D   | Reduce Every         | 1.0   | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| E   | Yellow Change        | 3.0   | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| F   | Red Clear            | 0.0   | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 1.0 |

**Phase Timing - Bank 3**      <F Page>

| Row | Delay Only ----> | 7    | 8     | 9    | A       | B         | C            | D             | E        | F      | Row |
|-----|------------------|------|-------|------|---------|-----------|--------------|---------------|----------|--------|-----|
|     |                  | Time | Dwell | Hold | Advance | Force Off | Vehicle Call | Permit Phases | Ped Omit | Output |     |
| 0   |                  | 0    | ---   | ---  | ---     | ---       | ---          | ---           | ---      | ---    | 0   |
| 1   |                  | 0    | 0     |      |         |           |              |               |          |        | 1   |
| 2   |                  | 0    | 0     |      |         |           |              |               |          |        | 2   |
| 3   |                  | 0    | 0     |      |         |           |              |               |          |        | 3   |
| 4   |                  | 0    | 0     |      |         |           |              |               |          |        | 4   |
| 5   |                  | 0    | 0     |      |         |           |              |               |          |        | 5   |
| 6   |                  | 0    | 0     |      |         |           |              |               |          |        | 6   |
| 7   |                  | 0    | 0     |      |         |           |              |               |          |        | 7   |
| 8   |                  | 0    | 0     |      |         |           |              |               |          |        | 8   |
| 9   | Limited Service  | 0    | 0     |      |         |           |              |               |          |        | 9   |
| A   | Int. ---->       | ---  | 0     |      |         |           |              |               |          |        | A   |
| B   |                  | 0    | 0     |      |         |           |              |               |          |        | B   |
| C   |                  | 0    | 0     |      |         |           |              |               |          |        | C   |
| D   |                  | 0    | 0     |      |         |           |              |               |          |        | D   |
| E   |                  | 0    | 0     |      |         |           |              |               |          |        | E   |
| F   |                  | 0    | 0     |      |         |           |              |               |          |        | F   |

**Special Event Schedule**      <C Page with F+9+F=22>

<--- Limited Service Interval  
(Set Dwell = 255)

|                |   |
|----------------|---|
| CO5 FLASH TYPE | 1 |
| CC2 DOWNLOAD   | 1 |

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

|                  | CONTROL PLANS |   |   |     |   |   |   |   |            | Y-COORD |   |   |            | LAG PHASE   | FLAGS |   |   |   |   |   |   |   |   |
|------------------|---------------|---|---|-----|---|---|---|---|------------|---------|---|---|------------|-------------|-------|---|---|---|---|---|---|---|---|
|                  | 1             | 2 | 3 | 4   | 5 | 6 | 7 | 8 | 9          |         | C | D | E          |             | F     | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 CYCLE LENGTH   |               |   |   | 105 |   |   |   |   |            |         |   |   |            | LAG FZ FREE |       | 2 |   |   |   | 6 |   | 8 | 0 |
| 1 FZ1 GRN FCTR   |               |   |   | 0   |   |   |   |   |            |         |   |   | GAPOUT CP1 | LAG FZ CP 1 |       |   |   |   |   |   |   | 1 | 1 |
| 2                |               |   |   |     |   |   |   |   |            |         |   |   | GAPOUT CP2 | LAG FZ CP 2 |       |   |   |   |   |   |   | 2 | 2 |
| 3 FZ3 GRN FCTR   |               |   |   | 0   |   |   |   |   |            |         |   |   | GAPOUT CP3 | LAG FZ CP 3 |       |   |   |   |   |   |   | 3 | 3 |
| 4 FZ4 GRN FCTR   |               |   |   | 0   |   |   |   |   | PERM TIME  |         |   |   | GAPOUT CP4 | LAG FZ CP 4 |       | 2 |   |   |   | 6 |   | 8 | 4 |
| 5 FZ5 GRN FCTR   |               |   |   | 26  |   |   |   |   | LAG OFFSET |         |   |   | GAPOUT CP5 | LAG FZ CP 5 |       |   |   |   |   |   |   | 5 | 5 |
| 6                |               |   |   |     |   |   |   |   | FORCE OFF  |         |   |   | GAPOUT CP6 | LAG FZ CP 6 |       |   |   |   |   |   |   | 6 | 6 |
| 7 FZ7 GRN FCTR   |               |   |   | 15  |   |   |   |   | LONG GRN   |         |   |   | GAPOUT CP7 | LAG FZ CP 7 |       |   |   |   |   |   |   | 7 | 7 |
| 8 FZ8 GRN FCTR   |               |   |   | 20  |   |   |   |   | NO GREEN   |         |   |   | GAPOUT CP8 | LAG FZ CP 8 |       |   |   |   |   |   |   | 8 | 8 |
| 9 MULTI CYCLE    |               |   |   |     |   |   |   |   |            |         |   |   | GAPOUT CP9 | LAG FZ CP 9 |       |   |   |   |   |   |   | 9 | 9 |
| A OFFSET A       |               |   |   | 2   |   |   |   |   | OFFSET     |         |   |   |            | LAG C COORD |       |   |   |   |   |   |   | A | A |
| B OFFSET B       |               |   |   | 2   |   |   |   |   |            |         |   |   |            | LAG D COORD |       |   |   |   |   |   |   | B | B |
| C OFFSET C       |               |   |   | 2   |   |   |   |   |            |         |   |   |            | COORD FAZES |       | 2 |   |   |   | 6 |   | C | C |
| D FZ 3 EXT       |               |   |   |     |   |   |   |   |            |         |   |   |            |             |       |   |   |   |   |   |   | D | D |
| E FZ 7 EXT       |               |   |   |     |   |   |   |   |            |         |   |   |            |             |       |   |   |   |   |   |   | E | E |
| F OFFSET INTREPT |               |   |   |     |   |   |   |   |            |         |   |   |            |             |       |   |   |   |   |   |   | F | F |

CO1 MANUAL CP  
 CO2 MASTER CP  
 CO3 CURRENT CP  
 CO4 LAST CP  
 CO7 TRNSMT CP  
 COD MANUAL OFFSET  
 CAO LOCAL CYCLE TIMER  
 CBO MASTER CYCLE TIMER  
 CAA LOCAL OFFSET  
 CBA MASTER OFFSET

SYSTEM MASTER:

RTE 5 NB RAMP

FEATURE

| 1   | 2  | 3   | 4  | 5   | 6  | 7   | 8  |
|-----|----|-----|----|-----|----|-----|----|
| OFF | ON | OFF | ON | OFF | ON | OFF | ON |

LOCATION

| 1   | 2  | 3   | 4  | 5   | 6  | 7   | 8  |
|-----|----|-----|----|-----|----|-----|----|
| OFF | ON | OFF | ON | OFF | ON | OFF | ON |

COO = 1

CCB/CDB OFFSET TIMER

CCC/CDC LAG GREEN TIMER

CCD/CDD FORCE OFF TIMER

CCE/CDE LONG GREEN TIMER

CCF/CDF NO GREEN TIMER



|   | D    | FLAGS |   |   |   |   |   |   |   | E | FLAGS |   |   |   |   |   |   |   | F | FLAGS |   |   |   |   |   |   |   |
|---|------|-------|---|---|---|---|---|---|---|---|-------|---|---|---|---|---|---|---|---|-------|---|---|---|---|---|---|---|
|   |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|   | MAX  |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | PED   |   |   |   |   |   |   |   |
| 0 | RCL  |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | RCL   |   |   |   |   |   |   |   |
| 1 | CP 1 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 1  |   |   |   |   |   |   |   |
| 2 | CP 2 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 2  |   |   |   |   |   |   |   |
| 3 | CP 3 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 3  |   |   |   |   |   |   |   |
| 4 | CP 4 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 4  |   |   |   |   |   |   |   |
| 5 | CP 5 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 5  |   |   |   |   |   |   |   |
| 6 | CP 6 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 6  |   |   |   |   |   |   |   |
| 7 | CP 7 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 7  |   |   |   |   |   |   |   |
| 8 | CP 8 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 8  |   |   |   |   |   |   |   |
| 9 | CP 9 |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | CP 9  |   |   |   |   |   |   |   |
| A |      |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | RCL 1 |   |   |   |   |   |   |   |
| B |      |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   | RCL 2 |   |   |   |   |   |   |   |
| C |      |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |
| D |      |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |
| E |      |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |
| F |      |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |   |       |   |   |   |   |   |   |   |
|   |      | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

**LAST POWER FAILURE REGISTER**

HOUR = D-A-E

MINUTE = D-B-E

DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES

(CALL ACTIVE LIGHTS)

RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES

(CALL ACTIVE LIGHTS)

**LAST FLASH TIME REGISTER**

HOUR = D-A-F

MINUTE = D-B-F

DAY = D-C-F

**D-E-E = C8 VERSION NUMBER**

**D-E-F = LITHIUM BATTERY CONDITION**

**84 = BAD**

85 = GOOD

|   | E        |  | FLAGS |   |   |   |   |   |   |   | F         |  | FLAGS |   |   |   |   |   |   |   |
|---|----------|--|-------|---|---|---|---|---|---|---|-----------|--|-------|---|---|---|---|---|---|---|
|   | FUNCTION |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | FUNCTION  |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 0 |          |  |       |   |   |   |   |   |   |   | CODE 4    |  |       |   |   |   | 5 |   |   | 0 |
| 1 |          |  |       |   |   |   |   |   |   |   | CODE 5    |  |       |   |   |   |   |   |   | 1 |
| 2 |          |  |       |   |   |   |   |   |   |   | C-RECALL  |  |       |   |   |   |   |   |   | 2 |
| 3 |          |  |       |   |   |   |   |   |   |   | D-RECALL  |  |       |   |   |   |   |   |   | 3 |
| 4 |          |  |       |   |   |   |   |   |   |   | EXCLUSIVE |  |       |   |   |   |   |   |   | 4 |
| 5 |          |  |       |   |   |   |   |   |   |   | 2 PED     |  | 2     |   |   |   |   |   |   | 5 |
| 6 |          |  |       |   |   |   |   |   |   |   | 6 PED     |  |       |   |   |   | 6 |   |   | 6 |
| 7 |          |  |       |   |   |   |   |   |   |   | 4 PED     |  |       |   |   | 4 |   |   |   | 7 |
| 8 |          |  |       |   |   |   |   |   |   |   | 8 PED     |  |       |   |   |   |   |   | 8 | 8 |
| 9 |          |  |       |   |   |   |   |   |   |   |           |  |       |   |   |   |   |   |   | 9 |
| A | OLA NOT  |  |       |   |   |   | 5 |   |   |   | OLA ON    |  | 2     |   |   |   | 6 | 7 | 8 | A |
| B | OLB NOT  |  |       |   |   |   |   |   |   |   | OLB ON    |  |       |   |   |   |   |   |   | B |
| C | OLC NOT  |  |       |   |   |   |   |   |   |   | OLC ON    |  |       |   |   |   |   |   |   | C |
| D | OLD NOT  |  |       |   |   |   |   |   |   |   | OLD ON    |  |       |   |   |   |   |   |   | D |
| E |          |  |       |   |   |   |   |   |   |   |           |  |       |   |   |   |   |   |   | E |
| F |          |  |       |   |   |   |   |   |   |   |           |  |       |   |   |   |   |   |   | F |
|   |          |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |           |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

## TIME OF DAY ACTIVITY TABLE

[illegible]

## ACTIVITY CODE

- ```

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

```

CONTROL PLAN TIME OF DAY

[illegible]

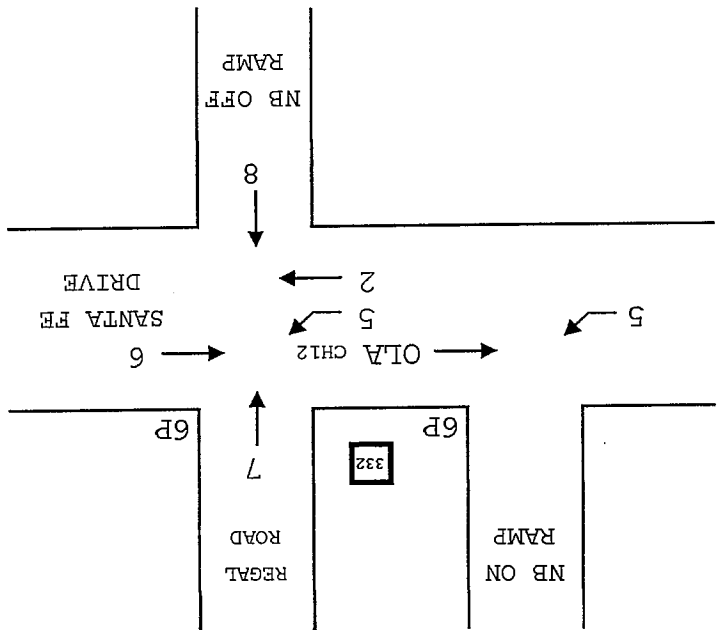
CONTROL PLAN TIME OF DAY

[illegible]

DATE: 3/3/10

LOCATION: RTE 5 NB @ SANTA FE DRIVE

CONFLICT MONITOR PROGRAM



DIODE CUT OUT LIST:

2-5, 6, 10, 12, 15

5-10

6-10, 12, 15

7-10, 12

8-10, 12

10-12, 15

12-15

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FZ 1															
FZ 2															
FZ 3															
FZ 4															
FZ 5															
FZ 6															
FZ 7															
FZ 8															
RTOLA 9															
RTOLA 10															
AUX 1 11															
OLA AUX 2 12															
FZ 2 P 13															
FZ 4 P 14															
FZ 6 P 15															
FZ 8 P 16															

[C] = CONFLICTING CHANNELS
[X] = CONCURRENT CHANNELS
(REMOVE DIODE)



Appendix B AM/PM Peak Hour Intersection LOS Worksheets – Existing Conditions

Existing AM
1: Carlsbad Boulevard & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	16	3	353	0	76	0	156	67	100	836	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	0	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	5	17	3	384	0	83	0	170	73	109	909	20
Adj No. of Lanes	1	1	1	2	0	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	282	296	242	0	0	0	5	1127	489	252	1819	789
Arrive On Green	0.16	0.16	0.16	0.00	0.00	0.00	0.00	0.32	0.32	0.07	0.51	0.51
Sat Flow, veh/h	1774	1863	1524		0		1774	3539	1537	3442	3539	1534
Grp Volume(v), veh/h	5	17	3		0.0		0	170	73	109	909	20
Grp Sat Flow(s),veh/h/ln	1774	1863	1524				1774	1770	1537	1721	1770	1534
Q Serve(g_s), s	0.1	0.3	0.1				0.0	1.3	1.2	1.1	6.2	0.2
Cycle Q Clear(g_c), s	0.1	0.3	0.1				0.0	1.3	1.2	1.1	6.2	0.2
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	296	242				5	1127	489	252	1819	789
V/C Ratio(X)	0.02	0.06	0.01				0.00	0.15	0.15	0.43	0.50	0.03
Avail Cap(c_a), veh/h	1644	1726	1412				193	3126	1358	525	3280	1422
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	13.1	13.0				0.0	9.0	8.9	16.3	5.8	4.4
Incr Delay (d2), s/veh	0.0	0.1	0.0				0.0	0.1	0.1	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0				0.0	0.6	0.5	0.5	3.0	0.1
LnGrp Delay(d),s/veh	13.1	13.2	13.0				0.0	9.0	9.1	16.7	6.0	4.4
LnGrp LOS	B	B	B					A	A	B	A	A
Approach Vol, veh/h		25						243			1038	
Approach Delay, s/veh		13.2						9.0			7.1	
Approach LOS		B						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.2	18.2		11.3	0.0	25.4						
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5						
Max Green Setting (Gmax), s	5.6	32.4		34.0	4.0	34.0						
Max Q Clear Time (g_c+I1), s	3.1	3.3		2.3	0.0	8.2						
Green Ext Time (p_c), s	0.0	7.9		0.1	0.0	7.7						
Intersection Summary												
HCM 2010 Ctrl Delay			7.6									
HCM 2010 LOS			A									

Existing AM

2: I-5 SB On-Ramp/I-5 SB Off-Ramp & Poinsettia Lane

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	517	106	435	756	0	0	0	0	217	3	234
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	562	115	473	822	0				238	0	254
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1164	503	595	2105	0				721	0	322
Arrive On Green	0.00	0.33	0.33	0.17	0.59	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	3632	1528	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	562	115	473	822	0				238	0	254
Grp Sat Flow(s),veh/h/ln	0	1770	1528	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	6.4	2.8	6.7	6.2	0.0				2.9	0.0	7.7
Cycle Q Clear(g_c), s	0.0	6.4	2.8	6.7	6.2	0.0				2.9	0.0	7.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1164	503	595	2105	0				721	0	322
V/C Ratio(X)	0.00	0.48	0.23	0.79	0.39	0.00				0.33	0.00	0.79
Avail Cap(c_a), veh/h	0	1387	599	634	2368	0				1124	0	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.5	12.3	20.0	5.4	0.0				17.2	0.0	19.1
Incr Delay (d2), s/veh	0.0	0.1	0.1	5.9	0.3	0.0				0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	1.2	3.6	3.0	0.0				1.4	0.0	3.5
LnGrp Delay(d),s/veh	0.0	13.6	12.4	25.9	5.7	0.0				17.3	0.0	21.0
LnGrp LOS		B	B	C	A					B		C
Approach Vol, veh/h		677			1295						492	
Approach Delay, s/veh		13.4			13.1						19.2	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.4	21.7		15.4		35.1						
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1						
Max Green Setting (Gmax), s	19.3	19.8		16.0		33.8						
Max Q Clear Time (g_c+I), s	19.7	8.4		9.7		8.2						
Green Ext Time (p_c), s	0.1	7.9		0.6		13.7						
Intersection Summary												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	131	591	0	0	981	435	201	2	664	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	142	642	0	0	1066	473	218	2	722			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	181	1892	0	0	1775	533	500	5	792			
Arrive On Green	0.10	0.53	0.00	0.00	0.35	0.35	0.28	0.28	0.28			
Sat Flow, veh/h	1774	3632	0	0	5253	1527	1759	16	2787			
Grp Volume(v), veh/h	142	642	0	0	1066	473	220	0	722			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1527	1775	0	1393			
Q Serve(g_s), s	4.4	5.8	0.0	0.0	9.7	16.5	5.7	0.0	14.1			
Cycle Q Clear(g_c), s	4.4	5.8	0.0	0.0	9.7	16.5	5.7	0.0	14.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	181	1892	0	0	1775	533	504	0	792			
V/C Ratio(X)	0.78	0.34	0.00	0.00	0.60	0.89	0.44	0.00	0.91			
Avail Cap(c_a), veh/h	293	2125	0	0	1788	537	504	0	792			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.7	7.4	0.0	0.0	15.1	17.3	16.5	0.0	19.5			
Incr Delay (d2), s/veh	2.8	0.2	0.0	0.0	0.4	15.8	0.2	0.0	14.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	2.8	0.0	0.0	4.6	9.2	2.8	0.0	7.0			
LnGrp Delay(d),s/veh	27.5	7.7	0.0	0.0	15.5	33.1	16.7	0.0	33.9			
LnGrp LOS	C	A			B	C	B		C			
Approach Vol, veh/h		784			1539			942				
Approach Delay, s/veh		11.3			20.9			29.9				
Approach LOS		B			C			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		35.2			10.4	24.8		21.1				
Change Period (Y+Rc), s		5.1			* 4.7	5.1		5.1				
Max Green Setting (Gmax), s		33.8			* 9.3	19.8		16.0				
Max Q Clear Time (g_c+I1), s		7.8			6.4	18.5		16.1				
Green Ext Time (p_c), s		15.6			0.0	1.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			21.2									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing AM
4: Aviara Parkway & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	373	336	208	10	382	177	236	259	16	99	222	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	405	365	226	11	415	192	257	282	10	108	241	25
Adj No. of Lanes	2	1	2	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	505	501	1010	232	610	279	349	630	22	139	510	52
Arrive On Green	0.15	0.27	0.27	0.13	0.26	0.26	0.10	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	3442	1863	2708	1774	2347	1072	3442	3484	123	1774	3236	332
Grp Volume(v), veh/h	405	365	226	11	312	295	257	143	149	108	131	135
Grp Sat Flow(s),veh/h/ln	1721	1863	1354	1774	1770	1649	1721	1770	1838	1774	1770	1798
Q Serve(g_s), s	7.8	12.3	1.5	0.4	10.9	11.1	5.0	4.9	5.0	4.1	4.6	4.7
Cycle Q Clear(g_c), s	7.8	12.3	1.5	0.4	10.9	11.1	5.0	4.9	5.0	4.1	4.6	4.7
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.07	1.00		0.18
Lane Grp Cap(c), veh/h	505	501	1010	232	460	429	349	320	332	139	279	283
V/C Ratio(X)	0.80	0.73	0.22	0.05	0.68	0.69	0.74	0.45	0.45	0.78	0.47	0.48
Avail Cap(c_a), veh/h	575	1015	1758	232	772	719	375	797	828	245	849	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	22.9	4.0	26.2	22.9	22.9	30.0	25.1	25.1	31.1	26.4	26.4
Incr Delay (d2), s/veh	7.2	2.9	0.2	0.1	2.5	2.8	6.4	1.2	1.1	6.8	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	6.7	0.9	0.2	5.6	5.3	2.7	2.5	2.6	2.3	2.4	2.4
LnGrp Delay(d),s/veh	35.6	25.8	4.2	26.2	25.4	25.7	36.5	26.3	26.3	38.0	27.8	27.9
LnGrp LOS	D	C	A	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h	996					618		549		374		
Approach Delay, s/veh	24.9					25.6		31.0		30.8		
Approach LOS	C					C		C		C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	18.4	15.0	24.5	12.5	16.8	15.6	23.9				
Change Period (Y+Rc), s	5.5	6.0	6.0	* 6	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	9.5	31.0	4.0	* 38	7.5	33.0	11.5	30.0				
Max Q Clear Time (g_c+10, s)	10.1	7.0	2.4	14.3	7.0	6.7	9.8	13.1				
Green Ext Time (p_c), s	0.1	4.0	0.8	4.2	0.0	4.1	0.3	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			27.2									
HCM 2010 LOS			C									
Notes												

Existing AM
5: Highway 101/Carlsbad Boulevard & La Costa Avenue

1/26/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	349	98	202	198	284	1071		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	379	0	220	0	309	1164		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	459	410	900	402	365	1906		
Arrive On Green	0.26	0.00	0.25	0.00	0.21	0.54		
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632		
Grp Volume(v), veh/h	379	0	220	0	309	1164		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770		
Q Serve(g_s), s	10.2	0.0	2.5	0.0	8.5	11.5		
Cycle Q Clear(g_c), s	10.2	0.0	2.5	0.0	8.5	11.5		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	459	410	900	402	365	1906		
V/C Ratio(X)	0.83	0.00	0.24	0.00	0.85	0.61		
Avail Cap(c_a), veh/h	942	840	1510	675	419	2623		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	17.8	0.0	15.1	0.0	19.4	8.1		
Incr Delay (d2), s/veh	3.8	0.0	0.1	0.0	12.0	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.4	0.0	1.2	0.0	5.3	5.6		
LnGrp Delay(d),s/veh	21.6	0.0	15.2	0.0	31.4	8.4		
LnGrp LOS	C		B		C	A		
Approach Vol, veh/h	379		220			1473		
Approach Delay, s/veh	21.6		15.2			13.2		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.5	18.2		18.2		32.7		
Change Period (Y+Rc), s	4.0	5.3		5.0		5.3		
Max Green Setting (Gmax), s	12.0	21.7		27.0		37.7		
Max Q Clear Time (g_c+1.0), s	10.5	4.5		12.2		13.5		
Green Ext Time (p_c), s	0.1	8.4		1.0		10.0		
Intersection Summary								
HCM 2010 Ctrl Delay			15.0					
HCM 2010 LOS			B					

Existing AM
6: Vulcan Avenue & La Costa Avenue

1/26/2016

Intersection

Int Delay, s/veh 5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	381	103	224	442	44	206
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	112	243	480	48	224

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	526
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1041
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1038
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	590	-	-	1038	-
HCM Lane V/C Ratio	0.478	0.38	-	-	0.235	-
HCM Control Delay (s)	70.3	14.8	-	-	9.5	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	2.1	1.8	-	-	0.9	-

Existing AM

7: I-5 SB On-Ramp/I-5 SB Off-Ramp & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	630	102	596	449	0	0	0	0	675	10	313
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	685	111	648	488	0				742	0	177
Adj No. of Lanes	0	2	0	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	813	132	1347	2540	0				587	0	262
Arrive On Green	0.00	0.27	0.27	0.39	0.72	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3144	494	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	397	399	648	488	0				742	0	177
Grp Sat Flow(s),veh/h/ln	0	1770	1776	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	19.1	19.1	12.7	4.1	0.0				14.9	0.0	9.5
Cycle Q Clear(g_c), s	0.0	19.1	19.1	12.7	4.1	0.0				14.9	0.0	9.5
Prop In Lane	0.00		0.28	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	472	473	1347	2540	0				587	0	262
V/C Ratio(X)	0.00	0.84	0.84	0.48	0.19	0.00				1.26	0.00	0.68
Avail Cap(c_a), veh/h	0	779	781	1347	2540	0				587	0	262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.2	31.2	20.5	4.2	0.0				37.6	0.0	35.3
Incr Delay (d2), s/veh	0.0	16.5	16.6	0.1	0.2	0.0				131.7	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	11.5	6.0	2.0	0.0				18.0	0.0	4.5
LnGrp Delay(d),s/veh	0.0	47.7	47.8	20.6	4.3	0.0				169.2	0.0	40.8
LnGrp LOS		D	D	C	A					F		D
Approach Vol, veh/h		796			1136						919	
Approach Delay, s/veh		47.7			13.6						144.5	
Approach LOS		D			B						F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	40.6	29.4		20.0		70.0						
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4						
Max Green Setting (Gmax), s	20.3	* 40		14.9		64.6						
Max Q Clear Time (g_c+I1), s	14.7	21.1		16.9		6.1						
Green Ext Time (p_c), s	1.9	2.9		0.0		3.4						
Intersection Summary												
HCM 2010 Ctrl Delay			65.3									
HCM 2010 LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM

8: I-5 NB Off-Ramp/I-5 NB On-Ramp & La Costa Avenue

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	219	1089	0	0	972	567	74	1	588	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	238	1184	0	0	1057	42	80	1	377			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	285	2706	0	0	2804	873	193	2	307			
Arrive On Green	0.16	0.76	0.00	0.00	0.55	0.55	0.11	0.11	0.11			
Sat Flow, veh/h	1774	3632	0	0	5253	1583	1753	22	2787			
Grp Volume(v), veh/h	238	1184	0	0	1057	42	81	0	377			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1583	1775	0	1393			
Q Serve(g_s), s	11.7	10.7	0.0	0.0	10.6	1.1	3.8	0.0	9.9			
Cycle Q Clear(g_c), s	11.7	10.7	0.0	0.0	10.6	1.1	3.8	0.0	9.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	285	2706	0	0	2804	873	195	0	307			
V/C Ratio(X)	0.83	0.44	0.00	0.00	0.38	0.05	0.41	0.00	1.23			
Avail Cap(c_a), veh/h	499	2721	0	0	2804	873	195	0	307			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.6	3.8	0.0	0.0	11.4	9.3	37.3	0.0	40.0			
Incr Delay (d2), s/veh	8.8	0.5	0.0	0.0	0.4	0.1	0.5	0.0	128.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.4	5.3	0.0	0.0	5.0	0.5	1.9	0.0	9.3			
LnGrp Delay(d),s/veh	45.4	4.3	0.0	0.0	11.8	9.4	37.9	0.0	168.7			
LnGrp LOS	D	A			B	A	D		F			
Approach Vol, veh/h		1422			1099			458				
Approach Delay, s/veh		11.1			11.7			145.6				
Approach LOS		B			B			F				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		75.0			19.2	55.8		15.0				
Change Period (Y+Rc), s		* 6.2			* 4.7	6.2		5.1				
Max Green Setting (Gmax), s		* 69			* 25	38.8		9.9				
Max Q Clear Time (g_c+I1), s		12.7			13.7	12.6		11.9				
Green Ext Time (p_c), s		15.2			0.8	12.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing AM
9: Piraeus Street & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑↑↑	↱	↱		
Volume (veh/h)	1422	153	67	1379	115	80		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1546	139	73	1499	125	87		
Adj No. of Lanes	2	0	1	4	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2074	185	139	4853	212	189		
Arrive On Green	0.63	0.63	0.08	0.76	0.12	0.12		
Sat Flow, veh/h	3373	292	1774	6669	1774	1583		
Grp Volume(v), veh/h	827	858	73	1499	125	87		
Grp Sat Flow(s),veh/h/ln	1770	1802	1774	1602	1774	1583		
Q Serve(g_s), s	32.3	33.4	4.0	7.4	6.7	5.1		
Cycle Q Clear(g_c), s	32.3	33.4	4.0	7.4	6.7	5.1		
Prop In Lane		0.16	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1119	1139	139	4853	212	189		
V/C Ratio(X)	0.74	0.75	0.53	0.31	0.59	0.46		
Avail Cap(c_a), veh/h	1119	1139	160	4853	406	363		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.77	0.77	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.7	12.9	44.3	3.8	41.7	41.0		
Incr Delay (d2), s/veh	3.4	3.6	1.2	0.2	1.0	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	16.7	17.6	2.0	3.3	3.3	2.3		
LnGrp Delay(d),s/veh	16.1	16.5	45.5	4.0	42.7	41.6		
LnGrp LOS	B	B	D	A	D	D		
Approach Vol, veh/h	1685			1572	212			
Approach Delay, s/veh	16.3			5.9	42.2			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.5	70.4				82.9		17.1
Change Period (Y+Rc), s	4.7	7.2				7.2		5.1
Max Green Setting (Gmax), s	51.1					64.8		22.9
Max Q Clear Time (g_c+10), s	16.0	35.4				9.4		8.7
Green Ext Time (p_c), s	0.0	15.2				50.2		0.3
Intersection Summary								
HCM 2010 Ctrl Delay		13.2						
HCM 2010 LOS		B						
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Existing AM
10: Saxony Road & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑	↱	↱		
Volume (veh/h)	1353	146	152	1406	40	86		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1471	159	165	1528	43	93		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1789	192	205	2647	151	135		
Arrive On Green	0.56	0.56	0.12	0.75	0.09	0.09		
Sat Flow, veh/h	3310	344	1774	3632	1774	1583		
Grp Volume(v), veh/h	803	827	165	1528	43	93		
Grp Sat Flow(s),veh/h/ln	1770	1791	1774	1770	1774	1583		
Q Serve(g_s), s	24.3	25.1	6.0	12.6	1.5	3.8		
Cycle Q Clear(g_c), s	24.3	25.1	6.0	12.6	1.5	3.8		
Prop In Lane		0.19	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	984	996	205	2647	151	135		
V/C Ratio(X)	0.82	0.83	0.80	0.58	0.28	0.69		
Avail Cap(c_a), veh/h	984	996	269	2739	754	673		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	11.9	12.1	28.4	3.7	28.3	29.3		
Incr Delay (d2), s/veh	6.0	6.6	9.4	0.5	1.0	6.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	18.2	14.0	3.5	6.1	0.8	1.9		
LnGrp Delay(d),s/veh	17.9	18.7	37.8	4.2	29.3	35.4		
LnGrp LOS	B	B	D	A	C	D		
Approach Vol, veh/h	1630			1693	136			
Approach Delay, s/veh	18.3			7.4	33.5			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		10.6	12.6	42.7				55.3
Change Period (Y+Rc), s		5.0	5.0	6.0				6.0
Max Green Setting (Gmax), s		28.0	10.0	36.0				51.0
Max Q Clear Time (g_c+I1), s		5.8	8.0	27.1				14.6
Green Ext Time (p_c), s		0.4	0.0	8.8				34.7
Intersection Summary								
HCM 2010 Ctrl Delay			13.6					
HCM 2010 LOS			B					

Existing AM
11: El Camino Real & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	651	267	326	168	703	224	228	889	38	75	1083	546
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	708	290	245	183	764	189	248	966	30	82	1177	593
Adj No. of Lanes	2	2	1	1	2	1	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	803	1315	579	207	859	379	293	905	28	643	1486	825
Arrive On Green	0.23	0.37	0.37	0.12	0.24	0.24	0.14	0.30	0.30	0.31	0.49	0.49
Sat Flow, veh/h	3442	3539	1559	1774	3539	1561	3442	5063	157	3442	5085	1558
Grp Volume(v), veh/h	708	290	245	183	764	189	248	647	349	82	1177	593
Grp Sat Flow(s),veh/h/ln	1721	1770	1559	1774	1770	1561	1721	1695	1829	1721	1695	1558
Q Serve(g_s), s	29.8	8.4	17.6	15.2	31.3	15.7	10.5	26.8	26.8	2.6	29.0	12.8
Cycle Q Clear(g_c), s	29.8	8.4	17.6	15.2	31.3	15.7	10.5	26.8	26.8	2.6	29.0	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	803	1315	579	207	859	379	293	606	327	643	1486	825
V/C Ratio(X)	0.88	0.22	0.42	0.89	0.89	0.50	0.85	1.07	1.07	0.13	0.79	0.72
Avail Cap(c_a), veh/h	1115	1315	579	523	944	416	454	606	327	643	1486	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	32.3	35.2	65.3	54.9	49.0	63.4	52.6	52.6	42.9	34.6	7.2
Incr Delay (d2), s/veh	7.3	0.1	0.4	4.9	9.9	1.0	5.1	55.9	69.4	0.0	4.4	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	4.1	7.6	7.8	16.5	6.9	5.2	17.2	19.8	1.2	14.0	8.0
LnGrp Delay(d),s/veh	62.8	32.3	35.5	70.2	64.8	50.0	68.5	108.5	122.0	42.9	39.0	12.5
LnGrp LOS	E	C	D	E	E	D	E	F	F	D	D	B
Approach Vol, veh/h	1243			1136			1244			1852		
Approach Delay, s/veh	50.3			63.2			104.3			30.7		
Approach LOS	D			E			F			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	32.8	21.7	61.5	17.0	49.8	40.8	42.4				
Change Period (Y+Rc), s	6.0	* 6	* 4.2	5.8	* 4.2	6.0	5.8	* 6				
Max Green Setting (Gmax), s	14.2	* 27	* 44	44.6	* 20	21.2	48.6	* 40				
Max Q Clear Time (g_c+14.6), s	14.6	28.8	17.2	19.6	12.5	31.0	31.8	33.3				
Green Ext Time (p_c), s	1.5	0.0	0.2	6.4	0.2	0.0	3.2	3.1				
Intersection Summary												
HCM 2010 Ctrl Delay	58.6											
HCM 2010 LOS	E											
Notes												

Existing AM
12: Highway 101 & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↕	↕	↔	↕	↔
Volume (veh/h)	20	55	10	180	30	104	4	181	78	360	1190	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.94	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	60	11	171	68	113	4	197	85	391	1293	20
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	79	14	345	118	196	8	757	627	438	1494	23
Arrive On Green	0.07	0.07	0.07	0.19	0.19	0.19	0.00	0.21	0.21	0.25	0.42	0.42
Sat Flow, veh/h	420	1146	210	1774	605	1006	1774	3539	1490	1774	3565	55
Grp Volume(v), veh/h	93	0	0	171	0	181	4	197	85	391	642	671
Grp Sat Flow(s),veh/h/ln	1776	0	0	1774	0	1611	1774	1770	1490	1774	1770	1851
Q Serve(g_s), s	3.4	0.0	0.0	5.7	0.0	6.8	0.2	3.1	2.4	14.2	22.0	22.1
Cycle Q Clear(g_c), s	3.4	0.0	0.0	5.7	0.0	6.8	0.2	3.1	2.4	14.2	22.0	22.1
Prop In Lane	0.24		0.12	1.00		0.62	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	122	0	0	345	0	314	8	757	627	438	742	776
V/C Ratio(X)	0.76	0.00	0.00	0.50	0.00	0.58	0.53	0.26	0.14	0.89	0.86	0.87
Avail Cap(c_a), veh/h	426	0	0	744	0	676	106	907	690	545	825	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	0.0	23.9	0.0	24.4	33.2	21.8	12.4	24.3	17.7	17.7
Incr Delay (d2), s/veh	3.7	0.0	0.0	0.4	0.0	0.6	19.4	0.1	0.0	12.9	8.1	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.8	0.0	3.1	0.1	1.5	1.3	8.5	12.4	12.9
LnGrp Delay(d),s/veh	34.2	0.0	0.0	24.4	0.0	25.0	52.5	21.9	12.4	37.2	25.8	25.5
LnGrp LOS	C			C		C	D	C	B	D	C	C
Approach Vol, veh/h	93			352			286			1704		
Approach Delay, s/veh	34.2			24.7			19.5			28.3		
Approach LOS	C			C			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	19.6		9.1	6.3	33.3		18.1				
Change Period (Y+Rc), s	3.5	5.3		4.5	6.0	5.3		5.1				
Max Green Setting (Gmax), s	20.5	17.1		16.0	4.0	31.1		28.0				
Max Q Clear Time (g_c+10), s	10.2	5.1		5.4	2.2	24.1		8.8				
Green Ext Time (p_c), s	0.3	5.5		0.1	0.0	3.9		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay	27.0											
HCM 2010 LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM
13: Vulcan Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	223	193	109	283	29	28	44	82	34	308	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	242	210	118	308	32	30	48	67	37	335	41
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	455	395	472	1143	118	266	195	272	461	451	55
Arrive On Green	0.06	0.50	0.50	0.35	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	910	790	928	3229	333	1000	702	980	1266	1624	199
Grp Volume(v), veh/h	46	0	452	118	168	172	30	0	115	37	0	376
Grp Sat Flow(s),veh/h/ln	1774	0	1700	928	1770	1792	1000	0	1682	1266	0	1822
Q Serve(g_s), s	0.6	0.0	7.4	4.1	2.8	2.8	1.1	0.0	2.2	1.0	0.0	7.7
Cycle Q Clear(g_c), s	0.6	0.0	7.4	5.5	2.8	2.8	8.8	0.0	2.2	3.1	0.0	7.7
Prop In Lane	1.00		0.46	1.00		0.19	1.00		0.58	1.00		0.11
Lane Grp Cap(c), veh/h	576	0	849	472	627	635	266	0	467	461	0	506
V/C Ratio(X)	0.08	0.00	0.53	0.25	0.27	0.27	0.11	0.00	0.25	0.08	0.00	0.74
Avail Cap(c_a), veh/h	1186	0	1747	643	953	965	573	0	984	849	0	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	0.0	7.0	10.9	9.4	9.4	17.4	0.0	11.4	12.6	0.0	13.4
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.4	0.3	0.3	0.1	0.0	0.1	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.6	1.1	1.4	1.4	0.3	0.0	1.0	0.3	0.0	4.0
LnGrp Delay(d),s/veh	6.4	0.0	7.7	11.3	9.7	9.8	17.5	0.0	11.5	12.7	0.0	14.2
LnGrp LOS	A		A	B	A	A	B		B	B		B
Approach Vol, veh/h	498				458				145		413	
Approach Delay, s/veh	7.6				10.1				12.8		14.1	
Approach LOS	A				B				B		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	24.4		16.5		5.9		18.5		16.5			
Change Period (Y+Rc), s	4.0		5.1		3.5		4.0		5.1			
Max Green Setting (Gmax), s	42.0		23.9		16.5		22.0		23.9			
Max Q Clear Time (g_c+I1), s	9.4		9.7		2.6		7.5		10.8			
Green Ext Time (p_c), s	9.7		1.8		0.0		6.6		1.7			
Intersection Summary												
HCM 2010 Ctrl Delay			10.6									
HCM 2010 LOS			B									

Existing AM
14: Orpheus Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	504	12	135	438	143	6	8	155	181	31	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	548	13	147	476	155	7	9	134	197	34	26
Adj No. of Lanes	1	2	0	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	934	22	488	1258	547	487	28	418	406	272	208
Arrive On Green	0.05	0.26	0.26	0.14	0.36	0.36	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	3532	84	3442	3539	1538	1336	100	1496	1239	974	745
Grp Volume(v), veh/h	21	274	287	147	476	155	7	0	143	197	0	60
Grp Sat Flow(s), veh/h/ln	1774	1770	1846	1721	1770	1538	1336	0	1597	1239	0	1719
Q Serve(g_s), s	0.6	6.6	6.6	1.9	4.9	3.5	0.2	0.0	3.5	7.3	0.0	1.3
Cycle Q Clear(g_c), s	0.6	6.6	6.6	1.9	4.9	3.5	1.5	0.0	3.5	10.7	0.0	1.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.94	1.00		0.43
Lane Grp Cap(c), veh/h	90	468	488	488	1258	547	487	0	446	406	0	481
V/C Ratio(X)	0.23	0.59	0.59	0.30	0.38	0.28	0.01	0.00	0.32	0.48	0.00	0.12
Avail Cap(c_a), veh/h	364	789	823	566	1432	622	1074	0	1148	951	0	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	15.6	15.6	18.7	11.7	11.2	13.6	0.0	13.9	18.1	0.0	13.1
Incr Delay (d2), s/veh	0.5	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.3	3.4	0.9	2.4	1.5	0.1	0.0	1.5	2.5	0.0	0.6
LnGrp Delay(d),s/veh	22.7	16.0	16.0	18.9	11.8	11.4	13.6	0.0	14.0	18.5	0.0	13.1
LnGrp LOS	C	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		582			778			150			257	
Approach Delay, s/veh		16.3			13.0			14.0			17.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	18.0		18.7	7.6	22.4		18.7				
Change Period (Y+Rc), s	5.1	5.1		5.1	5.1	5.1		5.1				
Max Green Setting (Gmax), s	21.7	21.7		35.0	10.0	19.7		35.0				
Max Q Clear Time (g_c+I), s	13.9	8.6		12.7	2.6	6.9		5.5				
Green Ext Time (p_c), s	0.1	4.1		1.2	0.0	4.1		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			14.8									
HCM 2010 LOS			B									

Existing AM

15: I-5 SB On-Ramp/I-5 SB Off-Ramp & Leucadia Boulevard

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	636	204	565	605	0	0	0	0	184	3	111
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	691	222	614	658	0				202	0	121
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1164	512	782	2345	0				442	0	197
Arrive On Green	0.00	0.33	0.33	0.23	0.66	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	3632	1558	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	691	222	614	658	0				202	0	121
Grp Sat Flow(s),veh/h/ln	0	1770	1558	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	7.8	5.3	8.0	3.7	0.0				2.5	0.0	3.5
Cycle Q Clear(g_c), s	0.0	7.8	5.3	8.0	3.7	0.0				2.5	0.0	3.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1164	512	782	2345	0				442	0	197
V/C Ratio(X)	0.00	0.59	0.43	0.78	0.28	0.00				0.46	0.00	0.61
Avail Cap(c_a), veh/h	0	1684	741	1214	3310	0				2592	0	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.4	12.6	17.4	3.4	0.0				19.5	0.0	19.9
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.8	0.0	0.0				0.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	2.3	3.8	1.7	0.0				1.3	0.0	1.6
LnGrp Delay(d),s/veh	0.0	13.6	12.8	18.2	3.4	0.0				19.7	0.0	21.0
LnGrp LOS		B	B	B	A					B		C
Approach Vol, veh/h		913			1272						323	
Approach Delay, s/veh		13.4			10.5						20.2	
Approach LOS		B			B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.0	20.9		11.1		36.8						
Change Period (Y+Rc), s	5.1	5.1		5.1		5.1						
Max Green Setting (Gmax), s	16.9	22.8		35.0		44.8						
Max Q Clear Time (g_c+10), s	10.0	9.8		5.5		5.7						
Green Ext Time (p_c), s	0.9	5.8		0.6		8.4						
Intersection Summary												
HCM 2010 Ctrl Delay			12.8									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM

16: I-5 NB Off-Ramp/I-5 NB On-Ramp & Leucadia Boulevard

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	620	0	0	1017	364	153	62	296	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863			
Adj Flow Rate, veh/h	217	674	0	0	1105	396	116	136	322			
Adj No. of Lanes	1	2	0	0	3	0	1	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	251	2669	0	0	2039	731	229	241	409			
Arrive On Green	0.24	1.00	0.00	0.00	0.93	0.93	0.13	0.13	0.13			
Sat Flow, veh/h	1774	3632	0	0	3835	1314	1774	1863	3167			
Grp Volume(v), veh/h	217	674	0	0	1022	479	116	136	322			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1591	1774	1863	1583			
Q Serve(g_s), s	10.6	0.0	0.0	0.0	3.9	3.9	5.5	6.2	8.9			
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	3.9	3.9	5.5	6.2	8.9			
Prop In Lane	1.00		0.00	0.00		0.83	1.00		1.00			
Lane Grp Cap(c), veh/h	251	2669	0	0	1885	885	229	241	409			
V/C Ratio(X)	0.87	0.25	0.00	0.00	0.54	0.54	0.51	0.56	0.79			
Avail Cap(c_a), veh/h	432	2669	0	0	1885	885	313	329	559			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.79	0.79	1.00	1.00	1.00			
Uniform Delay (d), s/veh	33.6	0.0	0.0	0.0	1.6	1.6	36.5	36.8	38.0			
Incr Delay (d2), s/veh	2.8	0.2	0.0	0.0	0.9	1.9	0.6	0.8	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	0.1	0.0	0.0	1.6	1.8	2.7	3.2	4.1			
LnGrp Delay(d),s/veh	36.3	0.2	0.0	0.0	2.5	3.5	37.1	37.6	41.4			
LnGrp LOS	D	A			A	A	D	D	D			
Approach Vol, veh/h		891			1501			574				
Approach Delay, s/veh		9.0			2.8			39.6				
Approach LOS		A			A			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.3			17.8	55.4		16.7				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		63.6			21.9	36.6		15.9				
Max Q Clear Time (g_c+I1), s		2.0			12.6	5.9		10.9				
Green Ext Time (p_c), s		17.7			0.2	14.3		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay					11.8							
HCM 2010 LOS					B							
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM
17: Saxony Road & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	996	226	251	1069	27	88	41	80	65	209	28
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	1083	191	273	1162	22	96	45	87	71	227	30
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	1279	225	301	2052	39	120	110	213	91	287	38
Arrive On Green	0.02	0.43	0.43	0.17	0.58	0.58	0.07	0.20	0.20	0.05	0.18	0.18
Sat Flow, veh/h	1774	3002	528	1774	3551	67	1774	565	1093	1774	1606	212
Grp Volume(v), veh/h	22	637	637	273	579	605	96	0	132	71	0	257
Grp Sat Flow(s),veh/h/ln	1774	1770	1761	1774	1770	1849	1774	0	1658	1774	0	1818
Q Serve(g_s), s	1.3	35.2	35.5	16.4	22.4	22.4	5.8	0.0	7.6	4.3	0.0	14.7
Cycle Q Clear(g_c), s	1.3	35.2	35.5	16.4	22.4	22.4	5.8	0.0	7.6	4.3	0.0	14.7
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.66	1.00		0.12
Lane Grp Cap(c), veh/h	32	754	750	301	1023	1069	120	0	323	91	0	325
V/C Ratio(X)	0.69	0.84	0.85	0.91	0.57	0.57	0.80	0.00	0.41	0.78	0.00	0.79
Avail Cap(c_a), veh/h	90	793	789	318	1023	1069	122	0	411	122	0	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	28.0	28.1	44.4	14.4	14.4	50.0	0.0	38.3	51.1	0.0	42.8
Incr Delay (d2), s/veh	9.7	7.8	8.2	26.4	0.6	0.6	27.6	0.0	0.3	14.2	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	18.8	18.9	10.2	11.0	11.4	3.8	0.0	3.5	2.5	0.0	7.8
LnGrp Delay(d),s/veh	62.9	35.9	36.3	70.7	15.0	15.0	77.6	0.0	38.6	65.3	0.0	46.5
LnGrp LOS	E	D	D	E	B	B	E		D	E		D
Approach Vol, veh/h	1296			1457			228			328		
Approach Delay, s/veh	36.5			25.5			55.1			50.6		
Approach LOS	D			C			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	51.7	10.9	24.3	5.4	68.3	9.1	26.2				
Change Period (Y+Rc), s	3.5	5.3	3.5	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	19.5	48.8	7.5	* 28	5.5	62.8	7.5	27.0				
Max Q Clear Time (g_c+1.0), s	19.4	37.5	7.8	16.7	3.3	24.4	6.3	9.6				
Green Ext Time (p_c), s	0.1	8.9	0.0	1.2	0.0	21.9	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	34.3											
HCM 2010 LOS	C											
Notes												

Existing AM
18: Quail Gardens Drive & Leucadia Boulevard

1/26/2016

	           											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	900	133	340	1131	47	124	35	141	68	64	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	29	978	121	370	1229	42	135	38	153	74	70	22
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	1297	160	409	2154	74	273	326	276	275	326	273
Arrive On Green	0.02	0.41	0.41	0.23	0.62	0.62	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	3166	392	1774	3492	119	1295	1863	1578	1184	1863	1557
Grp Volume(v), veh/h	29	547	552	370	622	649	135	38	153	74	70	22
Grp Sat Flow(s),veh/h/ln	1774	1770	1788	1774	1770	1842	1295	1863	1578	1184	1863	1557
Q Serve(g_s), s	1.3	21.6	21.6	16.6	17.0	17.1	8.2	1.4	7.3	4.6	2.6	1.0
Cycle Q Clear(g_c), s	1.3	21.6	21.6	16.6	17.0	17.1	10.8	1.4	7.3	6.0	2.6	1.0
Prop In Lane	1.00		0.22	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	725	733	409	1092	1136	273	326	276	275	326	273
V/C Ratio(X)	0.69	0.75	0.75	0.90	0.57	0.57	0.49	0.12	0.55	0.27	0.21	0.08
Avail Cap(c_a), veh/h	141	743	750	509	1110	1155	473	614	520	458	614	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	20.6	20.7	30.6	9.3	9.3	33.6	28.5	30.9	31.0	29.0	28.3
Incr Delay (d2), s/veh	7.4	4.9	4.8	15.2	0.8	0.7	0.5	0.1	0.6	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.5	11.6	9.9	8.4	8.7	3.0	0.7	3.2	1.5	1.4	0.4
LnGrp Delay(d),s/veh	47.1	25.5	25.5	45.9	10.0	10.0	34.1	28.5	31.5	31.2	29.1	28.3
LnGrp LOS	D	C	C	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h	1128				1641				326		166	
Approach Delay, s/veh	26.0				18.1				32.2		29.9	
Approach LOS	C				B				C		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	22.4	40.3			19.3	5.4	57.3	19.3				
Change Period (Y+Rc), s	3.5	6.7			4.9	3.5	6.7	4.9				
Max Green Setting (Gmax), s	23.5	34.4			27.0	6.5	51.4	27.0				
Max Q Clear Time (g_c+1.0), s	19.6	23.6			8.0	3.3	19.1	12.8				
Green Ext Time (p_c), s	0.3	10.0			1.0	0.0	26.8	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			22.9									
HCM 2010 LOS			C									

Existing AM

19: Garden View Road/Calle Barcelona & Leucadia Boulevard

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↷		↰	↷		↰	↷		↰	↷	
Volume (veh/h)	126	655	240	126	1104	22	196	79	29	13	146	317
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	137	712	210	137	1200	22	213	86	32	14	159	345
Adj No. of Lanes	2	2	0	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	800	236	971	1922	35	273	645	228	42	328	293
Arrive On Green	0.09	0.50	0.50	0.47	0.90	0.90	0.08	0.25	0.25	0.01	0.19	0.19
Sat Flow, veh/h	3442	2685	792	3442	3556	65	3442	2555	903	3442	1770	1581
Grp Volume(v), veh/h	137	469	453	137	597	625	213	58	60	14	159	345
Grp Sat Flow(s), veh/h/ln	1721	1770	1707	1721	1770	1851	1721	1770	1688	1721	1770	1581
Q Serve(g_s), s	5.0	31.1	31.1	2.9	9.8	9.8	7.9	3.3	3.6	0.5	10.5	24.1
Cycle Q Clear(g_c), s	5.0	31.1	31.1	2.9	9.8	9.8	7.9	3.3	3.6	0.5	10.5	24.1
Prop In Lane	1.00		0.46	1.00		0.04	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	194	527	509	971	957	1001	273	447	426	42	328	293
V/C Ratio(X)	0.71	0.89	0.89	0.14	0.62	0.62	0.78	0.13	0.14	0.33	0.48	1.18
Avail Cap(c_a), veh/h	643	671	647	971	957	1001	463	447	426	522	328	293
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	30.7	30.7	25.5	3.4	3.4	58.7	37.6	37.7	63.7	47.4	53.0
Incr Delay (d2), s/veh	4.6	19.8	20.3	0.1	2.7	2.6	4.9	0.1	0.1	4.6	1.1	109.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	17.9	17.3	1.4	5.1	5.3	3.9	1.6	1.7	0.3	5.2	19.4
LnGrp Delay(d),s/veh	62.5	50.5	51.1	25.5	6.1	6.0	63.6	37.7	37.8	68.2	48.5	162.4
LnGrp LOS	E	D	D	C	A	A	E	D	D	E	D	F
Approach Vol, veh/h	1059			1359			331			518		
Approach Delay, s/veh	52.3			8.0			54.4			124.9		
Approach LOS	D			A			D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.4	44.4	13.8	29.4	10.8	76.0	5.1	38.1				
Change Period (Y+Rc), s	5.7	* 5.7	3.5	5.3	3.5	5.7	3.5	5.3				
Max Green Setting (Gmax), s	21.1	* 49	17.5	24.1	24.3	46.1	19.7	21.9				
Max Q Clear Time (g_c+I), s	14.9	33.1	9.9	26.1	7.0	11.8	2.5	5.6				
Green Ext Time (p_c), s	7.7	5.6	0.4	0.0	0.4	11.3	0.0	3.7				

Intersection Summary

HCM 2010 Ctrl Delay	45.6
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM
20: Town Center Place & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	626	108	238	1088	203	73	21	127	70	33	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	25	680	117	259	1183	221	51	62	138	56	64	88
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	919	404	1454	2398	1185	183	193	164	127	133	113
Arrive On Green	0.03	0.43	0.43	0.71	1.00	1.00	0.10	0.10	0.10	0.07	0.07	0.07
Sat Flow, veh/h	3442	3539	1556	3442	3539	1582	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	25	680	117	259	1183	221	51	62	138	56	64	88
Grp Sat Flow(s),veh/h/ln	1721	1770	1556	1721	1770	1582	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	0.9	20.8	6.3	3.3	0.0	0.0	3.5	4.0	11.1	3.9	4.3	7.1
Cycle Q Clear(g_c), s	0.9	20.8	6.3	3.3	0.0	0.0	3.5	4.0	11.1	3.9	4.3	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	919	404	1454	2398	1185	183	193	164	127	133	113
V/C Ratio(X)	0.40	0.74	0.29	0.18	0.49	0.19	0.28	0.32	0.84	0.44	0.48	0.78
Avail Cap(c_a), veh/h	416	1473	648	1454	2398	1185	282	297	252	206	216	184
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	33.2	29.1	11.6	0.0	0.0	53.8	54.1	57.2	57.8	58.0	59.3
Incr Delay (d2), s/veh	1.1	3.9	1.3	0.0	0.3	0.2	0.3	0.4	8.8	0.9	1.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.6	2.8	1.6	0.1	0.1	1.7	2.1	5.3	2.0	2.2	3.3
LnGrp Delay(d),s/veh	63.4	37.0	30.4	11.6	0.3	0.2	54.1	54.4	66.0	58.7	59.0	63.5
LnGrp LOS	E	D	C	B	A	A	D	D	E	E	E	E
Approach Vol, veh/h	822		1663				251		208			
Approach Delay, s/veh	36.9		2.1				60.7		60.9			
Approach LOS	D		A				E		E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	60.2	39.0	13.3		5.9	93.4	17.4					
Change Period (Y+Rc), s	5.3	* 5.3	4.0		3.5	5.3	4.0					
Max Green Setting (Gmax), s	23.3	* 54	15.1		15.7	61.7	20.7					
Max Q Clear Time (g_c+1.3	15.3	22.8	9.1		2.9	2.0	13.1					
Green Ext Time (p_c), s	13.8	10.9	0.2		0.0	30.7	0.3					
Intersection Summary												
HCM 2010 Ctrl Delay	20.9											
HCM 2010 LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Volume (veh/h)	88	600	135	1035	1287	91	109	550	373	151	1277	103
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	96	652	147	1125	1399	99	118	598	405	164	1388	97
Adj No. of Lanes	2	3	1	2	3	0	2	3	1	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	645	198	964	1772	125	168	849	700	828	2299	160
Arrive On Green	0.07	0.21	0.21	0.28	0.37	0.37	0.08	0.28	0.28	0.40	0.62	0.62
Sat Flow, veh/h	3442	5085	1561	3442	4849	343	3442	5085	1534	3442	6157	429
Grp Volume(v), veh/h	96	652	147	1125	978	520	118	598	405	164	1083	402
Grp Sat Flow(s),veh/h/ln	1721	1695	1561	1721	1695	1802	1721	1695	1534	1721	1602	1780
Q Serve(g_s), s	3.5	16.5	11.4	36.4	33.5	33.5	4.3	13.7	9.4	4.0	17.7	17.7
Cycle Q Clear(g_c), s	3.5	16.5	11.4	36.4	33.5	33.5	4.3	13.7	9.4	4.0	17.7	17.7
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	143	645	198	964	1238	658	168	849	700	828	1795	665
V/C Ratio(X)	0.67	1.01	0.74	1.17	0.79	0.79	0.70	0.70	0.58	0.20	0.60	0.60
Avail Cap(c_a), veh/h	252	645	198	964	1238	658	384	1310	839	828	1795	665
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	51.2	49.2	46.8	36.8	36.8	58.8	44.0	8.6	30.7	18.7	18.7
Incr Delay (d2), s/veh	1.9	36.5	13.3	86.7	3.6	6.6	1.9	4.7	3.4	0.5	1.5	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.8	5.7	28.9	16.2	17.8	2.1	6.7	5.3	2.0	7.9	9.3
LnGrp Delay(d),s/veh	61.5	87.7	62.5	133.5	40.4	43.4	60.7	48.7	12.0	31.3	20.2	22.7
LnGrp LOS	E	F	E	F	D	D	E	D	B	C	C	C
Approach Vol, veh/h	895			2623			1121			1649		
Approach Delay, s/veh	80.7			80.9			36.7			21.9		
Approach LOS	F			F			D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	23.0	11.0	55.0	10.0	54.0	37.8	28.2				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	6.5	* 6.5				
Max Green Setting (Gmax), s	30.4	16.5	14.5	40.4	9.5	43.4	21.4	* 34				
Max Q Clear Time (g_c+Q), s	30.4	18.5	6.3	19.7	5.5	35.5	6.0	15.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	11.0	0.0	7.1	9.1	6.0				
Intersection Summary												
HCM 2010 Ctrl Delay	57.5											
HCM 2010 LOS	E											
Notes												

Existing AM
22: El Camino Real & Town Center Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	25	47	95	15	50	56	877	90	146	2196	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	153	0	51	114	0	54	61	953	98	159	2387	119
Adj No. of Lanes	2	0	1	2	0	1	2	4	0	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	0	95	179	0	80	954	4023	409	209	2814	140
Arrive On Green	0.06	0.00	0.06	0.05	0.00	0.05	0.55	1.00	1.00	0.12	0.89	0.89
Sat Flow, veh/h	3548	0	1559	3548	0	1583	3442	5947	605	3442	6295	313
Grp Volume(v), veh/h	153	0	51	114	0	54	61	768	283	159	1821	685
Grp Sat Flow(s),veh/h/ln	1774	0	1559	1774	0	1583	1721	1602	1746	1721	1602	1803
Q Serve(g_s), s	5.5	0.0	4.1	4.1	0.0	4.4	1.1	0.0	0.0	5.8	21.6	21.8
Cycle Q Clear(g_c), s	5.5	0.0	4.1	4.1	0.0	4.4	1.1	0.0	0.0	5.8	21.6	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		0.17
Lane Grp Cap(c), veh/h	216	0	95	179	0	80	954	3251	1181	209	2148	806
V/C Ratio(X)	0.71	0.00	0.54	0.64	0.00	0.68	0.06	0.24	0.24	0.76	0.85	0.85
Avail Cap(c_a), veh/h	450	0	198	502	0	224	954	3251	1181	339	2322	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	0.40	0.40	0.40
Uniform Delay (d), s/veh	59.9	0.0	59.3	60.6	0.0	60.7	21.2	0.0	0.0	56.2	5.0	5.0
Incr Delay (d2), s/veh	4.2	0.0	4.7	1.4	0.0	3.7	0.0	0.1	0.4	0.9	1.8	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	1.9	2.0	0.0	2.0	0.5	0.0	0.1	2.8	8.8	10.6
LnGrp Delay(d),s/veh	64.1	0.0	63.9	62.0	0.0	64.4	21.2	0.1	0.4	57.1	6.8	9.7
LnGrp LOS	E		E	E		E	C	A	A	E	A	A
Approach Vol, veh/h	204			168			1112			2665		
Approach Delay, s/veh	64.1			62.7			1.4			10.5		
Approach LOS	E			E			A			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	94.1		12.4	42.2	64.3		11.1				
Change Period (Y+Rc), s	4.5	6.2		4.5	6.2	* 6.2		4.5				
Max Green Setting (Gmax), s	12.8	62.6		16.5	12.6	* 63		18.4				
Max Q Clear Time (g_c+I), s	17.8	2.0		7.5	3.1	23.8		6.4				
Green Ext Time (p_c), s	0.1	15.1		0.4	6.0	34.3		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay	12.8											
HCM 2010 LOS	B											
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM
23: El Camino Real & Garden View Road

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	164	132	127	181	217	81	740	129	238	2042	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	55	178	14	138	197	236	88	804	140	259	2220	73
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	410	32	163	311	272	110	1069	328	760	3001	921
Arrive On Green	0.04	0.12	0.12	0.09	0.18	0.18	0.10	0.35	0.35	0.86	1.00	1.00
Sat Flow, veh/h	1774	3324	259	1774	1770	1547	1774	5085	1560	1774	5085	1561
Grp Volume(v), veh/h	55	94	98	138	197	236	88	804	140	259	2220	73
Grp Sat Flow(s),veh/h/ln	1774	1770	1813	1774	1770	1547	1774	1695	1560	1774	1695	1561
Q Serve(g_s), s	4.0	6.4	6.5	10.0	13.4	19.3	6.3	18.1	7.1	3.8	0.0	0.0
Cycle Q Clear(g_c), s	4.0	6.4	6.5	10.0	13.4	19.3	6.3	18.1	7.1	3.8	0.0	0.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	219	224	163	311	272	110	1069	328	760	3001	921
V/C Ratio(X)	0.78	0.43	0.44	0.85	0.63	0.87	0.80	0.75	0.43	0.34	0.74	0.08
Avail Cap(c_a), veh/h	168	225	230	304	361	315	277	1631	501	760	3001	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	0.77	0.77	0.77
Uniform Delay (d), s/veh	61.8	52.7	52.8	58.1	49.7	52.1	57.5	39.2	23.1	5.6	0.0	0.0
Incr Delay (d2), s/veh	6.7	1.0	1.0	4.6	2.4	19.1	11.6	4.6	3.8	0.2	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.2	3.3	5.1	6.8	9.7	3.4	8.9	3.4	1.8	0.4	0.0
LnGrp Delay(d),s/veh	68.5	53.7	53.8	62.7	52.1	71.3	69.0	43.8	26.8	5.8	1.3	0.1
LnGrp LOS	E	D	D	E	D	E	E	D	C	A	A	A
Approach Vol, veh/h	247				571		1032				2552	
Approach Delay, s/veh	57.0				62.6		43.7				1.7	
Approach LOS	E				E		D				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	61.0	32.6	15.5	21.0	11.6	82.0	8.7	27.7				
Change Period (Y+Rc), s	5.3	* 5.3	3.5	4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	32.3	* 42	22.3	16.5	20.3	53.7	12.3	26.5				
Max Q Clear Time (g_c+1), s	15.8	20.1	12.0	8.5	8.3	2.0	6.0	21.3				
Green Ext Time (p_c), s	21.6	7.2	0.1	2.1	0.1	36.2	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.6									
HCM 2010 LOS			C									
Notes												

Existing AM
24: El Camino Real & Mountain Vista Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	21	35	251	68	202	89	779	104	183	1730	65
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	30	34	174	213	220	97	847	113	199	1880	71
Adj No. of Lanes	0	2	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	80	55	283	297	249	393	2698	358	250	2167	82
Arrive On Green	0.04	0.04	0.04	0.16	0.16	0.16	0.44	1.00	1.00	0.15	0.86	0.86
Sat Flow, veh/h	1522	2127	1461	1774	1863	1563	1774	4530	601	3442	5024	189
Grp Volume(v), veh/h	28	26	34	174	213	220	97	633	327	199	1268	683
Grp Sat Flow(s),veh/h/ln	1787	1863	1461	1774	1863	1563	1774	1695	1740	1721	1695	1823
Q Serve(g_s), s	2.0	1.8	3.0	11.9	14.1	17.9	4.4	0.0	0.0	7.3	26.5	26.7
Cycle Q Clear(g_c), s	2.0	1.8	3.0	11.9	14.1	17.9	4.4	0.0	0.0	7.3	26.5	26.7
Prop In Lane	0.85		1.00	1.00		1.00	1.00		0.35	1.00		0.10
Lane Grp Cap(c), veh/h	67	70	55	283	297	249	393	2019	1036	250	1462	786
V/C Ratio(X)	0.42	0.37	0.62	0.61	0.72	0.88	0.25	0.31	0.32	0.80	0.87	0.87
Avail Cap(c_a), veh/h	117	122	96	348	365	306	393	2019	1036	410	1591	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.56	0.56	0.56
Uniform Delay (d), s/veh	61.2	61.1	61.6	50.9	51.8	53.4	29.4	0.0	0.0	54.6	6.9	6.9
Incr Delay (d2), s/veh	5.8	4.6	15.1	0.8	3.5	19.1	0.1	0.4	0.8	1.2	4.2	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	1.4	5.9	7.6	9.0	2.2	0.1	0.2	3.5	12.1	13.8
LnGrp Delay(d),s/veh	67.0	65.6	76.8	51.7	55.3	72.5	29.5	0.4	0.8	55.9	11.1	14.5
LnGrp LOS	E	E	E	D	E	E	C	A	A	E	B	B
Approach Vol, veh/h		88			607			1057			2150	
Approach Delay, s/veh		70.4			60.5			3.2			16.3	
Approach LOS		E			E			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.4	34.3	61.6		25.8	12.9	82.9				
Change Period (Y+Rc), s		3.5	5.5	* 5.5		5.0	3.5	5.5				
Max Green Setting (Gmax), s		8.5	17.5	* 61		25.5	15.5	63.0				
Max Q Clear Time (g_c+I1), s		5.0	6.4	28.7		19.9	9.3	2.0				
Green Ext Time (p_c), s		0.1	7.0	27.4		0.8	0.2	16.7				
Intersection Summary												
HCM 2010 Ctrl Delay			20.8									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing AM
25: Rancho Santa Fe Road & Lone Jack Road

1/26/2016

Intersection																
Intersection Delay, s/veh37.2																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	16	2	17	0	159	8	185	0	13	342	107	0	120	594	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	2	18	0	173	9	201	0	14	372	116	0	130	646	23
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.7	15.2	24.6	56.8
HCM LOS	B	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	4%	0%	89%	0%	100%	0%	100%	0%
Vol Thru, %	96%	0%	11%	0%	0%	4%	0%	97%
Vol Right, %	0%	100%	0%	100%	0%	96%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	355	107	18	17	159	193	120	615
LT Vol	13	0	16	0	159	0	120	0
Through Vol	342	0	2	0	0	8	0	594
RT Vol	0	107	0	17	0	185	0	21
Lane Flow Rate	386	116	20	18	173	210	130	668
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.758	0.205	0.049	0.041	0.391	0.407	0.267	1
Departure Headway (Hd)	7.07	6.352	9.096	7.954	8.148	6.981	7.38	6.846
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	565	393	449	442	516	485	528
Service Time	4.813	4.094	6.859	5.717	5.887	4.72	5.144	4.609
HCM Lane V/C Ratio	0.752	0.205	0.051	0.04	0.391	0.407	0.268	1.265
HCM Control Delay	28.8	10.7	12.3	11.1	16	14.5	12.8	65.4
HCM Lane LOS	D	B	B	B	C	B	B	F
HCM 95th-tile Q	6.6	0.8	0.2	0.1	1.8	2	1.1	14

Existing AM
26: El Camino Real & Via Molena

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	7	60	37	3	30	40	934	26	75	1836	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	74	8	65	40	3	33	43	1015	28	82	1996	70
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	11	95	50	4	41	508	3433	95	103	2210	77
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.48	1.00	1.00	0.12	0.88	0.88
Sat Flow, veh/h	1608	174	1537	876	66	722	1774	5088	140	1774	5041	176
Grp Volume(v), veh/h	82	0	65	76	0	0	43	676	367	82	1341	725
Grp Sat Flow(s),veh/h/ln	1782	0	1537	1664	0	0	1774	1695	1838	1774	1695	1827
Q Serve(g_s), s	5.9	0.0	5.4	5.9	0.0	0.0	1.7	0.0	0.0	5.9	30.3	30.8
Cycle Q Clear(g_c), s	5.9	0.0	5.4	5.9	0.0	0.0	1.7	0.0	0.0	5.9	30.3	30.8
Prop In Lane	0.90		1.00	0.53		0.43	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	110	0	95	95	0	0	508	2287	1240	103	1487	801
V/C Ratio(X)	0.74	0.00	0.68	0.80	0.00	0.00	0.08	0.30	0.30	0.80	0.90	0.91
Avail Cap(c_a), veh/h	202	0	174	150	0	0	508	2287	1240	242	1771	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.61	0.61	0.61	0.71	0.71	0.71
Uniform Delay (d), s/veh	60.0	0.0	59.7	60.6	0.0	0.0	24.6	0.0	0.0	56.7	6.4	6.4
Incr Delay (d2), s/veh	3.7	0.0	3.2	6.7	0.0	0.0	0.0	0.2	0.4	9.5	6.8	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	2.4	2.9	0.0	0.0	0.8	0.1	0.1	3.1	14.1	16.3
LnGrp Delay(d),s/veh	63.7	0.0	63.0	67.2	0.0	0.0	24.7	0.2	0.4	66.2	13.2	18.3
LnGrp LOS	E		E	E			C	A	A	E	B	B
Approach Vol, veh/h	147					76		1086		2148		
Approach Delay, s/veh	63.4					67.2		1.2		16.9		
Approach LOS	E					E		A		B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.5	93.0	13.0		42.5	62.0	12.4					
Change Period (Y+Rc), s	4.0	5.3	5.0		5.3	* 5	5.0					
Max Green Setting (Gmax), s	17.5	66.6	14.7		16.7	* 68	11.7					
Max Q Clear Time (g_c+I), s	17.5	2.0	7.9		3.7	32.8	7.9					
Green Ext Time (p_c), s	0.1	11.0	0.2		6.3	24.2	0.1					
Intersection Summary												
HCM 2010 Ctrl Delay			15.1									
HCM 2010 LOS			B									
Notes												

Existing AM
27: Rancho Santa Fe Road & El Camino Del Norte

1/26/2016

Intersection																
Intersection Delay, s/veh33.2																
Intersection LOS D																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	6	0	6	0	167	3	178	0	6	280	57	0	251	507	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	0	7	0	182	3	193	0	7	304	62	0	273	551	2
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	11.6	14.8	18.9	48.5
HCM LOS	B	B	C	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	0%	50%	100%	0%	100%	0%
Vol Thru, %	98%	0%	0%	0%	2%	0%	100%
Vol Right, %	0%	100%	50%	0%	98%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	57	12	167	181	251	509
LT Vol	6	0	6	167	0	251	0
Through Vol	280	0	0	0	3	0	507
RT Vol	0	57	6	0	178	0	2
Lane Flow Rate	311	62	13	182	197	273	553
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.618	0.111	0.03	0.406	0.374	0.533	1
Departure Headway (Hd)	7.159	6.432	8.369	8.058	6.843	7.029	6.516
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	560	432	452	529	510	553
Service Time	4.851	4.14	6.333	5.718	4.533	4.811	4.298
HCM Lane V/C Ratio	0.613	0.111	0.03	0.403	0.372	0.535	1
HCM Control Delay	20.7	9.9	11.6	16.1	13.6	17.6	63.8
HCM Lane LOS	C	A	B	C	B	C	F
HCM 95th-tile Q	4.1	0.4	0.1	1.9	1.7	3.1	14.3

Existing AM
28: Highway 101 & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	124	13	378	118	192	7	193	150	377	864	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	30	135	14	411	128	209	8	210	163	410	939	51
Adj No. of Lanes	0	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	254	27	475	499	815	14	679	711	447	1486	81
Arrive On Green	0.09	0.09	0.09	0.27	0.27	0.27	0.01	0.19	0.19	0.25	0.44	0.44
Sat Flow, veh/h	585	2755	297	1774	1863	1551	1774	3539	1494	1774	3409	185
Grp Volume(v), veh/h	94	0	85	411	128	209	8	210	163	410	487	503
Grp Sat Flow(s),veh/h/ln	1833	0	1803	1774	1863	1551	1774	1770	1494	1774	1770	1824
Q Serve(g_s), s	4.5	0.0	4.1	20.1	4.9	6.8	0.4	4.6	6.0	20.4	19.5	19.5
Cycle Q Clear(g_c), s	4.5	0.0	4.1	20.1	4.9	6.8	0.4	4.6	6.0	20.4	19.5	19.5
Prop In Lane	0.32		0.16	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	169	0	166	475	499	815	14	679	711	447	771	795
V/C Ratio(X)	0.56	0.00	0.51	0.86	0.26	0.26	0.56	0.31	0.23	0.92	0.63	0.63
Avail Cap(c_a), veh/h	545	0	536	627	658	947	98	1017	853	625	1034	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	39.3	31.7	26.2	12.1	44.9	31.5	14.9	33.1	20.0	20.0
Incr Delay (d2), s/veh	1.1	0.0	0.9	9.6	0.3	0.2	12.1	0.3	0.2	12.3	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.1	11.1	2.6	2.9	0.2	2.3	3.7	11.5	9.7	10.0
LnGrp Delay(d),s/veh	40.5	0.0	40.2	41.3	26.4	12.3	57.0	31.8	15.0	45.3	20.8	20.8
LnGrp LOS	D		D	D	C	B	E	C	B	D	C	C
Approach Vol, veh/h	179				748		381				1400	
Approach Delay, s/veh	40.4				30.7		25.2				28.0	
Approach LOS	D				C		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	26.9	22.3			12.4	4.7	44.5	29.2				
Change Period (Y+Rc), s	4.0	4.9			4.0	4.0	4.9	4.9				
Max Green Setting (Gmax), s	32.0	26.1			27.0	5.0	53.1	32.1				
Max Q Clear Time (g_c+Y), s	22.4	8.0			6.5	2.4	21.5	22.1				
Green Ext Time (p_c), s	0.5	8.0			0.5	0.0	10.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			29.1									
HCM 2010 LOS			C									

Existing AM
29: Vulcan Avenue & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	523	114	198	533	76	40	116	125	192	566	76
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	568	124	215	579	58	43	126	136	209	615	83
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	720	157	257	1198	120	203	814	680	524	814	678
Arrive On Green	0.03	0.25	0.25	0.14	0.37	0.37	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1774	2880	627	1774	3243	324	744	1863	1557	1110	1863	1553
Grp Volume(v), veh/h	33	348	344	215	315	322	43	126	136	209	615	83
Grp Sat Flow(s),veh/h/ln	1774	1770	1737	1774	1770	1797	744	1863	1557	1110	1863	1553
Q Serve(g_s), s	1.6	15.6	15.7	10.0	11.6	11.7	4.4	3.5	4.6	11.9	23.6	2.7
Cycle Q Clear(g_c), s	1.6	15.6	15.7	10.0	11.6	11.7	28.0	3.5	4.6	15.4	23.6	2.7
Prop In Lane	1.00		0.36	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	443	434	257	654	664	203	814	680	524	814	678
V/C Ratio(X)	0.73	0.79	0.79	0.84	0.48	0.48	0.21	0.15	0.20	0.40	0.76	0.12
Avail Cap(c_a), veh/h	593	674	662	428	654	664	340	1157	967	729	1157	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	29.8	29.8	35.4	20.6	20.6	31.9	14.5	14.8	19.1	20.1	14.2
Incr Delay (d2), s/veh	20.0	3.5	3.7	7.2	0.6	0.5	0.5	0.1	0.1	0.5	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.1	8.0	5.4	5.8	5.9	0.9	1.8	2.0	3.7	12.5	1.2
LnGrp Delay(d),s/veh	61.2	33.3	33.5	42.6	21.1	21.1	32.4	14.5	14.9	19.6	21.9	14.3
LnGrp LOS	E	C	C	D	C	C	C	B	B	B	C	B
Approach Vol, veh/h		725			852			305			907	
Approach Delay, s/veh		34.7			26.5			17.2			20.7	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	27.2		42.0	5.7	37.3		42.0				
Change Period (Y+Rc), s	3.5	5.9		4.9	3.5	5.9		4.9				
Max Green Setting (Gmax), s	20.5	32.4		52.8	28.4	24.5		52.8				
Max Q Clear Time (g_c+1.0), s	17.7	17.7		25.6	3.6	13.7		30.0				
Green Ext Time (p_c), s	0.4	3.5		7.5	0.1	5.6		7.2				
Intersection Summary												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									

Existing AM

30: I-5 SB On-Ramp/I-5 SB Off-Ramp & Encinitas Boulevard

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
Volume (veh/h)	0	608	270	440	788	0	0	0	0	189	3	165
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	661	177	478	857	0				205	3	31
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1348	361	408	2707	0				245	4	221
Arrive On Green	0.00	0.82	0.82	0.46	1.00	0.00				0.14	0.14	0.14
Sat Flow, veh/h	0	2833	733	1774	3632	0				1750	26	1583
Grp Volume(v), veh/h	0	427	411	478	857	0				208	0	31
Grp Sat Flow(s),veh/h/ln	0	1770	1703	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	7.9	7.9	25.3	0.0	0.0				12.6	0.0	1.9
Cycle Q Clear(g_c), s	0.0	7.9	7.9	25.3	0.0	0.0				12.6	0.0	1.9
Prop In Lane	0.00		0.43	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	871	838	408	2707	0				248	0	221
V/C Ratio(X)	0.00	0.49	0.49	1.17	0.32	0.00				0.84	0.00	0.14
Avail Cap(c_a), veh/h	0	871	838	408	2707	0				644	0	574
HCM Platoon Ratio	1.00	1.67	1.67	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.75	0.75	0.75	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.7	5.7	29.7	0.0	0.0				46.1	0.0	41.5
Incr Delay (d2), s/veh	0.0	1.5	1.6	95.4	0.2	0.0				2.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	4.0	23.0	0.1	0.0				6.4	0.0	0.8
LnGrp Delay(d),s/veh	0.0	7.2	7.2	125.1	0.2	0.0				49.0	0.0	41.6
LnGrp LOS		A	A	F	A					D		D
Approach Vol, veh/h		838			1335						239	
Approach Delay, s/veh		7.2			44.9						48.0	
Approach LOS		A			D						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	59.5		20.5		89.5		
Change Period (Y+Rc), s	4.7	5.4		5.1		5.4		
Max Green Setting (Gmax), s	25	29.6		39.9		59.6		
Max Q Clear Time (g_c+0.35), s	27.3	9.9		14.6		2.0		
Green Ext Time (p_c), s	0.0	15.8		0.8		34.9		

Intersection Summary

HCM 2010 Ctrl Delay	32.1
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM

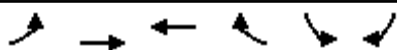
31: I-5 NB Off-Ramp/I-5 NB On-Ramp & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	172	625	0	0	998	321	230	0	371	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	187	679	0	0	1085	278	250	0	23			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	214	2722	0	0	2131	954	240	0	206			
Arrive On Green	0.20	1.00	0.00	0.00	1.00	1.00	0.14	0.00	0.14			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1523			
Grp Volume(v), veh/h	187	679	0	0	1085	278	250	0	23			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1523			
Q Serve(g_s), s	11.2	0.0	0.0	0.0	0.0	0.0	14.9	0.0	1.5			
Cycle Q Clear(g_c), s	11.2	0.0	0.0	0.0	0.0	0.0	14.9	0.0	1.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	214	2722	0	0	2131	954	240	0	206			
V/C Ratio(X)	0.87	0.25	0.00	0.00	0.51	0.29	1.04	0.00	0.11			
Avail Cap(c_a), veh/h	240	2722	0	0	2131	954	240	0	206			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.39	0.39	0.00	0.00	0.78	0.78	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.1	0.0	0.0	0.0	0.0	0.0	47.6	0.0	41.7			
Incr Delay (d2), s/veh	11.8	0.1	0.0	0.0	0.7	0.6	69.0	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.2	0.0	0.0	0.0	0.2	0.2	11.9	0.0	0.6			
LnGrp Delay(d),s/veh	54.9	0.1	0.0	0.0	0.7	0.6	116.5	0.0	41.9			
LnGrp LOS	D	A			A	A	F		D			
Approach Vol, veh/h		866			1363			273				
Approach Delay, s/veh		11.9			0.7			110.3				
Approach LOS		B			A			F				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		90.0			18.4	71.6		20.0				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		84.6			14.9	64.6		14.9				
Max Q Clear Time (g_c+I1), s		2.0			13.2	2.0		16.9				
Green Ext Time (p_c), s		11.9			0.1	11.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay					16.5							
HCM 2010 LOS					B							

Existing AM
32: Encinitas Boulevard & Saxony Road

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations			 		 			
Volume (veh/h)	191	738	988	163	220	430		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	208	802	1074	144	239	152		
Adj No. of Lanes	1	2	3	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	234	2883	3236	985	310	142		
Arrive On Green	0.22	1.00	1.00	1.00	0.09	0.09		
Sat Flow, veh/h	1774	3632	5253	1548	3442	1583		
Grp Volume(v), veh/h	208	802	1074	144	239	152		
Grp Sat Flow(s),veh/h/ln	1774	1770	1695	1548	1721	1583		
Q Serve(g_s), s	12.5	0.0	0.0	0.0	7.5	9.9		
Cycle Q Clear(g_c), s	12.5	0.0	0.0	0.0	7.5	9.9		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	234	2883	3236	985	310	142		
V/C Ratio(X)	0.89	0.28	0.33	0.15	0.77	1.07		
Avail Cap(c_a), veh/h	240	2883	3236	985	310	143		
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.00	1.00		
Upstream Filter(I)	0.91	0.91	0.74	0.74	1.00	1.00		
Uniform Delay (d), s/veh	42.1	0.0	0.0	0.0	48.9	50.0		
Incr Delay (d2), s/veh	27.9	0.2	0.2	0.2	10.9	94.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.9	0.1	0.1	0.1	4.0	12.0		
LnGrp Delay(d),s/veh	70.0	0.2	0.2	0.2	59.9	144.4		
LnGrp LOS	E	A	A	A	E	F		
Approach Vol, veh/h		1010	1218		391			
Approach Delay, s/veh		14.6	0.2		92.7			
Approach LOS		B	A		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		95.0		15.0	19.6	75.4		
Change Period (Y+Rc), s		5.4		5.1	5.1	5.4		
Max Green Setting (Gmax), s		89.6		9.9	14.9	69.6		
Max Q Clear Time (g_c+l1), s		2.0		11.9	14.5	2.0		
Green Ext Time (p_c), s		12.6		0.0	0.0	12.5		
Intersection Summary								
HCM 2010 Ctrl Delay			19.6					
HCM 2010 LOS			B					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	688	151	168	990	64	93	81	121	159	264	162
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	65	748	164	183	1076	56	101	88	105	173	287	138
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	507	1878	951	205	1217	543	126	169	139	202	249	207
Arrive On Green	0.57	1.00	1.00	0.19	0.57	0.57	0.07	0.09	0.09	0.11	0.13	0.13
Sat Flow, veh/h	1774	3539	1579	1774	3539	1579	1774	1863	1531	1774	1863	1548
Grp Volume(v), veh/h	65	748	164	183	1076	56	101	88	105	173	287	138
Grp Sat Flow(s),veh/h/ln	1774	1770	1579	1774	1770	1579	1774	1863	1531	1774	1863	1548
Q Serve(g_s), s	1.9	0.0	0.0	11.1	28.9	1.2	6.2	5.0	7.4	10.5	14.7	5.3
Cycle Q Clear(g_c), s	1.9	0.0	0.0	11.1	28.9	1.2	6.2	5.0	7.4	10.5	14.7	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	507	1878	951	205	1217	543	126	169	139	202	249	207
V/C Ratio(X)	0.13	0.40	0.17	0.89	0.88	0.10	0.80	0.52	0.76	0.86	1.15	0.67
Avail Cap(c_a), veh/h	507	1878	951	205	1432	639	189	181	149	253	249	207
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	43.7	21.5	7.8	50.3	47.7	48.8	47.8	47.6	14.8
Incr Delay (d2), s/veh	0.0	0.6	0.4	34.5	9.6	0.4	7.6	2.5	18.4	17.4	104.7	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.1	7.4	15.6	0.6	3.3	2.7	3.8	6.1	14.8	2.7
LnGrp Delay(d),s/veh	17.2	0.6	0.4	78.2	31.1	8.2	57.9	50.2	67.2	65.2	152.3	22.7
LnGrp LOS	B	A	A	E	C	A	E	D	E	E	F	C
Approach Vol, veh/h		977			1315			294			598	
Approach Delay, s/veh		1.7			36.7			58.9			97.2	
Approach LOS		A			D			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	63.7	11.3	18.8	36.8	43.1	16.0	14.1				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.1	5.3	* 5.3	3.5	4.1				
Max Green Setting (Gmax), s	12.7	54.5	11.7	14.7	22.7	* 45	15.7	10.7				
Max Q Clear Time (g_c+1.5), s	13.1	2.0	8.2	16.7	3.9	30.9	12.5	9.4				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	6.3	6.9	0.1	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			39.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing AM
34: Balour Drive & Encinitas Boulevard

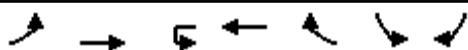
1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱↱	↑↑	↱	↱		
Volume (veh/h)	673	150	531	1061	168	349		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	732	128	577	1153	183	379		
Adj No. of Lanes	2	0	2	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1514	265	765	2710	242	1015		
Arrive On Green	0.84	0.84	0.44	1.00	0.14	0.14		
Sat Flow, veh/h	3095	525	3442	3632	1774	1583		
Grp Volume(v), veh/h	431	429	577	1153	183	379		
Grp Sat Flow(s),veh/h/ln	1770	1756	1721	1770	1774	1583		
Q Serve(g_s), s	5.8	5.8	12.6	0.0	8.9	10.2		
Cycle Q Clear(g_c), s	5.8	5.8	12.6	0.0	8.9	10.2		
Prop In Lane		0.30	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	893	886	765	2710	242	1015		
V/C Ratio(X)	0.48	0.48	0.75	0.43	0.76	0.37		
Avail Cap(c_a), veh/h	893	886	1250	2710	487	1233		
HCM Platoon Ratio	1.67	1.67	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.69	0.69	1.00	1.00		
Uniform Delay (d), s/veh	4.0	4.0	22.9	0.0	37.4	7.6		
Incr Delay (d2), s/veh	1.9	1.9	2.3	0.3	1.8	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.0	3.0	6.2	0.1	4.5	9.4		
LnGrp Delay(d),s/veh	5.8	5.9	25.2	0.3	39.2	7.7		
LnGrp LOS	A	A	C	A	D	A		
Approach Vol, veh/h	860			1730	562			
Approach Delay, s/veh	5.8			8.6	18.0			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		74.2			23.5	50.7		15.8
Change Period (Y+Rc), s		5.3			3.5	5.3		3.5
Max Green Setting (Gmax), s		56.5			32.7	20.3		24.7
Max Q Clear Time (g_c+11), s		2.0			14.6	7.8		12.2
Green Ext Time (p_c), s		40.2			4.3	11.4		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			9.5					
HCM 2010 LOS			A					

Existing AM
35: Encinitas Boulevard & Via Cantabria

1/26/2016



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Volume (veh/h)	378	655	0	942	69	95	676	
Number	1	6		2	12	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	411	712		1024	65	103	735	
Adj No. of Lanes	2	2		2	0	1	2	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	489	2691		1955	124	252	2010	
Arrive On Green	0.28	1.00		0.97	0.97	0.14	0.14	
Sat Flow, veh/h	3442	3632		3467	214	1774	2787	
Grp Volume(v), veh/h	411	712		537	552	103	735	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1818	1774	1393	
Q Serve(g_s), s	10.1	0.0		1.8	1.8	4.8	9.0	
Cycle Q Clear(g_c), s	10.1	0.0		1.8	1.8	4.8	9.0	
Prop In Lane	1.00				0.12	1.00	1.00	
Lane Grp Cap(c), veh/h	489	2691		1026	1054	252	2010	
V/C Ratio(X)	0.84	0.26		0.52	0.52	0.41	0.37	
Avail Cap(c_a), veh/h	1063	2691		1026	1054	487	2380	
HCM Platoon Ratio	2.00	2.00		1.67	1.67	1.00	1.00	
Upstream Filter(I)	0.80	0.80		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	31.3	0.0		0.6	0.6	35.2	4.7	
Incr Delay (d2), s/veh	1.2	0.2		1.9	1.9	0.4	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.9	0.1		1.0	1.0	2.4	11.7	
LnGrp Delay(d),s/veh	32.5	0.2		2.5	2.5	35.6	4.8	
LnGrp LOS	C	A		A	A	D	A	
Approach Vol, veh/h		1123		1089		838		
Approach Delay, s/veh		12.0		2.5		8.6		
Approach LOS		B		A		A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	16.3	57.5		16.3		73.7		
Change Period (Y+Rc), s	3.5	5.3		3.5		5.3		
Max Green Setting (Gmax), s	27.8	25.2		24.7		46.5		
Max Q Clear Time (g_c+1.5), s	11.1	3.8		11.0		2.0		
Green Ext Time (p_c), s	0.7	17.5		1.8		30.9		
Intersection Summary								
HCM 2010 Ctrl Delay			7.7					
HCM 2010 LOS			A					
Notes								
User approved ignoring U-Turning movement.								

Existing AM
36: El Camino Real & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱		↰↱	↰↱		↰↱↱↱			↰↱↱↱	↰↱↱↱	↰↱
Volume (veh/h)	233	536	136	282	531	282	127	592	137	461	1338	225
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	253	583	148	307	577	237	138	643	149	501	1454	245
Adj No. of Lanes	2	2	0	2	2	0	1	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	595	151	381	601	247	161	820	187	1101	2217	681
Arrive On Green	0.15	0.36	0.36	0.11	0.25	0.25	0.15	0.33	0.33	0.53	0.73	0.73
Sat Flow, veh/h	3442	2787	705	3442	2438	999	1774	4130	941	3442	5085	1561
Grp Volume(v), veh/h	253	370	361	307	418	396	138	526	266	501	1454	245
Grp Sat Flow(s),veh/h/ln	1721	1770	1723	1721	1770	1668	1774	1695	1680	1721	1695	1561
Q Serve(g_s), s	10.0	28.9	29.1	12.2	32.7	32.8	10.6	19.6	20.1	12.5	20.8	8.1
Cycle Q Clear(g_c), s	10.0	28.9	29.1	12.2	32.7	32.8	10.6	19.6	20.1	12.5	20.8	8.1
Prop In Lane	1.00		0.41	1.00		0.60	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	304	378	368	381	437	411	161	673	334	1101	2217	681
V/C Ratio(X)	0.83	0.98	0.98	0.81	0.96	0.96	0.86	0.78	0.80	0.45	0.66	0.36
Avail Cap(c_a), veh/h	637	378	368	661	437	411	290	998	494	1101	2217	681
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	0.97	0.97	0.97	0.77	0.77	0.77
Uniform Delay (d), s/veh	58.7	44.7	44.8	60.8	52.0	52.1	58.5	44.0	44.2	25.1	13.6	11.8
Incr Delay (d2), s/veh	2.3	40.3	42.1	1.1	25.9	27.5	4.9	8.5	17.3	0.1	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	18.2	18.0	5.9	19.1	18.2	5.4	9.9	10.8	5.9	9.6	3.6
LnGrp Delay(d),s/veh	61.0	85.0	86.9	61.9	78.0	79.6	63.5	52.6	61.5	25.2	14.8	13.0
LnGrp LOS	E	F	F	E	E	E	E	D	E	C	B	B
Approach Vol, veh/h	984			1121			930			2200		
Approach Delay, s/veh	79.5			74.1			56.7			16.9		
Approach LOS	E			E			E			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.1	33.1	21.2	35.6	16.9	66.3	16.6	40.2				
Change Period (Y+Rc), s	5.3	* 5.3	5.7	* 5.7	* 4.2	5.3	* 4.2	5.7				
Max Green Setting (Gmax), s	22.6	* 41	26.9	* 30	* 23	40.9	* 26	30.9				
Max Q Clear Time (g_c+14.5), s	14.5	22.1	14.2	31.1	12.6	22.8	12.0	34.8				
Green Ext Time (p_c), s	6.6	5.7	1.3	0.0	0.1	12.8	0.4	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	48.0											
HCM 2010 LOS	D											
Notes												

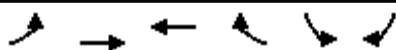
Existing AM
37: Village Square Drive & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	942	0	70	1090	95	3	1	8	83	1	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	101	1024	0	76	1185	93	3	1	9	90	1	98
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	2072	0	100	1863	146	7	2	22	173	2	150
Arrive On Green	0.07	0.59	0.00	0.06	0.56	0.56	0.02	0.02	0.02	0.10	0.10	0.10
Sat Flow, veh/h	1774	3632	0	1774	3320	260	378	126	1134	1774	16	1539
Grp Volume(v), veh/h	101	1024	0	76	631	647	13	0	0	90	0	99
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1810	1638	0	0	1774	0	1555
Q Serve(g_s), s	3.8	11.4	0.0	2.8	16.4	16.5	0.5	0.0	0.0	3.3	0.0	4.1
Cycle Q Clear(g_c), s	3.8	11.4	0.0	2.8	16.4	16.5	0.5	0.0	0.0	3.3	0.0	4.1
Prop In Lane	1.00		0.00	1.00		0.14	0.23		0.69	1.00		0.99
Lane Grp Cap(c), veh/h	129	2072	0	100	993	1016	32	0	0	173	0	151
V/C Ratio(X)	0.78	0.49	0.00	0.76	0.64	0.64	0.41	0.00	0.00	0.52	0.00	0.65
Avail Cap(c_a), veh/h	197	2241	0	184	1094	1120	607	0	0	631	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	8.2	0.0	31.4	10.1	10.1	32.7	0.0	0.0	28.9	0.0	29.3
Incr Delay (d2), s/veh	4.8	0.3	0.0	4.4	1.3	1.3	3.1	0.0	0.0	0.9	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.5	0.0	1.5	8.2	8.5	0.3	0.0	0.0	1.6	0.0	1.8
LnGrp Delay(d),s/veh	35.5	8.4	0.0	35.8	11.4	11.4	35.8	0.0	0.0	29.9	0.0	31.1
LnGrp LOS	D	A		D	B	B	D			C		C
Approach Vol, veh/h	1125				1354				13		189	
Approach Delay, s/veh	10.9				12.8				35.8		30.5	
Approach LOS	B				B				D		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	6.8	44.8			10.6	8.4	43.1	5.3				
Change Period (Y+Rc), s	3.0	5.3			4.0	3.5	5.3	4.0				
Max Green Setting (Gmax), s	42.7				24.0	7.5	41.7	25.0				
Max Q Clear Time (g_c+14), s	13.4				6.1	5.8	18.5	2.5				
Green Ext Time (p_c), s	0.0	23.5			0.4	0.0	19.4	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									

Existing AM
38: Encinitas Boulevard & Village Park Way

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	202	854	513	67	227	344		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	220	928	558	47	247	374		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	267	2014	1204	101	492	439		
Arrive On Green	0.15	0.57	0.36	0.36	0.28	0.28		
Sat Flow, veh/h	1774	3632	3392	277	1774	1583		
Grp Volume(v), veh/h	220	928	299	306	247	374		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1806	1774	1583		
Q Serve(g_s), s	7.8	10.0	8.4	8.5	7.6	14.6		
Cycle Q Clear(g_c), s	7.8	10.0	8.4	8.5	7.6	14.6		
Prop In Lane	1.00			0.15	1.00	1.00		
Lane Grp Cap(c), veh/h	267	2014	646	659	492	439		
V/C Ratio(X)	0.82	0.46	0.46	0.46	0.50	0.85		
Avail Cap(c_a), veh/h	340	2388	760	776	707	631		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.9	8.2	15.8	15.8	19.8	22.3		
Incr Delay (d2), s/veh	12.2	0.4	1.1	1.1	0.8	7.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.8	4.9	4.3	4.4	3.8	12.6		
LnGrp Delay(d),s/veh	39.1	8.6	16.9	16.9	20.6	29.9		
LnGrp LOS	D	A	B	B	C	C		
Approach Vol, veh/h		1148	605		621			
Approach Delay, s/veh		14.4	16.9		26.2			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		43.6		21.6	13.3	30.3		
Change Period (Y+Rc), s		6.5		3.5	3.5	6.5		
Max Green Setting (Gmax), s		44.0		26.0	12.5	28.0		
Max Q Clear Time (g_c+I1), s		12.0		16.6	9.8	10.5		
Green Ext Time (p_c), s		20.9		1.5	0.2	13.3		
Intersection Summary								
HCM 2010 Ctrl Delay			18.1					
HCM 2010 LOS			B					

Existing AM

39: Manchester Avenue/Rancho Santa Fe Road & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	134	1032	125	113	510	80	117	123	90	304	170	217
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.93	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	146	1122	124	123	554	70	127	134	76	330	185	188
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1332	147	148	1276	161	152	311	247	352	521	441
Arrive On Green	0.10	0.42	0.42	0.08	0.40	0.40	0.09	0.17	0.17	0.20	0.28	0.28
Sat Flow, veh/h	1774	3210	354	1774	3158	398	1774	1863	1480	1774	1863	1578
Grp Volume(v), veh/h	146	618	628	123	310	314	127	134	76	330	185	188
Grp Sat Flow(s),veh/h/ln	1774	1770	1795	1774	1770	1786	1774	1863	1480	1774	1863	1578
Q Serve(g_s), s	10.7	41.6	41.8	9.1	16.8	16.9	9.4	8.6	6.0	24.3	10.5	12.9
Cycle Q Clear(g_c), s	10.7	41.6	41.8	9.1	16.8	16.9	9.4	8.6	6.0	24.3	10.5	12.9
Prop In Lane	1.00		0.20	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	734	745	148	715	722	152	311	247	352	521	441
V/C Ratio(X)	0.84	0.84	0.84	0.83	0.43	0.44	0.84	0.43	0.31	0.94	0.36	0.43
Avail Cap(c_a), veh/h	301	765	776	227	715	722	261	435	346	354	533	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	34.9	34.9	59.9	28.6	28.6	59.8	49.6	48.6	52.4	38.2	39.1
Incr Delay (d2), s/veh	13.8	9.1	9.2	14.2	0.9	0.9	4.6	2.0	1.5	31.6	0.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	22.1	22.7	5.0	8.3	8.5	4.8	4.6	2.5	15.0	5.6	5.8
LnGrp Delay(d),s/veh	72.6	44.0	44.1	74.1	29.5	29.5	64.4	51.6	50.0	84.0	39.1	40.5
LnGrp LOS	E	D	D	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h	1392				747		337				703	
Approach Delay, s/veh	47.0				36.8		56.1				60.6	
Approach LOS	D				D		E				E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	60.8	14.8	42.0	16.5	59.3	29.8	27.0				
Change Period (Y+Rc), s	4.0	5.7	3.5	4.9	3.5	5.7	3.5	4.9				
Max Green Setting (Gmax), s	17.0	57.4	19.5	38.0	22.5	52.4	26.5	31.0				
Max Q Clear Time (g_c+I), s	11.1	43.8	11.4	14.9	12.7	18.9	26.3	10.6				
Green Ext Time (p_c), s	0.1	11.3	0.1	5.4	0.4	25.5	0.0	5.1				
Intersection Summary												
HCM 2010 Ctrl Delay			48.6									
HCM 2010 LOS			D									

Intersection

Intersection Delay, s/veh35.9

Intersection LOS E

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	178	155	0	139	6	0	191	574
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	193	168	0	151	7	0	208	624
Number of Lanes	0	1	0	0	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	17.3	11.4	48.6
HCM LOS	C	B	E

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	53%	100%	0%
Vol Thru, %	96%	0%	0%	100%
Vol Right, %	4%	47%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	333	191	574
LT Vol	0	178	191	0
Through Vol	139	0	0	574
RT Vol	6	155	0	0
Lane Flow Rate	158	362	208	624
Geometry Grp	5	2	7	7
Degree of Util (X)	0.27	0.592	0.373	1
Departure Headway (Hd)	6.178	5.885	6.473	5.966
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	608	558	611
Service Time	4.178	3.969	4.178	3.671
HCM Lane V/C Ratio	0.27	0.595	0.373	1.021
HCM Control Delay	11.4	17.3	13	60.5
HCM Lane LOS	B	C	B	F
HCM 95th-tile Q	1.1	3.9	1.7	15

Existing AM

41: I-5 SB On-Ramp/I-5 SB Off-Ramp & Santa Fe Drive

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑↑						↑	↑
Volume (veh/h)	0	409	130	410	590	0	0	0	0	62	3	199
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	445	141	446	641	0				67	3	216
Adj No. of Lanes	0	1	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	574	477	499	2357	0				286	13	266
Arrive On Green	0.00	0.31	0.31	0.28	0.67	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1863	1548	1774	3632	0				1701	76	1583
Grp Volume(v), veh/h	0	445	141	446	641	0				70	0	216
Grp Sat Flow(s),veh/h/ln	0	1863	1548	1774	1770	0				1778	0	1583
Q Serve(g_s), s	0.0	13.4	4.3	14.8	4.5	0.0				2.1	0.0	8.1
Cycle Q Clear(g_c), s	0.0	13.4	4.3	14.8	4.5	0.0				2.1	0.0	8.1
Prop In Lane	0.00		1.00	1.00		0.00				0.96		1.00
Lane Grp Cap(c), veh/h	0	574	477	499	2357	0				299	0	266
V/C Ratio(X)	0.00	0.78	0.30	0.89	0.27	0.00				0.23	0.00	0.81
Avail Cap(c_a), veh/h	0	751	624	701	3097	0				463	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.3	16.2	21.2	4.2	0.0				22.1	0.0	24.6
Incr Delay (d2), s/veh	0.0	2.6	0.1	8.5	0.0	0.0				0.1	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	1.8	8.4	2.1	0.0				1.0	0.0	3.8
LnGrp Delay(d),s/veh	0.0	22.0	16.3	29.7	4.2	0.0				22.3	0.0	28.1
LnGrp LOS		C	B	C	A					C		C
Approach Vol, veh/h		586			1087						286	
Approach Delay, s/veh		20.6			14.7						26.7	
Approach LOS		C			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.0	24.0		15.4		46.0		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	24.8	24.8		16.0		53.8		
Max Q Clear Time (g_c+10), s	10.8	15.4		10.1		6.5		
Green Ext Time (p_c), s	0.5	3.6		0.3		5.5		

Intersection Summary

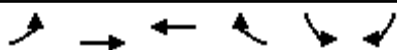
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing AM
42: Santa Fe Drive & I-5 NB On-Ramp

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↰	↑	↗↖	↱				
Volume (veh/h)	163	352	955	352	0	0		
Number	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00			0.97				
Parking Bus, Adj	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863				
Adj Flow Rate, veh/h	177	383	1038	383				
Adj No. of Lanes	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2				
Cap, veh/h	320	1527	1707	739				
Arrive On Green	0.18	0.82	0.48	0.48				
Sat Flow, veh/h	1774	1863	3632	1531				
Grp Volume(v), veh/h	177	383	1038	383				
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1531				
Q Serve(g_s), s	2.7	1.4	6.4	5.2				
Cycle Q Clear(g_c), s	2.7	1.4	6.4	5.2				
Prop In Lane	1.00			1.00				
Lane Grp Cap(c), veh/h	320	1527	1707	739				
V/C Ratio(X)	0.55	0.25	0.61	0.52				
Avail Cap(c_a), veh/h	581	2153	2377	1028				
HCM Platoon Ratio	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	11.2	0.6	5.7	5.3				
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.2				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	1.4	0.7	3.1	2.2				
LnGrp Delay(d),s/veh	11.7	0.6	5.8	5.6				
LnGrp LOS	B	A	A	A				
Approach Vol, veh/h		560	1421					
Approach Delay, s/veh		4.1	5.7					
Approach LOS		A	A					
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		29.9			10.1	19.8		
Change Period (Y+Rc), s		5.4			* 4.7	5.4		
Max Green Setting (Gmax), s		34.6			* 9.8	20.1		
Max Q Clear Time (g_c+l1), s		3.4			4.7	8.4		
Green Ext Time (p_c), s		8.7			0.1	5.8		
Intersection Summary								
HCM 2010 Ctrl Delay			5.3					
HCM 2010 LOS			A					
Notes								

Existing AM
43: I-5 NB Off-Ramp/Regal Road & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	303	0	0	799	28	217	66	85	47	0	291
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	53	329	0	0	868	30	157	188	85	51	0	316
Adj No. of Lanes	1	1	0	0	3	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	115	682	0	0	1178	41	262	275	230	57	0	356
Arrive On Green	0.06	0.37	0.00	0.00	0.23	0.23	0.15	0.15	0.15	0.26	0.00	0.26
Sat Flow, veh/h	1774	1863	0	0	5209	174	1774	1863	1562	221	0	1368
Grp Volume(v), veh/h	53	329	0	0	583	315	157	188	85	367	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1695	1825	1774	1863	1562	1589	0	0
Q Serve(g_s), s	2.0	9.4	0.0	0.0	11.0	11.0	5.7	6.6	3.4	15.3	0.0	0.0
Cycle Q Clear(g_c), s	2.0	9.4	0.0	0.0	11.0	11.0	5.7	6.6	3.4	15.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.10	1.00		1.00	0.14		0.86
Lane Grp Cap(c), veh/h	115	682	0	0	792	426	262	275	230	414	0	0
V/C Ratio(X)	0.46	0.48	0.00	0.00	0.74	0.74	0.60	0.68	0.37	0.89	0.00	0.00
Avail Cap(c_a), veh/h	182	861	0	0	987	531	414	434	364	493	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.1	16.8	0.0	0.0	24.5	24.5	27.5	27.9	26.5	24.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.2	0.0	0.0	1.5	2.9	3.1	4.3	1.4	14.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.8	0.0	0.0	5.3	5.9	3.0	3.7	1.6	8.4	0.0	0.0
LnGrp Delay(d),s/veh	32.2	17.0	0.0	0.0	26.0	27.4	30.7	32.2	27.9	38.8	0.0	0.0
LnGrp LOS	C	B			C	C	C	C	C	D		
Approach Vol, veh/h		382			898			430			367	
Approach Delay, s/veh		19.1			26.5			30.8			38.8	
Approach LOS		B			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		30.7		23.1	9.2	21.5		15.3				
Change Period (Y+Rc), s		5.4		5.1	* 4.7	5.4		5.1				
Max Green Setting (Gmax), s		31.9		21.4	* 7.1	20.1		16.1				
Max Q Clear Time (g_c+I1), s		11.4		17.3	4.0	13.0		8.6				
Green Ext Time (p_c), s		5.2		0.6	0.0	3.1		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay				28.2								
HCM 2010 LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	353	55	154	668	69	85	50	101	34	79	37
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.95	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	39	384	60	167	726	75	92	54	69	37	86	40
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	712	111	212	898	93	206	122	117	124	244	97
Arrive On Green	0.03	0.45	0.45	0.12	0.54	0.54	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1774	1567	245	1774	1655	171	529	520	496	227	1039	411
Grp Volume(v), veh/h	39	0	444	167	0	801	215	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1812	1774	0	1826	1545	0	0	1677	0	0
Q Serve(g_s), s	1.4	0.0	11.1	5.7	0.0	22.4	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	11.1	5.7	0.0	22.4	7.1	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.09	0.43		0.32	0.23		0.25
Lane Grp Cap(c), veh/h	56	0	823	212	0	990	445	0	0	464	0	0
V/C Ratio(X)	0.70	0.00	0.54	0.79	0.00	0.81	0.48	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	127	0	967	382	0	1236	588	0	0	622	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.1	0.0	12.4	26.9	0.0	11.7	21.0	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	14.6	0.0	0.7	6.3	0.0	3.5	1.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	5.7	3.2	0.0	12.1	3.4	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	44.7	0.0	13.1	33.2	0.0	15.2	22.0	0.0	0.0	20.8	0.0	0.0
LnGrp LOS	D		B	C		B	C			C		
Approach Vol, veh/h		483			968			215			163	
Approach Delay, s/veh		15.6			18.3			22.0			20.8	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	33.0		18.8	5.5	38.5		18.8				
Change Period (Y+Rc), s	3.5	4.5		4.0	3.5	4.5		4.0				
Max Green Setting (Gmax), s	13.5	33.5		21.0	4.5	42.5		21.0				
Max Q Clear Time (g_c+I), s	17.5	13.1		6.9	3.4	24.4		9.1				
Green Ext Time (p_c), s	0.2	10.3		2.3	0.0	9.6		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			18.3									
HCM 2010 LOS			B									

Existing AM
45: Santa Fe Drive & Balour Drive

1/26/2016

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	133	420	697	83	13	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	457	758	90	14	207
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	848	0	-	0	1549	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	746	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	790	-	-	-	125	383
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	790	-	-	-	102	383
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	383	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.5		0		28.4	
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	790	-	-	-	368	
HCM Lane V/C Ratio	0.183	-	-	-	0.6	
HCM Control Delay (s)	10.6	-	-	-	28.4	
HCM Lane LOS	B	-	-	-	D	
HCM 95th %tile Q(veh)	0.7	-	-	-	3.7	

Existing AM
46: Lake Drive & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	325	49	342	655	0	56	0	124	0	1	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	353	53	372	712	0	61	0	108	0	1	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1088	163	729	1285	0	161	15	138	0	58	173
Arrive On Green	0.00	0.69	0.69	0.69	0.69	0.00	0.14	0.00	0.14	0.00	0.14	0.14
Sat Flow, veh/h	735	1578	237	975	1863	0	447	106	979	0	409	1227
Grp Volume(v), veh/h	0	0	406	372	712	0	169	0	0	0	0	4
Grp Sat Flow(s),veh/h/ln	735	0	1814	975	1863	0	1533	0	0	0	0	1636
Q Serve(g_s), s	0.0	0.0	4.5	12.4	9.6	0.0	4.1	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	0.0	4.5	16.9	9.6	0.0	5.3	0.0	0.0	0.0	0.0	0.1
Prop In Lane	1.00		0.13	1.00		0.00	0.36		0.64	0.00		0.75
Lane Grp Cap(c), veh/h	144	0	1251	729	1285	0	314	0	0	0	0	230
V/C Ratio(X)	0.00	0.00	0.32	0.51	0.55	0.00	0.54	0.00	0.00	0.00	0.00	0.02
Avail Cap(c_a), veh/h	223	0	1447	834	1486	0	597	0	0	0	0	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	3.1	6.5	3.9	0.0	20.7	0.0	0.0	0.0	0.0	18.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	1.2	0.8	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	3.4	5.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	3.4	7.7	4.7	0.0	21.3	0.0	0.0	0.0	0.0	18.6
LnGrp LOS			A	A	A		C					B
Approach Vol, veh/h		406			1084			169			4	
Approach Delay, s/veh		3.4			5.7			21.3			18.6	
Approach LOS		A			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.6		10.6		39.6		10.6				
Change Period (Y+Rc), s		5.0		3.5		5.0		3.5				
Max Green Setting (Gmax), s		40.0		16.5		40.0		16.5				
Max Q Clear Time (g_c+l1), s		6.5		2.1		18.9		7.3				
Green Ext Time (p_c), s		22.1		0.5		15.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			6.8									
HCM 2010 LOS			A									

Existing AM
47: El Camino Real & Santa Fe Drive

1/26/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	300	114	121	662	1093	784		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.95		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	326	124	132	720	1188	852		
Adj No. of Lanes	2	1	1	3	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	544	250	169	3409	1843	1035		
Arrive On Green	0.16	0.16	0.10	0.67	0.52	0.52		
Sat Flow, veh/h	3442	1583	1774	5253	3632	1506		
Grp Volume(v), veh/h	326	124	132	720	1188	852		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1695	1770	1506		
Q Serve(g_s), s	5.7	4.6	4.7	3.5	15.5	26.8		
Cycle Q Clear(g_c), s	5.7	4.6	4.7	3.5	15.5	26.8		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	544	250	169	3409	1843	1035		
V/C Ratio(X)	0.60	0.50	0.78	0.21	0.64	0.82		
Avail Cap(c_a), veh/h	1769	814	263	3645	1858	1041		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	25.1	24.7	28.4	4.1	11.1	7.6		
Incr Delay (d2), s/veh	1.5	2.1	7.8	0.0	0.8	5.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.8	4.2	2.6	1.6	7.6	16.5		
LnGrp Delay(d),s/veh	26.6	26.8	36.2	4.1	11.9	13.1		
LnGrp LOS	C	C	D	A	B	B		
Approach Vol, veh/h	450			852	2040			
Approach Delay, s/veh	26.7			9.1	12.4			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.0		15.2	9.6	39.4		
Change Period (Y+Rc), s		6.0		5.0	3.5	* 6		
Max Green Setting (Gmax), s		46.0		33.0	9.5	* 34		
Max Q Clear Time (g_c+l1), s		5.5		7.7	6.7	28.8		
Green Ext Time (p_c), s		30.7		2.5	0.1	4.6		
Intersection Summary								
HCM 2010 Ctrl Delay		13.5						
HCM 2010 LOS		B						
Notes								

Existing AM
48: San Elijo Avenue & Birmingham Drive

1/26/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	178	74	196	171	161	596		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	193	80	213	186	175	648		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	274	244	365	319	230	1166		
Arrive On Green	0.15	0.15	0.41	0.41	0.13	0.63		
Sat Flow, veh/h	1774	1583	899	785	1774	1863		
Grp Volume(v), veh/h	193	80	0	399	175	648		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1685	1774	1863		
Q Serve(g_s), s	4.0	1.7	0.0	7.1	3.7	7.7		
Cycle Q Clear(g_c), s	4.0	1.7	0.0	7.1	3.7	7.7		
Prop In Lane	1.00	1.00		0.47	1.00			
Lane Grp Cap(c), veh/h	274	244	0	683	230	1166		
V/C Ratio(X)	0.71	0.33	0.00	0.58	0.76	0.56		
Avail Cap(c_a), veh/h	734	655	0	937	482	1710		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.5	14.6	0.0	8.9	16.2	4.1		
Incr Delay (d2), s/veh	1.3	0.3	0.0	0.6	6.1	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.0	0.8	0.0	3.3	2.2	4.0		
LnGrp Delay(d),s/veh	16.8	14.9	0.0	9.5	22.4	4.7		
LnGrp LOS	B	B		A	C	A		
Approach Vol, veh/h	273		399			823		
Approach Delay, s/veh	16.2		9.5			8.5		
Approach LOS	B		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.5	20.2		10.0		28.7		
Change Period (Y+Rc), s	3.5	4.5		4.0		4.5		
Max Green Setting (Gmax), s	10.5	21.5		16.0		35.5		
Max Q Clear Time (g_c+1.5), s	15.7	9.1		6.0		9.7		
Green Ext Time (p_c), s	0.2	6.2		0.3		9.1		
Intersection Summary								
HCM 2010 Ctrl Delay			10.2					
HCM 2010 LOS			B					

Existing AM

49: I-5 SB On-Ramp/I-5 SB Off-Ramp & Birmingham Drive

1/26/2016

Intersection												
Int Delay, s/veh	20.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	400	517	498	305	0	0	0	0	44	2	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	435	562	541	332	0	0	0	0	48	2	135
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	332	0	-	435	0	0	1849	1849	332			
Stage 1	-	-	-	-	-	-	1414	1414	-			
Stage 2	-	-	-	-	-	-	435	435	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1227	-	0	1125	-	-	82	74	710			
Stage 1	-	-	0	-	-	-	225	204	-			
Stage 2	-	-	0	-	-	-	653	580	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1227	-	-	1125	-	-	~ 34	0	710			
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 34	0	-			
Stage 1	-	-	-	-	-	-	92	0	-			
Stage 2	-	-	-	-	-	-	653	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			6.9			133.3					
HCM LOS							F					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2					
Capacity (veh/h)	1227	-	1125	-	-	34	710					
HCM Lane V/C Ratio	-	-	0.481	-	-	1.407	0.19					
HCM Control Delay (s)	0	-	11.1	0	-	\$ 477	11.3					
HCM Lane LOS	A	-	B	A	-	F	B					
HCM 95th %tile Q(veh)	0	-	2.7	-	-	5.2	0.7					
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection												
Intersection Delay, s/veh	41.7											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	246	188	0	0	0	698	145	0	112	0	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	267	204	0	0	0	759	158	0	122	0	139
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	36.1	52.9	12.7
HCM LOS	E	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	57%	0%	0%
Vol Thru, %	0%	0%	43%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	128	434	698	145
LT Vol	112	0	246	0	0
Through Vol	0	0	188	698	0
RT Vol	0	128	0	0	145
Lane Flow Rate	122	139	472	759	158
Geometry Grp	7	7	6	7	7
Degree of Util (X)	0.271	0.263	0.851	1	0.24
Departure Headway (Hd)	8.007	6.807	6.495	6.19	5.478
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	450	530	561	592	656
Service Time	5.723	4.523	4.509	3.917	3.205
HCM Lane V/C Ratio	0.271	0.262	0.841	1.282	0.241
HCM Control Delay	13.7	11.9	36.1	61.8	9.9
HCM Lane LOS	B	B	E	F	A
HCM 95th-tile Q	1.1	1	9.1	14.7	0.9

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	0	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Lane

Existing AM
51: Manchester Avenue & I-5 SB On-Off Ramps

1/26/2016

Intersection

Intersection Delay, s/veh40.5

Intersection LOS E

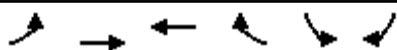
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	448	133	0	393	1158	0	31	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	487	145	0	427	1259	0	34	8
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	31.3	44.6	11.4
HCM LOS	D	E	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	448	133	393	1158	31	7
LT Vol	448	0	0	0	31	0
Through Vol	0	133	393	0	0	0
RT Vol	0	0	0	1158	0	7
Lane Flow Rate	487	145	427	1259	34	8
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.865	0.237	0.642	1	0.077	0.015
Departure Headway (Hd)	6.395	5.897	5.411	4.706	8.263	7.064
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	565	606	666	768	432	504
Service Time	4.169	3.67	3.172	2.467	6.039	4.84
HCM Lane V/C Ratio	0.862	0.239	0.641	1.639	0.079	0.016
HCM Control Delay	37.5	10.5	17.5	53.8	11.7	9.9
HCM Lane LOS	E	B	C	F	B	A
HCM 95th-tile Q	9.5	0.9	4.6	16.8	0.2	0

Existing AM
52: Manchester Avenue & I-5 NB On-Off Ramps

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	22	142	1469	23	668	82		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	24	154	1597	25	726	89		
Adj No. of Lanes	1	1	2	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	47	1141	1852	811	833	383		
Arrive On Green	0.03	0.61	0.52	0.52	0.24	0.24		
Sat Flow, veh/h	1774	1863	3632	1549	3442	1583		
Grp Volume(v), veh/h	24	154	1597	25	726	89		
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1549	1721	1583		
Q Serve(g_s), s	1.0	2.6	29.3	0.6	15.2	3.4		
Cycle Q Clear(g_c), s	1.0	2.6	29.3	0.6	15.2	3.4		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	47	1141	1852	811	833	383		
V/C Ratio(X)	0.52	0.14	0.86	0.03	0.87	0.23		
Avail Cap(c_a), veh/h	119	1424	2247	984	1007	463		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	36.0	6.1	15.5	8.6	27.2	22.8		
Incr Delay (d2), s/veh	3.3	0.0	2.7	0.0	6.4	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	1.3	14.9	0.3	7.9	3.2		
LnGrp Delay(d),s/veh	39.2	6.2	18.2	8.6	33.7	22.9		
LnGrp LOS	D	A	B	A	C	C		
Approach Vol, veh/h		178	1622		815			
Approach Delay, s/veh		10.6	18.1		32.5			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.6		23.2	6.7	44.9		
Change Period (Y+Rc), s		5.8		5.1	* 4.7	5.8		
Max Green Setting (Gmax), s		57.2		21.9	* 5	47.5		
Max Q Clear Time (g_c+1), s		4.6		17.2	3.0	31.3		
Green Ext Time (p_c), s		11.2		0.9	0.0	7.8		
Intersection Summary								
HCM 2010 Ctrl Delay		22.1						
HCM 2010 LOS		C						
Notes								

Existing AM
53: Manchester Avenue & El Camino Real

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	4	4	332	6	186	26	533	278	175	989	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	4	4	285	113	202	28	579	0	190	1075	33
Adj No. of Lanes	0	1	1	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	7	42	394	132	236	42	1216	544	234	1548	678
Arrive On Green	0.03	0.03	0.03	0.22	0.22	0.22	0.02	0.34	0.00	0.13	0.44	0.44
Sat Flow, veh/h	1531	255	1583	1774	595	1064	1774	3539	1583	1774	3539	1549
Grp Volume(v), veh/h	28	0	4	285	0	315	28	579	0	190	1075	33
Grp Sat Flow(s),veh/h/ln	1786	0	1583	1774	0	1659	1774	1770	1583	1774	1770	1549
Q Serve(g_s), s	1.1	0.0	0.2	10.5	0.0	12.9	1.1	9.1	0.0	7.4	17.3	0.9
Cycle Q Clear(g_c), s	1.1	0.0	0.2	10.5	0.0	12.9	1.1	9.1	0.0	7.4	17.3	0.9
Prop In Lane	0.86		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	0	42	394	0	368	42	1216	544	234	1548	678
V/C Ratio(X)	0.59	0.00	0.10	0.72	0.00	0.86	0.66	0.48	0.00	0.81	0.69	0.05
Avail Cap(c_a), veh/h	404	0	359	490	0	458	402	1267	567	628	1653	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	33.6	25.5	0.0	26.4	34.2	18.2	0.0	29.8	16.1	11.4
Incr Delay (d2), s/veh	4.4	0.0	0.4	2.7	0.0	10.6	6.3	0.4	0.0	2.6	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	5.4	0.0	6.9	0.6	4.5	0.0	3.8	8.8	0.4
LnGrp Delay(d),s/veh	38.4	0.0	33.9	28.2	0.0	37.0	40.5	18.5	0.0	32.4	18.3	11.5
LnGrp LOS	D		C	C		D	D	B		C	B	B
Approach Vol, veh/h	32		600				607			1298		
Approach Delay, s/veh	37.8		32.8				19.6			20.2		
Approach LOS	D		C				B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.3	30.8	6.4		6.7	37.4	20.2					
Change Period (Y+Rc), s	4.0	* 6.5	4.5		5.0	6.5	4.5					
Max Green Setting (Gmax), s	25.0	* 25	16.0		16.0	33.0	19.5					
Max Q Clear Time (g_c+1.4	19.4	11.1	3.1		3.1	19.3	14.9					
Green Ext Time (p_c), s	0.2	12.0	0.0		0.0	11.6	0.8					
Intersection Summary												
HCM 2010 Ctrl Delay			23.2									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM
1: Carlsbad Boulevard & Poinsettia Lane

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	19	5	230	1	195	3	572	168	142	367	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		0.96	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	9	21	5	250	1	212	3	622	183	154	399	49
Adj No. of Lanes	1	1	1	2	0	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	180	142	628	0	279	6	1077	463	244	1316	552
Arrive On Green	0.10	0.10	0.10	0.18	0.18	0.18	0.00	0.30	0.30	0.07	0.37	0.37
Sat Flow, veh/h	1774	1863	1472	3442	0	1530	1774	3539	1524	3442	3539	1484
Grp Volume(v), veh/h	9	21	5	250	0	212	3	622	183	154	399	49
Grp Sat Flow(s),veh/h/ln	1774	1863	1472	1721	0	1530	1774	1770	1524	1721	1770	1484
Q Serve(g_s), s	0.3	0.7	0.2	4.1	0.0	8.4	0.1	9.4	6.0	2.8	5.1	1.4
Cycle Q Clear(g_c), s	0.3	0.7	0.2	4.1	0.0	8.4	0.1	9.4	6.0	2.8	5.1	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	180	142	628	0	279	6	1077	463	244	1316	552
V/C Ratio(X)	0.05	0.12	0.04	0.40	0.00	0.76	0.52	0.58	0.39	0.63	0.30	0.09
Avail Cap(c_a), veh/h	948	995	786	865	0	385	112	1696	730	406	1891	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	26.3	26.0	22.9	0.0	24.7	31.7	18.7	17.5	28.8	14.2	13.0
Incr Delay (d2), s/veh	0.2	0.5	0.2	0.6	0.0	7.2	24.5	0.5	0.5	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.1	2.0	0.0	4.1	0.1	4.7	2.6	1.3	2.5	0.6
LnGrp Delay(d),s/veh	26.3	26.7	26.2	23.5	0.0	31.9	56.2	19.2	18.1	29.8	14.3	13.1
LnGrp LOS	C	C	C	C		C	E	B	B	C	B	B
Approach Vol, veh/h		35			462			808			602	
Approach Delay, s/veh		26.6			27.4			19.1			18.1	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	25.9		11.7	4.7	30.2		17.1				
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5		5.5				
Max Green Setting (Gmax), s	7.5	30.5		34.0	4.0	34.0		16.0				
Max Q Clear Time (g_c+I1), s	4.8	11.4		2.7	2.1	7.1		10.4				
Green Ext Time (p_c), s	0.1	6.8		0.2	0.0	7.7		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									

Existing PM

2: I-5 SB On-Ramp/I-5 SB Off-Ramp & Poinsettia Lane

11/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	767	206	736	815	0	0	0	0	333	2	211
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	834	224	800	886	0				363	0	229
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1125	486	907	2323	0				642	0	287
Arrive On Green	0.00	0.32	0.32	0.26	0.66	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3632	1529	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	834	224	800	886	0				363	0	229
Grp Sat Flow(s),veh/h/ln	0	1770	1529	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	13.2	7.3	14.0	7.2	0.0				5.9	0.0	8.7
Cycle Q Clear(g_c), s	0.0	13.2	7.3	14.0	7.2	0.0				5.9	0.0	8.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1125	486	907	2323	0				642	0	287
V/C Ratio(X)	0.00	0.74	0.46	0.88	0.38	0.00				0.57	0.00	0.80
Avail Cap(c_a), veh/h	0	1173	507	1004	2471	0				905	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	17.1	22.2	4.9	0.0				23.4	0.0	24.6
Incr Delay (d2), s/veh	0.0	2.1	0.3	8.0	0.2	0.0				0.3	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	3.1	7.7	3.5	0.0				2.9	0.0	4.1
LnGrp Delay(d),s/veh	0.0	21.2	17.4	30.2	5.2	0.0				23.7	0.0	29.4
LnGrp LOS		C	B	C	A					C		C
Approach Vol, veh/h		1058			1686						592	
Approach Delay, s/veh		20.4			17.0						25.9	
Approach LOS		C			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	11.2	25.0		16.5		46.3		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.8	20.8		16.0		43.8		
Max Q Clear Time (g_c+10), s	11.8	15.2		10.7		9.2		
Green Ext Time (p_c), s	0.5	4.7		0.7		19.8		

Intersection Summary

HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	164	977	0	0	1213	261	288	3	723	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	178	1062	0	0	1318	284	313	3	786			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	221	1936	0	0	1763	530	507	5	804			
Arrive On Green	0.12	0.55	0.00	0.00	0.35	0.35	0.29	0.29	0.29			
Sat Flow, veh/h	1774	3632	0	0	5253	1528	1758	17	2787			
Grp Volume(v), veh/h	178	1062	0	0	1318	284	316	0	786			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1528	1775	0	1393			
Q Serve(g_s), s	6.1	12.0	0.0	0.0	14.2	9.3	9.6	0.0	17.3			
Cycle Q Clear(g_c), s	6.1	12.0	0.0	0.0	14.2	9.3	9.6	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	221	1936	0	0	1763	530	512	0	804			
V/C Ratio(X)	0.80	0.55	0.00	0.00	0.75	0.54	0.62	0.00	0.98			
Avail Cap(c_a), veh/h	294	2105	0	0	1795	539	512	0	804			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.4	9.1	0.0	0.0	17.9	16.3	19.1	0.0	21.9			
Incr Delay (d2), s/veh	8.4	0.5	0.0	0.0	1.5	0.5	1.7	0.0	26.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), veh/ln	8.5	5.9	0.0	0.0	6.8	3.9	4.9	0.0	9.6			
LnGrp Delay(d), s/veh	34.8	9.6	0.0	0.0	19.4	16.8	20.8	0.0	48.0			
LnGrp LOS	C	A			B	B	C		D			
Approach Vol, veh/h	1240				1602			1102				
Approach Delay, s/veh	13.2				18.9			40.2				
Approach LOS	B				B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		39.0			12.4	26.6		23.0				
Change Period (Y+Rc), s		5.1			* 4.7	5.1		5.1				
Max Green Setting (Gmax), s		36.9			* 10	21.9		17.9				
Max Q Clear Time (g_c+I1), s		14.0			8.1	16.2		19.3				
Green Ext Time (p_c), s		18.9			0.1	5.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Existing PM
4: Aviara Parkway & Poinsettia Lane

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	252	459	251	21	367	93	289	212	12	114	331	423
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	274	499	273	23	399	101	314	230	5	124	360	110
Adj No. of Lanes	2	1	2	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	624	1238	36	718	180	402	868	19	158	583	176
Arrive On Green	0.11	0.33	0.33	0.02	0.26	0.26	0.12	0.25	0.25	0.09	0.22	0.22
Sat Flow, veh/h	3442	1863	2728	1774	2805	703	3442	3542	77	1774	2681	808
Grp Volume(v), veh/h	274	499	273	23	250	250	314	115	120	124	236	234
Grp Sat Flow(s),veh/h/ln	1721	1863	1364	1774	1770	1739	1721	1770	1849	1774	1770	1720
Q Serve(g_s), s	5.8	18.4	2.5	1.0	9.3	9.4	6.7	4.0	4.0	5.2	9.1	9.3
Cycle Q Clear(g_c), s	5.8	18.4	2.5	1.0	9.3	9.4	6.7	4.0	4.0	5.2	9.1	9.3
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.04	1.00		0.47
Lane Grp Cap(c), veh/h	363	624	1238	36	453	445	402	434	453	158	385	374
V/C Ratio(X)	0.75	0.80	0.22	0.64	0.55	0.56	0.78	0.26	0.27	0.79	0.61	0.63
Avail Cap(c_a), veh/h	432	875	1606	94	702	690	460	709	741	286	758	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	22.9	4.1	36.8	24.4	24.4	32.4	23.0	23.0	33.7	26.7	26.8
Incr Delay (d2), s/veh	6.1	4.5	0.1	13.2	1.5	1.6	7.0	0.4	0.4	6.3	1.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	10.2	1.3	0.6	4.7	4.7	3.6	2.0	2.1	2.8	4.7	4.6
LnGrp Delay(d),s/veh	39.0	27.3	4.2	49.9	25.9	26.0	39.4	23.4	23.4	40.0	28.6	28.9
LnGrp LOS	D	C	A	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1046				523		549				594	
Approach Delay, s/veh	24.4				27.0		32.6				31.1	
Approach LOS	C				C		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	24.5	7.5	31.3	14.3	22.4	13.5	25.4				
Change Period (Y+Rc), s	5.5	6.0	6.0	* 6	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	12.2	30.3	4.0	* 36	10.1	32.4	9.5	30.0				
Max Q Clear Time (g_c+17.2), s	12.2	6.0	3.0	20.4	8.7	11.3	7.8	11.4				
Green Ext Time (p_c), s	0.1	5.4	0.4	4.9	0.1	5.1	0.2	4.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.0									
HCM 2010 LOS			C									
Notes												

Existing PM
5: Highway 101/Carlsbad Boulevard & La Costa Avenue

11/13/2015

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	291	265	585	298	227	418		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	316	0	636	0	247	454		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	397	354	1087	487	304	1989		
Arrive On Green	0.22	0.00	0.31	0.00	0.17	0.56		
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632		
Grp Volume(v), veh/h	316	0	636	0	247	454		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770		
Q Serve(g_s), s	8.1	0.0	7.3	0.0	6.4	3.1		
Cycle Q Clear(g_c), s	8.1	0.0	7.3	0.0	6.4	3.1		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	397	354	1087	487	304	1989		
V/C Ratio(X)	0.80	0.00	0.58	0.00	0.81	0.23		
Avail Cap(c_a), veh/h	996	889	1598	715	443	2776		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	17.6	0.0	14.1	0.0	19.2	5.3		
Incr Delay (d2), s/veh	3.7	0.0	0.5	0.0	4.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.4	0.0	3.6	0.0	3.5	1.5		
LnGrp Delay(d),s/veh	21.3	0.0	14.6	0.0	23.7	5.3		
LnGrp LOS	C		B		C	A		
Approach Vol, veh/h	316		636			701		
Approach Delay, s/veh	21.3		14.6			11.8		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.2	20.1		15.8		32.3		
Change Period (Y+Rc), s	4.0	5.3		5.0		5.3		
Max Green Setting (Gmax), s	12.0	21.7		27.0		37.7		
Max Q Clear Time (g_c+1.0), s	19.4	9.3		10.1		5.1		
Green Ext Time (p_c), s	0.1	5.4		0.8		8.1		
Intersection Summary								
HCM 2010 Ctrl Delay			14.7					
HCM 2010 LOS			B					

Existing PM
6: Vulcan Avenue & La Costa Avenue

11/13/2015

Intersection

Int Delay, s/veh 5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	468	57	165	499	57	160
Conflicting Peds, #/hr	0	9	9	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	509	62	179	542	62	174

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	571	0	1441	549
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	901	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1002	-	146	535
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	396	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	994	-	108	531
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	292	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	31
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	531	-	-	994	-
HCM Lane V/C Ratio	0.574	0.328	-	-	0.18	-
HCM Control Delay (s)	75.9	15	-	-	9.4	0
HCM Lane LOS	F	C	-	-	A	A
HCM 95th %tile Q(veh)	2.7	1.4	-	-	0.7	-

Existing PM

7: I-5 SB On-Ramp/I-5 SB Off-Ramp & La Costa Avenue

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	523	100	768	532	0	0	0	0	535	2	173
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	568	109	835	578	0				583	0	188
Adj No. of Lanes	0	2	0	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	687	132	1466	2540	0				587	0	262
Arrive On Green	0.00	0.23	0.23	0.43	0.72	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3058	567	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	338	339	835	578	0				583	0	188
Grp Sat Flow(s),veh/h/ln	0	1770	1763	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	16.3	16.4	16.6	5.0	0.0				14.8	0.0	10.1
Cycle Q Clear(g_c), s	0.0	16.3	16.4	16.6	5.0	0.0				14.8	0.0	10.1
Prop In Lane	0.00		0.32	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	410	409	1466	2540	0				587	0	262
V/C Ratio(X)	0.00	0.82	0.83	0.57	0.23	0.00				0.99	0.00	0.72
Avail Cap(c_a), veh/h	0	779	776	1466	2540	0				587	0	262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.8	32.9	19.6	4.3	0.0				37.5	0.0	35.6
Incr Delay (d2), s/veh	0.0	17.0	17.4	0.3	0.2	0.0				35.1	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	10.0	7.8	2.5	0.0				10.1	0.0	5.0
LnGrp Delay(d),s/veh	0.0	49.8	50.2	19.9	4.5	0.0				72.6	0.0	43.4
LnGrp LOS		D	D	B	A					E		D
Approach Vol, veh/h		677			1413						771	
Approach Delay, s/veh		50.0			13.6						65.5	
Approach LOS		D			B						E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.7	26.3		20.0		70.0						
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4						
Max Green Setting (Gmax), s	20.3	* 40		14.9		64.6						
Max Q Clear Time (g_c+I1), s	18.6	18.4		16.8		7.0						
Green Ext Time (p_c), s	1.0	2.4		0.0		4.9						
Intersection Summary												
HCM 2010 Ctrl Delay			36.2									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM

8: I-5 NB Off-Ramp/I-5 NB On-Ramp & La Costa Avenue

11/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	152	907	0	0	1170	421	129	0	859	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	165	986	0	0	1272	458	140	0	663			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	208	2509	0	0	2742	833	294	0	461			
Arrive On Green	0.12	0.71	0.00	0.00	0.72	0.72	0.17	0.00	0.17			
Sat Flow, veh/h	1774	3632	0	0	5253	1545	1774	0	2787			
Grp Volume(v), veh/h	165	986	0	0	1272	458	140	0	663			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1545	1774	0	1393			
Q Serve(g_s), s	8.1	10.1	0.0	0.0	9.5	12.5	6.4	0.0	14.9			
Cycle Q Clear(g_c), s	8.1	10.1	0.0	0.0	9.5	12.5	6.4	0.0	14.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	208	2509	0	0	2742	833	294	0	461			
V/C Ratio(X)	0.79	0.39	0.00	0.00	0.46	0.55	0.48	0.00	1.44			
Avail Cap(c_a), veh/h	499	2525	0	0	2742	833	294	0	461			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.6	5.3	0.0	0.0	7.2	7.6	34.0	0.0	37.6			
Incr Delay (d2), s/veh	9.2	0.5	0.0	0.0	0.5	2.5	0.4	0.0	208.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	5.0	0.0	0.0	4.5	5.8	3.2	0.0	19.1			
LnGrp Delay(d),s/veh	47.9	5.7	0.0	0.0	7.8	10.1	34.5	0.0	246.3			
LnGrp LOS	D	A			A	B	C		F			
Approach Vol, veh/h	1151					1730		803				
Approach Delay, s/veh	11.8					8.4		209.4				
Approach LOS	B					A		F				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2					5		6		8		
Phs Duration (G+Y+Rc), s	70.0					15.3		54.7		20.0		
Change Period (Y+Rc), s	* 6.2					* 4.7		6.2		5.1		
Max Green Setting (Gmax), s	* 64					* 25		33.8		14.9		
Max Q Clear Time (g_c+1), s	12.1					10.1		14.5		16.9		
Green Ext Time (p_c), s	20.0					0.6		12.4		0.0		
Intersection Summary												
HCM 2010 Ctrl Delay			53.3									
HCM 2010 LOS			D									
Notes												

Existing PM
9: Piraeus Street & La Costa Avenue

11/13/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑↑↑	↱	↱		
Volume (veh/h)	1739	68	48	1432	82	59		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1890	65	52	1557	89	64		
Adj No. of Lanes	2	0	1	4	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2121	72	129	4696	231	207		
Arrive On Green	1.00	1.00	0.07	0.73	0.13	0.13		
Sat Flow, veh/h	3581	119	1774	6669	1774	1583		
Grp Volume(v), veh/h	952	1003	52	1557	89	64		
Grp Sat Flow(s),veh/h/ln	1770	1838	1774	1602	1774	1583		
Q Serve(g_s), s	0.0	0.0	2.5	7.7	4.1	3.3		
Cycle Q Clear(g_c), s	0.0	0.0	2.5	7.7	4.1	3.3		
Prop In Lane		0.06	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1076	1117	129	4696	231	207		
V/C Ratio(X)	0.89	0.90	0.40	0.33	0.38	0.31		
Avail Cap(c_a), veh/h	1076	1117	177	4696	451	403		
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.61	0.61	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	39.9	4.2	35.8	35.5		
Incr Delay (d2), s/veh	6.9	7.4	0.8	0.2	0.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	2.3	1.3	3.4	2.1	1.5		
LnGrp Delay(d),s/veh	6.9	7.4	40.6	4.4	36.2	35.8		
LnGrp LOS	A	A	D	A	D	D		
Approach Vol, veh/h	1955			1609	153			
Approach Delay, s/veh	7.2			5.6	36.0			
Approach LOS	A			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.2	61.9				73.2		16.8
Change Period (Y+Rc), s	4.7	7.2				7.2		5.1
Max Green Setting (Gmax), s	41.1					54.8		22.9
Max Q Clear Time (g_c+14),s	14.5	2.0				9.7		6.1
Green Ext Time (p_c), s	0.0	37.6				43.2		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			7.7					
HCM 2010 LOS			A					
Notes								

Existing PM
10: Saxony Road & La Costa Avenue

11/13/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑	↱	↱		
Volume (veh/h)	1693	112	163	1390	75	135		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1840	122	177	1511	82	147		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2054	135	208	2745	206	184		
Arrive On Green	0.61	0.61	0.12	0.78	0.12	0.12		
Sat Flow, veh/h	3465	221	1774	3632	1774	1583		
Grp Volume(v), veh/h	956	1006	177	1511	82	147		
Grp Sat Flow(s),veh/h/ln	1770	1824	1774	1770	1774	1583		
Q Serve(g_s), s	46.6	48.9	9.9	17.0	4.4	9.2		
Cycle Q Clear(g_c), s	46.6	48.9	9.9	17.0	4.4	9.2		
Prop In Lane		0.12	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1078	1111	208	2745	206	184		
V/C Ratio(X)	0.89	0.91	0.85	0.55	0.40	0.80		
Avail Cap(c_a), veh/h	1078	1111	262	2822	489	436		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.9	17.3	44.0	4.5	41.6	43.8		
Incr Delay (d2), s/veh	9.7	11.1	16.0	0.4	1.2	7.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	25.5	27.7	5.8	8.3	2.2	4.4		
LnGrp Delay(d),s/veh	26.5	28.4	60.0	4.9	42.9	51.6		
LnGrp LOS	C	C	E	A	D	D		
Approach Vol, veh/h	1962			1688	229			
Approach Delay, s/veh	27.5			10.6	48.4			
Approach LOS	C			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		16.8	16.9	67.9				84.8
Change Period (Y+Rc), s		5.0	5.0	6.0				6.0
Max Green Setting (Gmax), s		28.0	15.0	61.0				81.0
Max Q Clear Time (g_c+1), s		11.2	11.9	50.9				19.0
Green Ext Time (p_c), s		0.6	0.1	10.1				59.8
Intersection Summary								
HCM 2010 Ctrl Delay			21.4					
HCM 2010 LOS			C					

Existing PM
11: El Camino Real & La Costa Avenue

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	769	723	295	132	444	143	319	1189	65	231	957	732
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	836	786	225	143	483	112	347	1292	57	251	1040	637
Adj No. of Lanes	2	2	1	1	2	1	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	748	991	435	128	477	210	393	1482	65	700	2023	965
Arrive On Green	0.22	0.28	0.28	0.07	0.13	0.13	0.19	0.50	0.50	0.34	0.66	0.66
Sat Flow, veh/h	3442	3539	1554	1774	3539	1559	3442	4994	220	3442	5085	1561
Grp Volume(v), veh/h	836	786	225	143	483	112	347	877	472	251	1040	637
Grp Sat Flow(s),veh/h/ln	1721	1770	1554	1774	1770	1559	1721	1695	1824	1721	1695	1561
Q Serve(g_s), s	32.6	30.8	18.3	10.8	20.2	6.8	14.7	34.5	34.5	8.2	15.6	41.2
Cycle Q Clear(g_c), s	32.6	30.8	18.3	10.8	20.2	6.8	14.7	34.5	34.5	8.2	15.6	41.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	748	991	435	128	477	210	393	1006	541	700	2023	965
V/C Ratio(X)	1.12	0.79	0.52	1.12	1.01	0.53	0.88	0.87	0.87	0.36	0.51	0.66
Avail Cap(c_a), veh/h	748	996	437	128	477	210	564	1112	598	700	2023	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	50.0	45.5	69.6	64.9	27.4	59.7	35.3	35.3	42.2	17.8	10.6
Incr Delay (d2), s/veh	70.2	4.3	0.8	115.3	44.6	2.6	8.7	10.3	17.4	0.1	0.9	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	15.7	8.0	9.4	12.8	3.1	7.5	17.5	19.9	3.9	7.4	18.2
LnGrp Delay(d),s/veh	128.9	54.3	46.3	184.9	109.5	30.0	68.4	45.6	52.7	42.3	18.7	14.2
LnGrp LOS	F	D	D	F	F	C	E	D	D	D	B	B
Approach Vol, veh/h	1847			738			1696			1928		
Approach Delay, s/veh	87.1			112.1			52.3			20.3		
Approach LOS	F			F			D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.5	50.5	15.0	48.0	21.3	65.7	36.8	26.2				
Change Period (Y+Rc), s	6.0	* 6	* 4.2	* 6	* 4.2	6.0	* 4.2	6.0				
Max Green Setting (Gmax), s	27.6	* 49	* 11	* 42	* 25	52.2	* 33	20.2				
Max Q Clear Time (g_c+1.0), s	110.2	36.5	12.8	32.8	16.7	43.2	34.6	22.2				
Green Ext Time (p_c), s	11.6	8.0	0.0	5.3	0.4	6.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	59.8											
HCM 2010 LOS	E											
Notes												

Existing PM
12: Highway 101 & Leucadia Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	58	13	204	38	185	14	810	228	268	680	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	16	63	14	222	41	201	15	880	248	291	739	27
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	82	18	326	51	248	25	1147	791	331	1618	59
Arrive On Green	0.07	0.07	0.07	0.18	0.18	0.18	0.01	0.32	0.32	0.19	0.46	0.46
Sat Flow, veh/h	304	1197	266	1774	275	1349	1774	3539	1544	1774	3482	127
Grp Volume(v), veh/h	93	0	0	222	0	242	15	880	248	291	375	391
Grp Sat Flow(s),veh/h/ln	1767	0	0	1774	0	1625	1774	1770	1544	1774	1770	1840
Q Serve(g_s), s	4.0	0.0	0.0	9.1	0.0	11.1	0.7	17.4	7.3	12.4	11.2	11.2
Cycle Q Clear(g_c), s	4.0	0.0	0.0	9.1	0.0	11.1	0.7	17.4	7.3	12.4	11.2	11.2
Prop In Lane	0.17		0.15	1.00		0.83	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	121	0	0	326	0	298	25	1147	791	331	822	855
V/C Ratio(X)	0.77	0.00	0.00	0.68	0.00	0.81	0.59	0.77	0.31	0.88	0.46	0.46
Avail Cap(c_a), veh/h	364	0	0	639	0	585	114	1371	889	400	913	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	0.0	29.6	0.0	30.4	38.1	23.6	11.2	30.7	14.1	14.1
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.9	0.0	2.0	8.0	1.7	0.1	15.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	4.5	0.0	5.1	0.4	8.7	4.3	7.5	5.5	5.7
LnGrp Delay(d),s/veh	39.4	0.0	0.0	30.5	0.0	32.4	46.1	25.4	11.3	46.0	14.3	14.3
LnGrp LOS	D			C		C	D	C	B	D	B	B
Approach Vol, veh/h		93			464			1143			1057	
Approach Delay, s/veh		39.4			31.5			22.6			23.0	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	30.5		9.8	7.1	41.4		19.4				
Change Period (Y+Rc), s	3.5	5.3		4.5	6.0	5.3		5.1				
Max Green Setting (Gmax), s	17.5	30.1		16.0	5.0	40.1		28.0				
Max Q Clear Time (g_c+1/4), s	14.4	19.4		6.0	2.7	13.2		13.1				
Green Ext Time (p_c), s	0.1	5.8		0.1	0.0	9.0		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			24.8									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM
13: Vulcan Avenue & Leucadia Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	415	62	69	326	27	56	152	119	25	147	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	451	67	75	354	29	61	165	54	27	160	49
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	614	832	124	484	1126	92	344	315	103	338	320	98
Arrive On Green	0.09	0.53	0.53	0.34	0.34	0.34	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1774	1584	235	876	3314	270	1159	1344	440	1157	1365	418
Grp Volume(v), veh/h	84	0	518	75	188	195	61	0	219	27	0	209
Grp Sat Flow(s),veh/h/ln	1774	0	1819	876	1770	1815	1159	0	1784	1157	0	1783
Q Serve(g_s), s	1.0	0.0	7.2	2.4	3.0	3.0	1.8	0.0	4.1	0.8	0.0	3.8
Cycle Q Clear(g_c), s	1.0	0.0	7.2	2.5	3.0	3.0	5.7	0.0	4.1	4.8	0.0	3.8
Prop In Lane	1.00		0.13	1.00		0.15	1.00		0.25	1.00		0.23
Lane Grp Cap(c), veh/h	614	0	955	484	601	616	344	0	418	338	0	418
V/C Ratio(X)	0.14	0.00	0.54	0.15	0.31	0.32	0.18	0.00	0.52	0.08	0.00	0.50
Avail Cap(c_a), veh/h	754	0	1538	696	1029	1055	804	0	1127	797	0	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	0.0	6.0	9.1	9.2	9.2	15.0	0.0	12.6	14.8	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.2	0.4	0.4	0.1	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.6	0.6	1.5	1.5	0.6	0.0	2.0	0.3	0.0	1.9
LnGrp Delay(d),s/veh	5.7	0.0	6.7	9.3	9.7	9.7	15.1	0.0	13.0	14.8	0.0	12.9
LnGrp LOS	A		A	A	A	A	B		B	B		B
Approach Vol, veh/h	602				458				280		236	
Approach Delay, s/veh	6.5				9.6				13.5		13.1	
Approach LOS	A				A				B		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	23.9		14.0		7.0		16.9		14.0			
Change Period (Y+Rc), s	4.0		5.1		3.5		4.0		5.1			
Max Green Setting (Gmax), s	32.0		23.9		6.5		22.0		23.9			
Max Q Clear Time (g_c+I1), s	9.2		6.8		3.0		5.0		7.7			
Green Ext Time (p_c), s	9.1		1.6		0.0		7.8		1.6			
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									

Existing PM
14: Orpheus Avenue & Leucadia Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	533	14	132	654	99	15	12	177	129	21	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	579	15	143	711	108	16	13	149	140	23	21
Adj No. of Lanes	1	2	0	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	1021	26	489	1394	602	460	32	367	351	223	203
Arrive On Green	0.04	0.29	0.29	0.14	0.39	0.39	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	3525	91	3442	3539	1529	1351	129	1474	1219	896	818
Grp Volume(v), veh/h	15	290	304	143	711	108	16	0	162	140	0	44
Grp Sat Flow(s), veh/h/ln	1774	1770	1847	1721	1770	1529	1351	0	1603	1219	0	1714
Q Serve(g_s), s	0.4	6.7	6.7	1.8	7.3	2.2	0.4	0.0	4.0	5.2	0.0	0.9
Cycle Q Clear(g_c), s	0.4	6.7	6.7	1.8	7.3	2.2	1.4	0.0	4.0	9.2	0.0	0.9
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.92	1.00		0.48
Lane Grp Cap(c), veh/h	67	512	535	489	1394	602	460	0	399	351	0	426
V/C Ratio(X)	0.22	0.57	0.57	0.29	0.51	0.18	0.03	0.00	0.41	0.40	0.00	0.10
Avail Cap(c_a), veh/h	371	802	837	575	1456	629	1111	0	1172	939	0	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	14.5	14.5	18.4	11.0	9.5	14.4	0.0	15.0	18.9	0.0	13.9
Incr Delay (d2), s/veh	0.6	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.3	3.4	0.8	3.6	0.9	0.2	0.0	1.8	1.8	0.0	0.4
LnGrp Delay(d),s/veh	23.0	14.8	14.8	18.5	11.1	9.5	14.4	0.0	15.3	19.2	0.0	13.9
LnGrp LOS	C	B	B	B	B	A	B		B	B		B
Approach Vol, veh/h	609			962			178			184		
Approach Delay, s/veh	15.0			12.0			15.2			17.9		
Approach LOS	B			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	19.0		17.0	6.9	24.0		17.0				
Change Period (Y+Rc), s	5.1	5.1		5.1	5.1	5.1		5.1				
Max Green Setting (Gmax), s	21.7	21.7		35.0	10.0	19.7		35.0				
Max Q Clear Time (g_c+I), s	13.8	8.7		11.2	2.4	9.3		6.0				
Green Ext Time (p_c), s	0.1	5.2		1.1	0.0	4.6		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay	13.8											
HCM 2010 LOS	B											

Existing PM

15: I-5 SB On-Ramp/I-5 SB Off-Ramp & Leucadia Boulevard

11/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	625	214	410	640	0	0	0	0	351	0	179
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	679	233	446	696	0				382	0	195
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1164	517	579	2141	0				639	0	285
Arrive On Green	0.00	0.33	0.33	0.17	0.60	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3632	1572	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	679	233	446	696	0				382	0	195
Grp Sat Flow(s),veh/h/ln	0	1770	1572	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	7.6	5.5	5.9	4.6	0.0				4.7	0.0	5.5
Cycle Q Clear(g_c), s	0.0	7.6	5.5	5.9	4.6	0.0				4.7	0.0	5.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1164	517	579	2141	0				639	0	285
V/C Ratio(X)	0.00	0.58	0.45	0.77	0.33	0.00				0.60	0.00	0.68
Avail Cap(c_a), veh/h	0	1620	720	581	2598	0				2620	0	1169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.2	12.5	18.8	4.6	0.0				17.9	0.0	18.2
Incr Delay (d2), s/veh	0.0	0.2	0.2	5.7	0.0	0.0				0.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	2.4	3.2	2.2	0.0				2.3	0.0	2.5
LnGrp Delay(d),s/veh	0.0	13.4	12.8	24.5	4.6	0.0				18.2	0.0	19.3
LnGrp LOS		B	B	C	A					B		B
Approach Vol, veh/h		912			1142						577	
Approach Delay, s/veh		13.2			12.4						18.6	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.1	20.7		13.6		33.8						
Change Period (Y+Rc), s	5.1	5.1		5.1		5.1						
Max Green Setting (Gmax), s	21.7			35.0		34.8						
Max Q Clear Time (g_c+I), s	9.6			7.5		6.6						
Green Ext Time (p_c), s	0.0	5.7		1.1		8.1						
Intersection Summary												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM

16: I-5 NB Off-Ramp/I-5 NB On-Ramp & Leucadia Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	192	761	0	0	864	522	180	55	701	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863			
Adj Flow Rate, veh/h	209	827	0	0	939	567	128	155	762			
Adj No. of Lanes	1	2	0	0	3	0	1	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	245	2304	0	0	1547	723	412	433	719			
Arrive On Green	0.14	0.65	0.00	0.00	0.46	0.46	0.23	0.23	0.23			
Sat Flow, veh/h	1774	3632	0	0	3558	1583	1774	1863	3098			
Grp Volume(v), veh/h	209	827	0	0	939	567	128	155	762			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1583	1774	1863	1549			
Q Serve(g_s), s	10.4	9.6	0.0	0.0	18.7	27.3	5.4	6.3	20.9			
Cycle Q Clear(g_c), s	10.4	9.6	0.0	0.0	18.7	27.3	5.4	6.3	20.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	245	2304	0	0	1547	723	412	433	719			
V/C Ratio(X)	0.85	0.36	0.00	0.00	0.61	0.78	0.31	0.36	1.06			
Avail Cap(c_a), veh/h	333	2304	0	0	1547	723	412	433	719			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.76	0.76	0.00	0.00	0.73	0.73	1.00	1.00	1.00			
Uniform Delay (d), s/veh	37.9	7.1	0.0	0.0	18.4	20.7	28.6	28.9	34.5			
Incr Delay (d2), s/veh	9.0	0.3	0.0	0.0	1.3	6.2	0.2	0.2	50.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.7	4.7	0.0	0.0	9.0	13.1	2.6	3.3	13.9			
LnGrp Delay(d),s/veh	46.9	7.5	0.0	0.0	19.7	26.9	28.7	29.1	84.8			
LnGrp LOS	D	A			B	C	C	C	F			
Approach Vol, veh/h	1036			1506			1045					
Approach Delay, s/veh	15.4			22.4			69.7					
Approach LOS	B			C			E					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	64.0			17.5			46.5			26.0		
Change Period (Y+Rc), s	5.4			5.1			5.4			5.1		
Max Green Setting (Gmax), s	58.6			16.9			36.6			20.9		
Max Q Clear Time (g_c+I1), s	11.6			12.4			29.3			22.9		
Green Ext Time (p_c), s	18.8			0.1			5.7			0.0		
Intersection Summary												
HCM 2010 Ctrl Delay	34.2											
HCM 2010 LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM
17: Saxony Road & Leucadia Boulevard

11/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	1318	163	162	1143	30	151	101	211	37	125	25
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	1433	162	176	1242	28	164	110	229	40	136	27
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	1622	182	201	2081	47	188	121	253	51	223	44
Arrive On Green	0.03	0.51	0.51	0.11	0.59	0.59	0.11	0.22	0.22	0.03	0.15	0.15
Sat Flow, veh/h	1774	3209	360	1774	3539	80	1774	540	1124	1774	1510	300
Grp Volume(v), veh/h	42	785	810	176	621	649	164	0	339	40	0	163
Grp Sat Flow(s),veh/h/ln	1774	1770	1799	1774	1770	1849	1774	0	1664	1774	0	1810
Q Serve(g_s), s	3.2	53.1	54.4	13.1	30.0	30.0	12.3	0.0	26.7	3.0	0.0	11.4
Cycle Q Clear(g_c), s	3.2	53.1	54.4	13.1	30.0	30.0	12.3	0.0	26.7	3.0	0.0	11.4
Prop In Lane	1.00		0.20	1.00		0.04	1.00		0.68	1.00		0.17
Lane Grp Cap(c), veh/h	54	895	910	201	1041	1087	188	0	374	51	0	267
V/C Ratio(X)	0.78	0.88	0.89	0.88	0.60	0.60	0.87	0.00	0.91	0.78	0.00	0.61
Avail Cap(c_a), veh/h	152	927	943	257	1041	1087	218	0	474	59	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.8	29.6	29.9	58.7	17.6	17.6	59.2	0.0	50.8	64.9	0.0	53.7
Incr Delay (d2), s/veh	8.6	9.2	10.2	19.8	0.8	0.8	24.9	0.0	16.1	36.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	28.0	29.6	7.6	14.7	15.4	7.3	0.0	13.9	2.0	0.0	5.8
LnGrp Delay(d),s/veh	73.3	38.8	40.1	78.6	18.4	18.4	84.1	0.0	66.9	101.3	0.0	54.6
LnGrp LOS	E	D	D	E	B	B	F		E	F		D
Approach Vol, veh/h	1637				1446				503		203	
Approach Delay, s/veh	40.3				25.7				72.5		63.8	
Approach LOS	D				C				E		E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	73.3	17.8	24.7	7.6	84.4	7.4	35.1				
Change Period (Y+Rc), s	3.5	5.3	3.5	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	19.5	70.5	16.5	* 27	11.5	78.5	4.5	38.3				
Max Q Clear Time (g_c+1.5), s	19.5	56.4	14.3	13.4	5.2	32.0	5.0	28.7				
Green Ext Time (p_c), s	0.1	11.6	0.0	1.8	0.0	30.8	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			40.3									
HCM 2010 LOS			D									
Notes												

Existing PM
18: Quail Gardens Drive & Leucadia Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	1695	77	185	1055	58	104	40	305	55	34	28
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	36	1842	77	201	1147	52	113	43	131	60	37	30
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	2028	84	232	2382	108	228	256	213	210	256	216
Arrive On Green	0.03	0.59	0.59	0.13	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1774	3463	144	1774	3448	156	1321	1863	1549	1200	1863	1573
Grp Volume(v), veh/h	36	935	984	201	588	611	113	43	131	60	37	30
Grp Sat Flow(s),veh/h/ln	1774	1770	1837	1774	1770	1835	1321	1863	1549	1200	1863	1573
Q Serve(g_s), s	2.1	48.0	49.3	11.5	15.9	15.9	8.5	2.1	8.2	4.8	1.8	1.7
Cycle Q Clear(g_c), s	2.1	48.0	49.3	11.5	15.9	15.9	10.3	2.1	8.2	6.9	1.8	1.7
Prop In Lane	1.00		0.08	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	1036	1076	232	1222	1268	228	256	213	210	256	216
V/C Ratio(X)	0.79	0.90	0.91	0.87	0.48	0.48	0.50	0.17	0.62	0.29	0.14	0.14
Avail Cap(c_a), veh/h	163	1068	1108	266	1222	1268	393	489	407	360	489	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	18.8	19.1	44.0	7.4	7.4	43.7	39.3	42.0	42.4	39.2	39.2
Incr Delay (d2), s/veh	11.0	10.9	11.7	20.7	0.4	0.3	0.6	0.1	1.1	0.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	26.2	28.1	7.0	7.8	8.1	3.1	1.1	3.6	1.6	0.9	0.8
LnGrp Delay(d),s/veh	61.1	29.7	30.8	64.7	7.8	7.7	44.3	39.4	43.0	42.6	39.3	39.3
LnGrp LOS	E	C	C	E	A	A	D	D	D	D	D	D
Approach Vol, veh/h	1955			1400			287			127		
Approach Delay, s/veh	30.8			15.9			43.0			40.9		
Approach LOS	C			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	67.2		19.1	6.1	78.0		19.1				
Change Period (Y+Rc), s	3.5	6.7		4.9	3.5	6.7		4.9				
Max Green Setting (Gmax), s	15.5	62.3		27.1	9.5	68.3		27.1				
Max Q Clear Time (g_c+1.5), s	13.5	51.3		8.9	4.1	17.9		12.3				
Green Ext Time (p_c), s	0.1	9.2		0.8	0.0	47.8		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay	26.6											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	→	↱	↰	→	↱
Volume (veh/h)	344	1329	308	68	896	135	292	127	63	96	98	318
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	374	1445	270	74	974	131	317	138	55	104	107	281
Adj No. of Lanes	2	2	0	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	998	183	826	1465	197	382	195	75	636	292	262
Arrive On Green	0.21	0.56	0.56	0.48	0.93	0.93	0.11	0.08	0.08	0.18	0.17	0.17
Sat Flow, veh/h	3442	2987	548	3442	3136	422	3442	2506	958	3442	1770	1583
Grp Volume(v), veh/h	374	845	870	74	549	556	317	96	97	104	107	281
Grp Sat Flow(s), veh/h/ln	1721	1770	1766	1721	1770	1788	1721	1770	1694	1721	1770	1583
Q Serve(g_s), s	14.2	45.1	45.1	1.6	7.3	7.3	12.2	7.1	7.6	3.4	7.3	22.3
Cycle Q Clear(g_c), s	14.2	45.1	45.1	1.6	7.3	7.3	12.2	7.1	7.6	3.4	7.3	22.3
Prop In Lane	1.00		0.31	1.00		0.24	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	425	591	590	826	826	835	382	138	132	636	292	262
V/C Ratio(X)	0.88	1.43	1.47	0.09	0.66	0.67	0.83	0.69	0.74	0.16	0.37	1.07
Avail Cap(c_a), veh/h	492	591	590	826	826	835	645	423	405	636	292	262
HCM Platoon Ratio	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	29.8	29.8	27.1	2.6	2.6	58.8	60.7	60.9	46.2	50.1	56.4
Incr Delay (d2), s/veh	15.2	203.0	222.5	0.0	3.7	3.7	4.7	6.1	7.7	0.1	0.8	76.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	55.0	58.0	0.8	3.7	3.8	6.1	3.7	3.9	1.6	3.6	15.3
LnGrp Delay(d),s/veh	67.8	232.9	252.4	27.1	6.3	6.3	63.4	66.8	68.6	46.4	50.8	133.2
LnGrp LOS	E	F	F	C	A	A	E	E	E	D	D	F
Approach Vol, veh/h	2089			1179			510			492		
Approach Delay, s/veh	211.4			7.6			65.0			96.9		
Approach LOS	F			A			E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.1	50.8	18.5	27.6	20.2	68.8	30.3	15.8				
Change Period (Y+Rc), s	5.7	* 5.7	3.5	5.3	3.5	5.7	5.3	* 5.3				
Max Green Setting (Gmax), s	24.3	* 45	25.3	22.3	19.3	50.1	15.3	* 32				
Max Q Clear Time (g_c+1), s	13.6	47.1	14.2	24.3	16.2	9.3	5.4	9.6				
Green Ext Time (p_c), s	8.0	0.0	0.8	0.0	0.4	9.9	2.0	0.9				

Intersection Summary

HCM 2010 Ctrl Delay 124.5

HCM 2010 LOS F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM
20: Town Center Place & Leucadia Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	1023	253	272	716	206	299	66	358	159	48	109
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	96	1112	74	296	778	181	376	0	280	112	137	96
Adj No. of Lanes	2	2	1	2	2	1	2	0	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	842	369	1150	1925	1006	706	0	308	162	170	141
Arrive On Green	0.08	0.48	0.48	0.56	0.91	0.91	0.20	0.00	0.20	0.09	0.09	0.09
Sat Flow, veh/h	3442	3539	1554	3442	3539	1583	3548	0	1549	1774	1863	1548
Grp Volume(v), veh/h	96	1112	74	296	778	181	376	0	280	112	137	96
Grp Sat Flow(s),veh/h/ln	1721	1770	1554	1721	1770	1583	1774	0	1549	1774	1863	1548
Q Serve(g_s), s	3.7	32.1	3.7	6.0	4.3	1.4	12.8	0.0	23.9	8.3	9.7	8.1
Cycle Q Clear(g_c), s	3.7	32.1	3.7	6.0	4.3	1.4	12.8	0.0	23.9	8.3	9.7	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	842	369	1150	1925	1006	706	0	308	162	170	141
V/C Ratio(X)	0.67	1.32	0.20	0.26	0.40	0.18	0.53	0.00	0.91	0.69	0.81	0.68
Avail Cap(c_a), veh/h	400	842	369	1150	1925	1006	912	0	398	277	291	242
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.20	0.20	0.20	0.80	0.80	0.80	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	35.4	28.0	21.2	3.0	1.9	48.4	0.0	52.9	59.5	60.2	59.4
Incr Delay (d2), s/veh	0.4	146.4	0.2	0.0	0.5	0.3	0.2	0.0	18.2	2.0	3.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	32.7	1.6	2.8	2.1	0.8	6.3	0.0	11.8	4.1	5.2	3.6
LnGrp Delay(d),s/veh	61.4	181.8	28.2	21.2	3.5	2.2	48.7	0.0	71.1	61.5	63.6	61.6
LnGrp LOS	E	F	C	C	A	A	D		E	E	E	E
Approach Vol, veh/h	1282		1255				656			345		
Approach Delay, s/veh	163.9		7.5				58.3			62.3		
Approach LOS	F		A				E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	50.4	37.4	16.3		9.1	78.7	30.9					
Change Period (Y+Rc), s	5.3	* 5.3	4.0		3.5	5.3	4.0					
Max Green Setting (Gmax), s	30.3	* 32	21.1		15.7	46.7	34.7					
Max Q Clear Time (g_c+1.0), s	19.0	34.1	11.7		5.7	6.3	25.9					
Green Ext Time (p_c), s	10.7	0.0	0.6		0.1	15.1	1.0					
Intersection Summary												
HCM 2010 Ctrl Delay			78.9									
HCM 2010 LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	267	1108	147	834	735	132	315	1325	753	222	711	167
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	290	1204	160	907	799	143	342	1440	818	241	773	136
Adj No. of Lanes	2	3	1	2	3	0	2	3	1	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	1074	328	778	1529	272	1394	2554	1136	344	1015	175
Arrive On Green	0.17	0.35	0.35	0.23	0.35	0.35	0.68	0.84	0.84	0.17	0.31	0.31
Sat Flow, veh/h	3442	5085	1552	3442	4345	772	3442	5085	1549	3442	5546	954
Grp Volume(v), veh/h	290	1204	160	907	622	320	342	1440	818	241	667	242
Grp Sat Flow(s),veh/h/ln	1721	1695	1552	1721	1695	1727	1721	1695	1549	1721	1602	1694
Q Serve(g_s), s	11.0	28.5	10.9	30.5	19.7	19.9	5.2	11.7	26.2	8.9	16.9	17.5
Cycle Q Clear(g_c), s	11.0	28.5	10.9	30.5	19.7	19.9	5.2	11.7	26.2	8.9	16.9	17.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	341	1074	328	778	1193	608	1394	2554	1136	344	880	310
V/C Ratio(X)	0.85	1.12	0.49	1.17	0.52	0.53	0.25	0.56	0.72	0.70	0.76	0.78
Avail Cap(c_a), veh/h	523	1074	328	778	1193	608	1394	2554	1136	344	1185	418
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	43.7	38.0	52.3	34.7	34.8	13.8	6.4	2.7	54.3	44.2	44.4
Incr Delay (d2), s/veh	3.6	64.0	1.0	88.6	0.5	1.0	0.0	0.7	3.1	11.3	6.1	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	19.6	4.7	24.0	9.2	9.7	2.4	5.3	9.1	4.8	7.9	9.7
LnGrp Delay(d),s/veh	58.9	107.7	39.0	140.9	35.2	35.8	13.9	7.1	5.8	65.6	50.2	61.7
LnGrp LOS	E	F	D	F	D	D	B	A	A	E	D	E
Approach Vol, veh/h	1654					1849		2600		1150		
Approach Delay, s/veh	92.5					87.1		7.6		55.9		
Approach LOS	F					F		A		E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.0	35.0	61.2	31.2	18.0	54.0	18.1	74.3				
Change Period (Y+Rc), s	6.5	* 6.5	6.5	* 6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	30.5	* 29	20.5	* 33	20.5	38.5	13.5	40.3				
Max Q Clear Time (g_c+Rc), s	30.5	30.5	7.2	19.5	13.0	21.9	10.9	28.2				
Green Ext Time (p_c), s	0.0	0.0	11.1	5.2	0.3	8.7	0.1	10.2				
Intersection Summary												
HCM 2010 Ctrl Delay			54.9									
HCM 2010 LOS			D									
Notes												

Existing PM
22: El Camino Real & Town Center Drive

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	335	41	132	109	36	105	203	1839	41	125	1299	188
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	396	0	143	78	94	114	221	1999	45	136	1412	164
Adj No. of Lanes	2	0	1	1	1	1	2	4	0	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	0	207	158	166	139	268	2505	56	801	3245	376
Arrive On Green	0.13	0.00	0.13	0.09	0.09	0.09	0.16	0.77	0.77	0.47	1.00	1.00
Sat Flow, veh/h	3548	0	1544	1774	1863	1556	3442	6497	146	3442	5868	680
Grp Volume(v), veh/h	396	0	143	78	94	114	221	1479	565	136	1156	420
Grp Sat Flow(s),veh/h/ln	1774	0	1544	1774	1863	1556	1721	1602	1837	1721	1602	1743
Q Serve(g_s), s	14.7	0.0	11.9	5.7	6.5	9.7	8.4	24.7	24.7	3.1	0.0	0.0
Cycle Q Clear(g_c), s	14.7	0.0	11.9	5.7	6.5	9.7	8.4	24.7	24.7	3.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.39
Lane Grp Cap(c), veh/h	476	0	207	158	166	139	268	1853	708	801	2658	964
V/C Ratio(X)	0.83	0.00	0.69	0.49	0.57	0.82	0.82	0.80	0.80	0.17	0.43	0.44
Avail Cap(c_a), veh/h	678	0	295	221	232	194	352	2097	801	801	2658	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54	0.33	0.33	0.33
Uniform Delay (d), s/veh	57.0	0.0	55.8	58.6	59.0	60.4	56.1	12.3	12.3	28.5	0.0	0.0
Incr Delay (d2), s/veh	6.1	0.0	4.1	0.9	1.1	12.6	5.1	2.0	5.2	0.0	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	5.3	2.8	3.4	4.7	4.1	10.9	13.1	1.5	0.0	0.1
LnGrp Delay(d),s/veh	63.0	0.0	59.9	59.5	60.1	73.1	61.1	14.4	17.5	28.5	0.2	0.5
LnGrp LOS	E		E	E	E	E	E	B	B	C	A	A
Approach Vol, veh/h	539			286			2265			1712		
Approach Delay, s/veh	62.2			65.1			19.7			2.5		
Approach LOS	E			E			B			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.6	58.2		22.6	15.0	80.9		16.5				
Change Period (Y+Rc), s	6.2	* 6.2		4.5	4.5	6.2		4.5				
Max Green Setting (Gmax), s	13.8	* 59		25.8	13.8	58.9		16.8				
Max Q Clear Time (g_c+1.5), s	15.1	26.7		16.7	10.4	2.0		11.7				
Green Ext Time (p_c), s	7.2	25.3		1.4	0.1	27.7		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay	21.0											
HCM 2010 LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM
23: El Camino Real & Garden View Road

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	177	241	156	225	278	197	1759	106	183	1305	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	110	192	27	170	245	302	214	1912	115	199	1418	96
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	366	51	195	269	240	546	2639	810	225	1652	514
Arrive On Green	0.08	0.12	0.12	0.11	0.15	0.15	0.62	1.00	1.00	0.21	0.54	0.54
Sat Flow, veh/h	1774	3123	433	1774	1770	1583	1774	5085	1561	1774	5085	1583
Grp Volume(v), veh/h	110	108	111	170	245	302	214	1912	115	199	1418	96
Grp Sat Flow(s),veh/h/ln	1774	1770	1786	1774	1770	1583	1774	1695	1561	1774	1695	1583
Q Serve(g_s), s	8.3	7.7	7.9	12.7	18.4	20.5	8.3	0.0	0.0	14.7	32.2	3.3
Cycle Q Clear(g_c), s	8.3	7.7	7.9	12.7	18.4	20.5	8.3	0.0	0.0	14.7	32.2	3.3
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	207	209	195	269	240	546	2639	810	225	1652	514
V/C Ratio(X)	0.83	0.52	0.53	0.87	0.91	1.26	0.39	0.72	0.14	0.89	0.86	0.19
Avail Cap(c_a), veh/h	240	207	209	319	269	240	546	2639	810	398	1872	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58	0.87	0.87	0.87
Uniform Delay (d), s/veh	61.6	56.0	56.1	59.2	56.4	57.3	19.6	0.0	0.0	52.3	28.2	13.7
Incr Delay (d2), s/veh	4.8	1.8	2.1	7.8	32.4	144.5	0.3	1.0	0.2	9.8	5.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	3.9	4.0	6.7	11.4	18.6	4.0	0.3	0.0	7.8	15.7	1.5
LnGrp Delay(d),s/veh	66.4	57.8	58.2	67.0	88.8	201.8	19.8	1.0	0.2	62.0	33.5	14.4
LnGrp LOS	E	E	E	E	F	F	B	A	A	E	C	B
Approach Vol, veh/h	329				717				2241		1713	
Approach Delay, s/veh	60.8				131.2				2.8		35.8	
Approach LOS	E				F				A		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	75.4	18.3	20.7	46.8	49.1	13.6	25.4				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	5.3	* 5.3	3.5	4.9				
Max Green Setting (Gmax), s	20.3	48.7	24.3	14.5	29.3	* 50	18.3	20.5				
Max Q Clear Time (g_c+10), s	10.7	2.0	14.7	9.9	10.3	34.2	10.3	22.5				
Green Ext Time (p_c), s	0.4	29.8	0.1	1.7	10.4	9.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			36.3									
HCM 2010 LOS			D									
Notes												

Existing PM
24: El Camino Real & Mountain Vista Drive

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	62	68	257	65	194	139	1404	255	346	1689	69
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	84	63	175	217	211	151	1526	277	376	1836	75
Adj No. of Lanes	0	2	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	166	90	277	290	241	175	1599	289	933	2789	114
Arrive On Green	0.06	0.06	0.06	0.16	0.16	0.16	0.16	0.62	0.62	0.45	0.93	0.93
Sat Flow, veh/h	895	2786	1520	1774	1863	1544	1774	4331	784	3442	5012	204
Grp Volume(v), veh/h	59	54	63	175	217	211	151	1193	610	376	1241	670
Grp Sat Flow(s),veh/h/ln	1818	1863	1520	1774	1863	1544	1774	1695	1724	1721	1695	1827
Q Serve(g_s), s	4.3	3.8	5.5	12.5	15.0	18.0	11.2	44.2	44.7	9.9	9.0	9.0
Cycle Q Clear(g_c), s	4.3	3.8	5.5	12.5	15.0	18.0	11.2	44.2	44.7	9.9	9.0	9.0
Prop In Lane	0.49		1.00	1.00		1.00	1.00		0.45	1.00		0.11
Lane Grp Cap(c), veh/h	108	111	90	277	290	241	175	1251	636	933	1887	1016
V/C Ratio(X)	0.54	0.49	0.70	0.63	0.75	0.88	0.86	0.95	0.96	0.40	0.66	0.66
Avail Cap(c_a), veh/h	195	200	163	361	379	314	361	1256	639	933	1887	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.61	0.61	0.61
Uniform Delay (d), s/veh	61.7	61.5	62.3	53.4	54.4	55.7	55.5	24.8	24.9	29.6	2.4	2.4
Incr Delay (d2), s/veh	6.0	4.7	12.9	0.9	3.8	16.3	3.5	13.0	21.4	0.1	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.1	2.6	6.2	8.0	8.8	5.6	22.7	24.7	4.7	4.0	4.6
LnGrp Delay(d),s/veh	67.7	66.2	75.2	54.3	58.2	72.0	59.0	37.8	46.3	29.7	3.5	4.5
LnGrp LOS	E	E	E	D	E	E	E	D	D	C	A	A
Approach Vol, veh/h	176		603				1954			2287		
Approach Delay, s/veh	69.9		61.9				42.1			8.1		
Approach LOS	E		E				D			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	11.5		16.8	80.6	26.0		42.1	55.3				
Change Period (Y+Rc), s	3.5		3.5	5.5	5.0		5.5	* 5.5				
Max Green Setting (Gmax), s	14.5		27.5	48.0	27.5		25.5	* 50				
Max Q Clear Time (g_c+I1), s	7.5		13.2	11.0	20.0		11.9	46.7				
Green Ext Time (p_c), s	0.5		0.2	30.9	1.0		1.9	3.1				
Intersection Summary												
HCM 2010 Ctrl Delay			30.0									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Existing PM
25: Rancho Santa Fe Road & Lone Jack Road

11/13/2015

Intersection

Intersection Delay, s/veh37.6

Intersection LOS E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	1	14	0	144	3	97	0	14	548	127	0	142	406	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	1	15	0	157	3	105	0	15	596	138	0	154	441	15
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.2	13.9	54.1	28.7
HCM LOS	B	B	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	0%	89%	0%	100%	0%	100%	0%
Vol Thru, %	98%	0%	11%	0%	0%	3%	0%	97%
Vol Right, %	0%	100%	0%	100%	0%	97%	0%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	562	127	9	14	144	100	142	420
LT Vol	14	0	8	0	144	0	142	0
Through Vol	548	0	1	0	0	3	0	406
RT Vol	0	127	0	14	0	97	0	14
Lane Flow Rate	611	138	10	15	157	109	154	457
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	1	0.225	0.024	0.033	0.357	0.212	0.304	0.833
Departure Headway (Hd)	6.594	5.869	8.962	7.82	8.204	7.029	7.093	6.57
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	550	612	400	458	440	512	508	552
Service Time	4.338	3.613	6.708	5.567	5.936	4.761	4.82	4.297
HCM Lane V/C Ratio	1.111	0.225	0.025	0.033	0.357	0.213	0.303	0.828
HCM Control Delay	64	10.3	11.9	10.8	15.4	11.7	12.9	34
HCM Lane LOS	F	B	B	B	C	B	B	D
HCM 95th-tile Q	14.3	0.9	0.1	0.1	1.6	0.8	1.3	8.5

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	207	4	109	53	15	45	112	1518	21	96	1474	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	225	4	58	58	16	49	122	1650	23	104	1602	104
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	4	181	70	19	59	463	3006	42	127	1874	122
Arrive On Green	0.12	0.12	0.12	0.09	0.09	0.09	0.44	0.97	0.97	0.12	0.64	0.64
Sat Flow, veh/h	1745	31	1559	796	220	672	1774	5168	72	1774	4872	316
Grp Volume(v), veh/h	229	0	58	123	0	0	122	1082	591	104	1114	592
Grp Sat Flow(s),veh/h/ln	1776	0	1559	1688	0	0	1774	1695	1850	1774	1695	1798
Q Serve(g_s), s	15.7	0.0	4.6	9.7	0.0	0.0	5.9	2.7	2.7	7.7	35.2	35.3
Cycle Q Clear(g_c), s	15.7	0.0	4.6	9.7	0.0	0.0	5.9	2.7	2.7	7.7	35.2	35.3
Prop In Lane	0.98		1.00	0.47		0.40	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	206	0	181	148	0	0	463	1972	1076	127	1304	692
V/C Ratio(X)	1.11	0.00	0.32	0.83	0.00	0.00	0.26	0.55	0.55	0.82	0.85	0.86
Avail Cap(c_a), veh/h	206	0	181	271	0	0	463	1972	1076	233	1504	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.48	0.48	0.48	0.65	0.65	0.65
Uniform Delay (d), s/veh	59.7	0.0	54.8	60.6	0.0	0.0	29.8	0.8	0.8	58.6	21.2	21.2
Incr Delay (d2), s/veh	94.9	0.0	0.4	4.6	0.0	0.0	0.1	0.5	1.0	8.3	4.9	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.1	0.0	2.0	4.7	0.0	0.0	2.9	1.1	1.3	4.1	17.1	18.9
LnGrp Delay(d),s/veh	154.6	0.0	55.1	65.2	0.0	0.0	29.9	1.4	1.8	66.9	26.1	30.0
LnGrp LOS	F		E	E			C	A	A	E	C	C
Approach Vol, veh/h	287					123		1795		1810		
Approach Delay, s/veh	134.5					65.2		3.5		29.7		
Approach LOS	F					E		A		C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	33.7	83.8			20.7	40.5	56.9	16.8				
Change Period (Y+Rc), s	4.0	5.3			5.0	5.3	* 5	5.0				
Max Green Setting (Gmax), s	17.5	60.6			15.7	18.7	* 60	21.7				
Max Q Clear Time (g_c+I), s	19.5	4.7			17.7	7.9	37.3	11.7				
Green Ext Time (p_c), s	0.1	23.8			0.0	8.3	14.7	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			26.6									
HCM 2010 LOS			C									
Notes												

Existing PM
27: Rancho Santa Fe Road & El Camino Del Norte

11/13/2015

Intersection

Intersection Delay, s/veh29.6

Intersection LOS D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	2	4	8	0	81	3	270	0	9	405	74	0	154	404	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	4	9	0	88	3	293	0	10	440	80	0	167	439	5
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.1	17.4	37.1	31.1
HCM LOS	B	C	E	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	0%	14%	100%	0%	100%	0%
Vol Thru, %	98%	0%	29%	0%	1%	0%	99%
Vol Right, %	0%	100%	57%	0%	99%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	414	74	14	81	273	154	409
LT Vol	9	0	2	81	0	154	0
Through Vol	405	0	4	0	3	0	404
RT Vol	0	74	8	0	270	0	5
Lane Flow Rate	450	80	15	88	297	167	445
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.878	0.141	0.037	0.2	0.574	0.345	0.851
Departure Headway (Hd)	7.025	6.297	8.696	8.185	6.96	7.411	6.891
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	518	569	411	439	519	485	525
Service Time	4.768	4.039	6.769	5.922	4.697	5.154	4.633
HCM Lane V/C Ratio	0.869	0.141	0.036	0.2	0.572	0.344	0.848
HCM Control Delay	41.9	10.1	12.1	13	18.7	14	37.6
HCM Lane LOS	E	B	B	B	C	B	E
HCM 95th-tile Q	9.6	0.5	0.1	0.7	3.6	1.5	8.9

Existing PM
28: Highway 101 & Encinitas Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	182	18	299	163	277	27	729	470	221	623	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	50	198	20	325	177	301	29	792	511	240	677	38
Adj No. of Lanes	0	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	262	28	390	410	576	37	1365	944	265	1753	98
Arrive On Green	0.10	0.10	0.10	0.07	0.07	0.07	0.03	0.64	0.64	0.25	0.86	0.86
Sat Flow, veh/h	651	2707	285	1774	1863	1544	1774	3539	1546	1774	3407	191
Grp Volume(v), veh/h	141	0	127	325	177	301	29	792	511	240	351	364
Grp Sat Flow(s),veh/h/ln	1830	0	1813	1774	1863	1544	1774	1770	1546	1774	1770	1829
Q Serve(g_s), s	9.0	0.0	8.2	21.7	10.9	18.7	1.9	15.3	20.3	15.7	5.0	5.0
Cycle Q Clear(g_c), s	9.0	0.0	8.2	21.7	10.9	18.7	1.9	15.3	20.3	15.7	5.0	5.0
Prop In Lane	0.36		0.16	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	177	0	175	390	410	576	37	1365	944	265	910	941
V/C Ratio(X)	0.79	0.00	0.73	0.83	0.43	0.52	0.79	0.58	0.54	0.90	0.39	0.39
Avail Cap(c_a), veh/h	307	0	304	548	576	714	386	1365	944	386	910	941
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	52.7	53.5	48.5	35.4	57.7	15.8	7.7	44.2	4.5	4.5
Incr Delay (d2), s/veh	3.1	0.0	2.2	7.0	0.7	0.7	13.1	1.8	2.2	14.6	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	4.2	11.5	5.7	8.1	1.1	7.7	13.8	8.7	2.6	2.6
LnGrp Delay(d),s/veh	56.1	0.0	54.8	60.5	49.1	36.1	70.8	17.7	10.0	58.8	5.7	5.7
LnGrp LOS	E		D	E	D	D	E	B	A	E	A	A
Approach Vol, veh/h	268				803				1332		955	
Approach Delay, s/veh	55.5				48.8				15.9		19.0	
Approach LOS	E				D				B		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	21.9	51.2			15.6	6.5	66.6	31.3				
Change Period (Y+Rc), s	4.0	4.9			4.0	4.0	4.9	4.9				
Max Green Setting (Gmax), s	26.1	18.9			20.1	26.1	18.9	37.1				
Max Q Clear Time (g_c+17), s	17.5	22.3			11.0	3.9	7.0	23.7				
Green Ext Time (p_c), s	0.2	0.0			0.6	0.0	8.4	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			27.8									
HCM 2010 LOS			C									

Two Way Analysis cannot be performed on Signalized Intersection.

Existing PM
29: Vulcan Avenue & Encinitas Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	715	84	236	607	135	94	260	258	112	219	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	80	777	91	257	660	108	102	283	280	122	238	41
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	1447	169	284	1696	277	235	498	667	175	498	413
Arrive On Green	0.09	0.76	0.76	0.27	0.93	0.93	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1774	3193	374	1774	3047	498	1091	1863	1547	842	1863	1544
Grp Volume(v), veh/h	80	431	437	257	383	385	102	283	280	122	238	41
Grp Sat Flow(s),veh/h/ln	1774	1770	1797	1774	1770	1775	1091	1863	1547	842	1863	1544
Q Serve(g_s), s	5.3	12.0	12.0	16.8	2.9	2.9	10.4	15.7	15.2	16.4	12.9	2.4
Cycle Q Clear(g_c), s	5.3	12.0	12.0	16.8	2.9	2.9	23.3	15.7	15.2	32.1	12.9	2.4
Prop In Lane	1.00		0.21	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	802	814	284	985	988	235	498	667	175	498	413
V/C Ratio(X)	0.80	0.54	0.54	0.90	0.39	0.39	0.43	0.57	0.42	0.70	0.48	0.10
Avail Cap(c_a), veh/h	135	802	814	386	985	988	235	498	667	175	498	413
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	9.4	9.4	43.1	2.0	2.0	46.7	38.0	24.0	52.3	36.9	33.1
Incr Delay (d2), s/veh	11.6	1.9	1.9	18.1	1.0	1.0	1.3	1.5	0.4	11.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.0	6.3	9.6	1.5	1.5	3.2	8.3	6.5	4.6	6.7	1.0
LnGrp Delay(d),s/veh	65.3	11.3	11.3	61.2	3.0	3.0	47.9	39.5	24.4	63.9	37.6	33.2
LnGrp LOS	E	B	B	E	A	A	D	D	C	E	D	C
Approach Vol, veh/h		948			1025			665			401	
Approach Delay, s/veh		15.9			17.6			34.4			45.2	
Approach LOS		B			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.7	60.3		37.0	10.3	72.7		37.0				
Change Period (Y+Rc), s	3.5	5.9		4.9	3.5	5.9		4.9				
Max Green Setting (Gmax), s	26.1	47.5		32.1	9.1	64.5		32.1				
Max Q Clear Time (g_c+1.0), s	19.8	14.0		34.1	7.3	4.9		25.3				
Green Ext Time (p_c), s	0.4	12.7		0.0	0.0	14.4		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

Existing PM

30: I-5 SB On-Ramp/I-5 SB Off-Ramp & Encinitas Boulevard

11/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
Volume (veh/h)	0	899	236	376	842	0	0	0	0	347	5	283
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	977	221	409	915	0				377	5	121
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1197	270	413	2429	0				408	5	366
Arrive On Green	0.00	0.70	0.70	0.47	1.00	0.00				0.23	0.23	0.23
Sat Flow, veh/h	0	2963	648	1774	3632	0				1752	23	1569
Grp Volume(v), veh/h	0	602	596	409	915	0				382	0	121
Grp Sat Flow(s),veh/h/ln	0	1770	1748	1774	1770	0				1775	0	1569
Q Serve(g_s), s	0.0	31.0	31.3	29.7	0.0	0.0				27.3	0.0	8.3
Cycle Q Clear(g_c), s	0.0	31.0	31.3	29.7	0.0	0.0				27.3	0.0	8.3
Prop In Lane	0.00		0.37	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	738	729	413	2429	0				414	0	366
V/C Ratio(X)	0.00	0.82	0.82	0.99	0.38	0.00				0.92	0.00	0.33
Avail Cap(c_a), veh/h	0	738	729	413	2429	0				477	0	421
HCM Platoon Ratio	1.00	1.67	1.67	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	0.59	0.59	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.2	16.3	34.5	0.0	0.0				48.7	0.0	41.4
Incr Delay (d2), s/veh	0.0	8.1	8.3	31.1	0.3	0.0				20.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.4	16.3	17.9	0.1	0.0				15.8	0.0	3.6
LnGrp Delay(d),s/veh	0.0	24.3	24.6	65.7	0.3	0.0				69.5	0.0	41.6
LnGrp LOS		C	C	E	A					E		D
Approach Vol, veh/h		1198			1324						503	
Approach Delay, s/veh		24.5			20.5						62.8	
Approach LOS		C			C						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	35.0	59.6		35.4		94.6		
Change Period (Y+Rc), s	4.7	5.4		5.1		5.4		
Max Green Setting (Gmax), s	35.0	49.6		34.9		84.6		
Max Q Clear Time (g_c+Q), s	35.0	33.3		29.3		2.0		
Green Ext Time (p_c), s	0.0	14.9		1.0		58.5		

Intersection Summary

HCM 2010 Ctrl Delay		29.1	
HCM 2010 LOS		C	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM

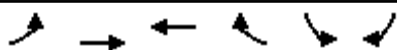
31: I-5 NB Off-Ramp/I-5 NB On-Ramp & Encinitas Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	205	1041	0	0	995	408	223	0	467	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	223	1132	0	0	1082	334	242	0	323			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	231	2793	0	0	2194	982	231	0	202			
Arrive On Green	0.22	1.00	0.00	0.00	1.00	1.00	0.13	0.00	0.13			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1553			
Grp Volume(v), veh/h	223	1132	0	0	1082	334	242	0	323			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1553			
Q Serve(g_s), s	16.2	0.0	0.0	0.0	0.0	0.0	16.9	0.0	16.9			
Cycle Q Clear(g_c), s	16.2	0.0	0.0	0.0	0.0	0.0	16.9	0.0	16.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	231	2793	0	0	2194	982	231	0	202			
V/C Ratio(X)	0.97	0.41	0.00	0.00	0.49	0.34	1.05	0.00	1.60			
Avail Cap(c_a), veh/h	231	2793	0	0	2194	982	231	0	202			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.31	0.31	0.00	0.00	0.80	0.80	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.6	0.0	0.0	0.0	0.0	0.0	56.6	0.0	56.5			
Incr Delay (d2), s/veh	25.0	0.1	0.0	0.0	0.6	0.8	72.8	0.0	292.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.0	0.0	0.2	0.2	12.9	0.0	23.6			
LnGrp Delay(d),s/veh	75.6	0.1	0.0	0.0	0.6	0.8	129.4	0.0	348.6			
LnGrp LOS	E	A			A	A	F		F			
Approach Vol, veh/h	1355				1416				565			
Approach Delay, s/veh	12.6				0.7				254.7			
Approach LOS	B				A				F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	108.0				22.0		86.0		22.0			
Change Period (Y+Rc), s	5.4				5.1		5.4		5.1			
Max Green Setting (Gmax), s	102.6				16.9		80.6		16.9			
Max Q Clear Time (g_c+I1), s	2.0				18.2		2.0		18.9			
Green Ext Time (p_c), s	19.0				0.0		18.7		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay			48.5									
HCM 2010 LOS			D									

Existing PM
32: Encinitas Boulevard & Saxony Road

11/13/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations			 		 			
Volume (veh/h)	259	1232	1093	235	254	332		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	282	1339	1188	201	276	70		
Adj No. of Lanes	1	2	3	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	231	2984	3427	1038	262	121		
Arrive On Green	0.26	1.00	1.00	1.00	0.08	0.08		
Sat Flow, veh/h	1774	3632	5253	1541	3442	1583		
Grp Volume(v), veh/h	282	1339	1188	201	276	70		
Grp Sat Flow(s),veh/h/ln	1774	1770	1695	1541	1721	1583		
Q Serve(g_s), s	16.9	0.0	0.0	0.0	9.9	5.6		
Cycle Q Clear(g_c), s	16.9	0.0	0.0	0.0	9.9	5.6		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	231	2984	3427	1038	262	121		
V/C Ratio(X)	1.22	0.45	0.35	0.19	1.05	0.58		
Avail Cap(c_a), veh/h	231	2984	3427	1038	262	121		
HCM Platoon Ratio	2.00	2.00	1.67	1.67	1.00	1.00		
Upstream Filter(I)	0.74	0.74	0.33	0.33	1.00	1.00		
Uniform Delay (d), s/veh	48.1	0.0	0.0	0.0	60.1	58.0		
Incr Delay (d2), s/veh	125.5	0.4	0.1	0.1	70.2	5.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	16.2	0.2	0.0	0.0	7.3	5.0		
LnGrp Delay(d),s/veh	173.6	0.4	0.1	0.1	130.3	64.0		
LnGrp LOS	F	A	A	A	F	E		
Approach Vol, veh/h		1621	1389		346			
Approach Delay, s/veh		30.5	0.1		116.9			
Approach LOS		C	A		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		115.0		15.0	22.0	93.0		
Change Period (Y+Rc), s		5.4		5.1	5.1	5.4		
Max Green Setting (Gmax), s		109.6		9.9	16.9	87.6		
Max Q Clear Time (g_c+l1), s		2.0		11.9	18.9	2.0		
Green Ext Time (p_c), s		24.4		0.0	0.0	23.9		
Intersection Summary								
HCM 2010 Ctrl Delay			26.8					
HCM 2010 LOS			C					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	185	1101	158	232	1332	83	198	266	273	93	165	114
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	201	1197	172	252	1448	90	215	289	297	101	179	124
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	1703	953	275	1506	657	240	312	264	125	191	158
Arrive On Green	0.39	0.96	0.96	0.26	0.71	0.71	0.14	0.17	0.17	0.07	0.10	0.10
Sat Flow, veh/h	1774	3539	1536	1774	3539	1543	1774	1863	1580	1774	1863	1544
Grp Volume(v), veh/h	201	1197	172	252	1448	90	215	289	297	101	179	124
Grp Sat Flow(s), veh/h/ln	1774	1770	1536	1774	1770	1543	1774	1863	1580	1774	1863	1544
Q Serve(g_s), s	11.5	5.1	0.5	17.9	48.6	1.8	15.5	19.9	21.8	7.3	12.4	7.1
Cycle Q Clear(g_c), s	11.5	5.1	0.5	17.9	48.6	1.8	15.5	19.9	21.8	7.3	12.4	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	1703	953	275	1506	657	240	312	264	125	191	158
V/C Ratio(X)	0.58	0.70	0.18	0.92	0.96	0.14	0.90	0.93	1.12	0.81	0.94	0.79
Avail Cap(c_a), veh/h	349	1703	953	370	1544	673	277	312	264	293	191	158
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	1.4	0.7	47.4	17.8	6.4	55.3	53.3	54.1	59.6	57.9	27.9
Incr Delay (d2), s/veh	1.3	2.1	0.4	19.6	15.7	0.4	24.8	32.6	92.5	4.7	48.0	22.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.7	2.1	0.3	10.2	26.4	0.8	9.2	13.1	16.3	3.8	9.0	4.0
LnGrp Delay(d), s/veh	36.5	3.5	1.1	66.9	33.5	6.9	80.1	86.0	146.6	64.3	105.9	50.3
LnGrp LOS	D	A	A	E	C	A	F	F	F	E	F	D
Approach Vol, veh/h	1570			1790			801			404		
Approach Delay, s/veh	7.4			36.9			106.9			78.4		
Approach LOS	A			D			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.6	67.9	21.1	17.4	30.9	60.6	12.6	25.9				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.1	5.3	* 5.3	3.5	4.1				
Max Green Setting (Gmax), s	27.1	52.9	20.3	13.3	23.3	* 57	21.5	10.3				
Max Q Clear Time (g_c+1/9), s	19.5	7.1	17.5	14.4	13.5	50.6	9.3	23.8				
Green Ext Time (p_c), s	0.2	15.3	0.1	0.0	2.9	4.7	0.1	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM
34: Balour Drive & Encinitas Boulevard

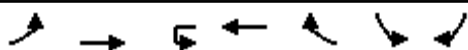
11/13/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑		↖↗	↑↑	↖	↗		
Volume (veh/h)	1453	132	465	1737	136	334		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1579	131	505	1888	148	363		
Adj No. of Lanes	2	0	2	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2069	170	627	2951	175	1145		
Arrive On Green	1.00	1.00	0.12	0.56	0.10	0.10		
Sat Flow, veh/h	3405	273	3442	3632	1774	1583		
Grp Volume(v), veh/h	838	872	505	1888	148	363		
Grp Sat Flow(s),veh/h/ln	1770	1815	1721	1770	1774	1583		
Q Serve(g_s), s	0.0	0.0	18.6	47.6	10.7	10.7		
Cycle Q Clear(g_c), s	0.0	0.0	18.6	47.6	10.7	10.7		
Prop In Lane		0.15	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1105	1133	627	2951	175	1145		
V/C Ratio(X)	0.76	0.77	0.81	0.64	0.85	0.32		
Avail Cap(c_a), veh/h	1105	1133	882	2951	403	1348		
HCM Platoon Ratio	1.67	1.67	0.67	0.67	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.24	0.24	1.00	1.00		
Uniform Delay (d), s/veh	0.0	0.0	54.8	15.3	57.6	6.5		
Incr Delay (d2), s/veh	4.9	5.1	1.5	0.3	4.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	1.6	9.0	23.3	5.4	13.0		
LnGrp Delay(d),s/veh	4.9	5.1	56.4	15.5	61.9	6.5		
LnGrp LOS	A	A	E	B	E	A		
Approach Vol, veh/h	1710			2393	511			
Approach Delay, s/veh	5.0			24.2	22.6			
Approach LOS	A			C	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		113.7			27.2	86.5		16.3
Change Period (Y+Rc), s		5.3			3.5	5.3		3.5
Max Green Setting (Gmax), s		91.7			33.3	54.9		29.5
Max Q Clear Time (g_c+I1), s		49.6			20.6	2.0		12.7
Green Ext Time (p_c), s		41.7			3.1	52.3		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			16.9					
HCM 2010 LOS			B					

Existing PM
35: Encinitas Boulevard & Via Cantabria

11/13/2015



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Volume (veh/h)	766	1002	0	1524	125	107	698	
Number	1	6		2	12	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	833	1089		1657	120	116	759	
Adj No. of Lanes	2	2		2	0	1	2	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	702	2804		1880	135	249	1955	
Arrive On Green	0.41	1.00		0.94	0.94	0.14	0.14	
Sat Flow, veh/h	3442	3632		3442	241	1774	2787	
Grp Volume(v), veh/h	833	1089		869	908	116	759	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1820	1774	1393	
Q Serve(g_s), s	26.5	0.0		22.2	24.3	7.8	14.5	
Cycle Q Clear(g_c), s	26.5	0.0		22.2	24.3	7.8	14.5	
Prop In Lane	1.00				0.13	1.00	1.00	
Lane Grp Cap(c), veh/h	702	2804		993	1022	249	1955	
V/C Ratio(X)	1.19	0.39		0.87	0.89	0.47	0.39	
Avail Cap(c_a), veh/h	702	2804		993	1022	386	2171	
HCM Platoon Ratio	2.00	2.00		1.67	1.67	1.00	1.00	
Upstream Filter(I)	0.44	0.44		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	38.5	0.0		2.5	2.5	51.4	8.0	
Incr Delay (d2), s/veh	91.0	0.2		10.6	11.4	0.5	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	21.3	0.1		11.7	13.3	3.9	17.7	
LnGrp Delay(d),s/veh	129.5	0.2		13.1	14.0	51.9	8.0	
LnGrp LOS	F	A		B	B	D	A	
Approach Vol, veh/h		1922		1777		875		
Approach Delay, s/veh		56.2		13.6		13.8		
Approach LOS		E		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.0	78.3		21.7		108.3		
Change Period (Y+Rc), s	3.5	5.3		3.5		5.3		
Max Green Setting (Gmax), s	26.5	62.9		28.3		73.4		
Max Q Clear Time (g_c+20), s	26.5	26.3		16.5		2.0		
Green Ext Time (p_c), s	0.0	35.3		1.7		66.5		
Intersection Summary								
HCM 2010 Ctrl Delay			31.5					
HCM 2010 LOS			C					
Notes								
User approved ignoring U-Turning movement.								

Existing PM
36: El Camino Real & Encinitas Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 	 		 	 	
Volume (veh/h)	364	527	130	301	601	300	166	938	223	458	927	251
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	396	573	119	327	653	267	180	1020	203	498	1008	273
Adj No. of Lanes	2	2	0	2	2	0	1	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	723	150	377	492	201	201	973	193	936	2007	614
Arrive On Green	0.24	0.41	0.41	0.18	0.34	0.34	0.19	0.38	0.38	0.45	0.66	0.66
Sat Flow, veh/h	3442	2921	605	3442	2453	1003	1774	4258	846	3442	5085	1554
Grp Volume(v), veh/h	396	347	345	327	471	449	180	812	411	498	1008	273
Grp Sat Flow(s),veh/h/ln	1721	1770	1756	1721	1770	1686	1774	1695	1713	1721	1695	1554
Q Serve(g_s), s	15.5	24.6	24.8	13.3	28.9	28.9	14.3	32.9	32.9	15.0	14.5	7.7
Cycle Q Clear(g_c), s	15.5	24.6	24.8	13.3	28.9	28.9	14.3	32.9	32.9	15.0	14.5	7.7
Prop In Lane	1.00		0.34	1.00		0.59	1.00		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	502	438	435	377	355	338	201	775	391	936	2007	614
V/C Ratio(X)	0.79	0.79	0.79	0.87	1.33	1.33	0.89	1.05	1.05	0.53	0.50	0.44
Avail Cap(c_a), veh/h	810	438	435	667	355	338	257	775	391	936	2007	614
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	0.91	0.91	0.91	0.69	0.69	0.69
Uniform Delay (d), s/veh	52.4	39.0	39.0	57.8	47.9	47.9	57.5	44.5	44.5	32.7	17.3	6.8
Incr Delay (d2), s/veh	1.1	9.7	10.1	1.1	155.3	155.9	21.1	44.1	57.1	0.2	0.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	13.1	13.1	6.4	29.4	28.0	8.1	20.1	21.7	7.1	6.8	3.5
LnGrp Delay(d),s/veh	53.4	48.7	49.1	58.9	203.2	203.7	78.7	88.7	101.6	32.9	18.0	8.4
LnGrp LOS	D	D	D	E	F	F	E	F	F	C	B	A
Approach Vol, veh/h	1088			1247			1403			1779		
Approach Delay, s/veh	50.6			165.5			91.2			20.7		
Approach LOS	D			F			F			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.5	38.2	20.0	41.4	20.5	62.1	26.7	34.6				
Change Period (Y+Rc), s	5.3	* 5.3	* 4.2	5.7	* 4.2	5.3	5.7	* 5.7				
Max Green Setting (Gmax), s	28.9	* 33	* 28	34.9	* 21	40.9	33.9	* 29				
Max Q Clear Time (g_c+1/3), s	17.0	34.9	15.3	26.8	16.3	16.5	17.5	30.9				
Green Ext Time (p_c), s	6.6	0.0	0.5	3.4	0.1	11.5	3.5	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	77.2											
HCM 2010 LOS	E											
Notes												

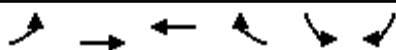
Existing PM
37: Village Square Drive & Encinitas Boulevard

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	724	2	61	1077	159	29	1	16	179	3	247
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	195	787	1	66	1171	147	32	1	17	195	3	268
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	2256	3	85	1785	223	42	1	22	216	2	191
Arrive On Green	0.17	1.00	1.00	0.08	0.94	0.94	0.04	0.04	0.04	0.12	0.12	0.12
Sat Flow, veh/h	1774	3627	5	1774	3166	396	1092	34	580	1774	18	1568
Grp Volume(v), veh/h	195	384	404	66	653	665	50	0	0	195	0	271
Grp Sat Flow(s),veh/h/ln	1774	1770	1862	1774	1770	1793	1706	0	0	1774	0	1586
Q Serve(g_s), s	9.7	0.0	0.0	3.5	5.4	5.5	2.8	0.0	0.0	10.4	0.0	11.7
Cycle Q Clear(g_c), s	9.7	0.0	0.0	3.5	5.4	5.5	2.8	0.0	0.0	10.4	0.0	11.7
Prop In Lane	1.00		0.00	1.00		0.22	0.64		0.34	1.00		0.99
Lane Grp Cap(c), veh/h	179	1101	1158	85	998	1011	65	0	0	216	0	193
V/C Ratio(X)	1.09	0.35	0.35	0.78	0.65	0.66	0.76	0.00	0.00	0.90	0.00	1.40
Avail Cap(c_a), veh/h	179	1101	1158	364	998	1011	350	0	0	216	0	193
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.65	0.65	0.65	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	0.0	43.7	1.4	1.4	45.7	0.0	0.0	41.6	0.0	42.2
Incr Delay (d2), s/veh	73.8	0.5	0.4	3.7	2.2	2.2	6.7	0.0	0.0	35.0	0.0	209.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.1	0.1	1.8	2.6	2.6	1.4	0.0	0.0	7.2	0.0	16.3
LnGrp Delay(d),s/veh	113.7	0.5	0.4	47.4	3.6	3.6	52.5	0.0	0.0	76.6	0.0	251.2
LnGrp LOS	F	A	A	D	A	A	D			E		F
Approach Vol, veh/h	983		1384				50			466		
Approach Delay, s/veh	22.9		5.7				52.5			178.1		
Approach LOS	C		A				D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	65.0		15.7	13.2	59.4		7.7				
Change Period (Y+Rc), s	3.0	5.3		4.0	3.5	5.3		4.0				
Max Green Setting (Gmax), s	19.7	28.6		11.7	9.7	38.1		19.7				
Max Q Clear Time (g_c+I), s	15.5	2.0		13.7	11.7	7.5		4.8				
Green Ext Time (p_c), s	0.0	20.0		0.0	0.0	22.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			40.2									
HCM 2010 LOS			D									

Existing PM
38: Encinitas Boulevard & Village Park Way

11/13/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	314	665	834	151	63	211		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	341	723	907	139	68	229		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	387	2423	1288	197	314	280		
Arrive On Green	0.22	0.68	0.42	0.42	0.18	0.18		
Sat Flow, veh/h	1774	3632	3171	472	1774	1583		
Grp Volume(v), veh/h	341	723	521	525	68	229		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1780	1774	1583		
Q Serve(g_s), s	13.5	5.9	17.6	17.6	2.4	10.1		
Cycle Q Clear(g_c), s	13.5	5.9	17.6	17.6	2.4	10.1		
Prop In Lane	1.00			0.27	1.00	1.00		
Lane Grp Cap(c), veh/h	387	2423	740	745	314	280		
V/C Ratio(X)	0.88	0.30	0.70	0.70	0.22	0.82		
Avail Cap(c_a), veh/h	454	2642	783	787	638	569		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.4	4.5	17.3	17.3	25.5	28.6		
Incr Delay (d2), s/veh	16.3	0.1	3.6	3.6	0.3	5.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.3	2.9	9.3	9.3	1.2	8.8		
LnGrp Delay(d),s/veh	43.6	4.7	21.0	20.9	25.8	34.4		
LnGrp LOS	D	A	C	C	C	C		
Approach Vol, veh/h		1064	1046		297			
Approach Delay, s/veh		17.2	21.0		32.5			
Approach LOS		B	C		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.0		16.3	19.3	36.8		
Change Period (Y+Rc), s		6.5		3.5	3.5	6.5		
Max Green Setting (Gmax), s		54.0		26.0	18.5	32.0		
Max Q Clear Time (g_c+l1), s		7.9		12.1	15.5	19.6		
Green Ext Time (p_c), s		30.8		0.8	0.3	10.7		
Intersection Summary								
HCM 2010 Ctrl Delay			20.7					
HCM 2010 LOS			C					

Existing PM
39: Rancho Santa Fe Road & Encinitas Boulevard

11/13/2015

	             											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	174	522	78	92	735	156	177	175	57	167	186	221
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	189	567	65	100	799	136	192	190	62	182	202	240
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1175	134	123	1041	177	228	435	364	217	423	355
Arrive On Green	0.10	0.37	0.37	0.07	0.34	0.34	0.13	0.23	0.23	0.12	0.23	0.23
Sat Flow, veh/h	1774	3202	366	1774	3026	515	1774	1863	1559	1774	1863	1561
Grp Volume(v), veh/h	189	313	319	100	467	468	192	190	62	182	202	240
Grp Sat Flow(s),veh/h/ln	1774	1770	1798	1774	1770	1772	1774	1863	1559	1774	1863	1561
Q Serve(g_s), s	8.5	11.8	11.9	4.8	20.4	20.4	9.2	7.6	2.8	8.7	8.2	12.2
Cycle Q Clear(g_c), s	8.5	11.8	11.9	4.8	20.4	20.4	9.2	7.6	2.8	8.7	8.2	12.2
Prop In Lane	1.00		0.20	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	649	660	123	609	609	228	435	364	217	423	355
V/C Ratio(X)	1.09	0.48	0.48	0.82	0.77	0.77	0.84	0.44	0.17	0.84	0.48	0.68
Avail Cap(c_a), veh/h	174	681	692	123	640	641	276	665	557	235	622	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	21.1	21.2	39.9	25.4	25.4	37.0	28.4	26.6	37.3	29.1	30.6
Incr Delay (d2), s/veh	93.9	1.2	1.2	33.1	6.5	6.5	15.5	1.5	0.5	20.0	1.8	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	5.9	6.1	3.5	11.1	11.1	5.5	4.1	1.2	5.5	4.4	5.7
LnGrp Delay(d),s/veh	133.0	22.3	22.3	72.9	31.9	31.9	52.4	29.9	27.0	57.3	30.9	35.4
LnGrp LOS	F	C	C	E	C	C	D	C	C	E	C	D
Approach Vol, veh/h	821				1035		444				624	
Approach Delay, s/veh	47.8				35.9		39.2				40.3	
Approach LOS	D				D		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	37.6	14.6	24.6	12.0	35.6	14.1	25.2				
Change Period (Y+Rc), s	4.0	5.7	3.5	4.9	3.5	5.7	3.5	4.9				
Max Green Setting (Gmax), s	30.0	33.4	13.5	29.0	8.5	31.4	11.5	31.0				
Max Q Clear Time (g_c+I), s	10.8	13.9	11.2	14.2	10.5	22.4	10.7	9.6				
Green Ext Time (p_c), s	0.0	14.4	0.1	5.3	0.0	7.4	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay	40.7											
HCM 2010 LOS	D											

Existing PM
40: Vulcan Avenue & Santa Fe Drive

11/13/2015

Intersection

Intersection Delay, s/veh14.9

Intersection LOS B

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	136	186	0	300	16	0	208	227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	148	202	0	326	17	0	226	247
Number of Lanes	0	1	0	0	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	15.8	15.7	13.6
HCM LOS	C	C	B

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	42%	100%	0%
Vol Thru, %	95%	0%	0%	100%
Vol Right, %	5%	58%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	316	322	208	227
LT Vol	0	136	208	0
Through Vol	300	0	0	227
RT Vol	16	186	0	0
Lane Flow Rate	343	350	226	247
Geometry Grp	5	2	7	7
Degree of Util (X)	0.55	0.556	0.415	0.418
Departure Headway (Hd)	5.763	5.719	6.612	6.104
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	625	630	543	590
Service Time	3.814	3.771	4.365	3.856
HCM Lane V/C Ratio	0.549	0.556	0.416	0.419
HCM Control Delay	15.7	15.8	14	13.2
HCM Lane LOS	C	C	B	B
HCM 95th-tile Q	3.3	3.4	2	2.1

Existing PM

41: I-5 SB On-Ramp/I-5 SB Off-Ramp & Santa Fe Drive

11/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑↑						↑	↑
Volume (veh/h)	0	631	238	140	456	0	0	0	0	224	3	233
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	686	259	152	496	0				243	3	253
Adj No. of Lanes	0	1	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1109	911	180	2626	0				282	3	255
Arrive On Green	0.00	0.60	0.60	0.14	0.99	0.00				0.16	0.16	0.16
Sat Flow, veh/h	0	1863	1530	1774	3632	0				1753	22	1583
Grp Volume(v), veh/h	0	686	259	152	496	0				246	0	253
Grp Sat Flow(s), veh/h/ln	0	1863	1530	1774	1770	0				1775	0	1583
Q Serve(g_s), s	0.0	24.8	8.7	8.8	0.2	0.0				14.2	0.0	16.8
Cycle Q Clear(g_c), s	0.0	24.8	8.7	8.8	0.2	0.0				14.2	0.0	16.8
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1109	911	180	2626	0				286	0	255
V/C Ratio(X)	0.00	0.62	0.28	0.84	0.19	0.00				0.86	0.00	0.99
Avail Cap(c_a), veh/h	0	1109	911	208	2626	0				286	0	255
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	10.3	44.6	0.2	0.0				42.9	0.0	44.0
Incr Delay (d2), s/veh	0.0	2.6	0.8	20.2	0.2	0.0				21.6	0.0	54.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.4	3.8	5.3	0.2	0.0				8.7	0.0	11.1
LnGrp Delay(d),s/veh	0.0	16.2	11.1	64.8	0.3	0.0				64.5	0.0	98.2
LnGrp LOS		B	B	E	A					E		F
Approach Vol, veh/h		945			648						499	
Approach Delay, s/veh		14.8			15.5						81.6	
Approach LOS		B			B						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.4	67.6		22.0		83.0		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.2	60.9		16.9		77.9		
Max Q Clear Time (g_c+10), s	10.8	26.8		18.8		2.2		
Green Ext Time (p_c), s	0.0	6.5		0.0		6.7		

Intersection Summary

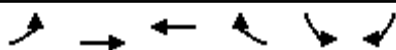
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM
42: Santa Fe Drive & I-5 NB On-Ramp

11/13/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	297	534	645	269	0	0		
Number	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00			0.97				
Parking Bus, Adj	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863				
Adj Flow Rate, veh/h	323	580	701	292				
Adj No. of Lanes	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2				
Cap, veh/h	345	1767	2510	1086				
Arrive On Green	0.39	1.00	0.23	0.23				
Sat Flow, veh/h	1774	1863	3632	1531				
Grp Volume(v), veh/h	323	580	701	292				
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1531				
Q Serve(g_s), s	18.4	0.0	17.0	16.4				
Cycle Q Clear(g_c), s	18.4	0.0	17.0	16.4				
Prop In Lane	1.00			1.00				
Lane Grp Cap(c), veh/h	345	1767	2510	1086				
V/C Ratio(X)	0.94	0.33	0.28	0.27				
Avail Cap(c_a), veh/h	360	1767	2510	1086				
HCM Platoon Ratio	2.00	2.00	0.33	0.33				
Upstream Filter(I)	0.71	0.71	0.94	0.94				
Uniform Delay (d), s/veh	31.4	0.0	18.2	18.0				
Incr Delay (d2), s/veh	23.9	0.4	0.3	0.6				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	11.2	0.2	8.5	7.1				
LnGrp Delay(d),s/veh	55.3	0.4	18.5	18.5				
LnGrp LOS	E	A	B	B				
Approach Vol, veh/h		903	993					
Approach Delay, s/veh		20.0	18.5					
Approach LOS		C	B					
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		105.0			25.1	79.9		
Change Period (Y+Rc), s		5.4			* 4.7	5.4		
Max Green Setting (Gmax), s		99.6			* 21	73.6		
Max Q Clear Time (g_c+l1), s		2.0			20.4	19.0		
Green Ext Time (p_c), s		7.5			0.1	7.5		
Intersection Summary								
HCM 2010 Ctrl Delay		19.2						
HCM 2010 LOS		B						
Notes								

Existing PM
43: I-5 NB Off-Ramp/Regal Road & Santa Fe Drive

11/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	458	0	0	488	45	182	123	144	34	0	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	126	498	0	0	530	49	166	179	124	37	0	196
Adj No. of Lanes	1	1	0	0	3	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	153	1166	0	0	2347	215	214	225	188	27	0	142
Arrive On Green	0.17	1.00	0.00	0.00	0.49	0.49	0.12	0.12	0.12	0.10	0.00	0.10
Sat Flow, veh/h	1774	1863	0	0	4910	434	1774	1863	1561	256	0	1355
Grp Volume(v), veh/h	126	498	0	0	377	202	166	179	124	233	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1695	1786	1774	1863	1561	1611	0	0
Q Serve(g_s), s	7.2	0.0	0.0	0.0	6.6	6.8	9.5	9.8	8.0	11.0	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.0	0.0	6.6	6.8	9.5	9.8	8.0	11.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.24	1.00		1.00	0.16		0.84
Lane Grp Cap(c), veh/h	153	1166	0	0	1678	884	214	225	188	169	0	0
V/C Ratio(X)	0.82	0.43	0.00	0.00	0.22	0.23	0.78	0.80	0.66	1.38	0.00	0.00
Avail Cap(c_a), veh/h	360	1166	0	0	1678	884	252	264	222	169	0	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.84	0.84	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.7	0.0	0.0	0.0	15.1	15.1	44.8	44.9	44.1	47.0	0.0	0.0
Incr Delay (d2), s/veh	4.0	1.1	0.0	0.0	0.3	0.5	13.5	14.9	6.9	203.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.4	0.0	0.0	3.2	3.4	5.5	6.0	3.8	14.4	0.0	0.0
LnGrp Delay(d),s/veh	46.6	1.1	0.0	0.0	15.3	15.6	58.3	59.8	51.0	250.8	0.0	0.0
LnGrp LOS	D	A			B	B	E	E	D	F		
Approach Vol, veh/h	624				579		469				233	
Approach Delay, s/veh	10.3				15.4		57.0				250.8	
Approach LOS	B				B		E				F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	71.1		16.1		13.8		57.4		17.8			
Change Period (Y+Rc), s	5.4		5.1		* 4.7		5.4		5.1			
Max Green Setting (Gmax), s	63.5		11.0		* 21		37.5		14.9			
Max Q Clear Time (g_c+I1), s	2.0		13.0		9.2		8.8		11.8			
Green Ext Time (p_c), s	4.9		0.0		0.1		4.7		0.9			
Intersection Summary												
HCM 2010 Ctrl Delay			52.8									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	502	82	100	461	30	74	60	82	33	75	17
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	546	89	109	501	33	80	65	44	36	82	18
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	734	120	139	912	60	214	133	72	153	232	44
Arrive On Green	0.02	0.47	0.47	0.08	0.53	0.53	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	1563	255	1774	1729	114	538	698	375	284	1218	229
Grp Volume(v), veh/h	21	0	635	109	0	534	189	0	0	136	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1818	1774	0	1843	1611	0	0	1731	0	0
Q Serve(g_s), s	0.5	0.0	13.1	2.8	0.0	8.8	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.1	2.8	0.0	8.8	4.6	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.06	0.42		0.23	0.26		0.13
Lane Grp Cap(c), veh/h	36	0	854	139	0	972	419	0	0	429	0	0
V/C Ratio(X)	0.58	0.00	0.74	0.78	0.00	0.55	0.45	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	174	0	1050	213	0	1104	823	0	0	863	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	9.9	20.8	0.0	7.2	16.8	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.0	2.5	10.1	0.0	0.6	0.9	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	6.9	1.7	0.0	4.6	2.3	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	36.0	0.0	12.4	30.9	0.0	7.8	17.8	0.0	0.0	16.7	0.0	0.0
LnGrp LOS	D		B	C		A	B			B		
Approach Vol, veh/h	656			643			189			136		
Approach Delay, s/veh	13.2			11.7			17.8			16.7		
Approach LOS	B			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.0		12.7	4.4	28.7		12.7				
Change Period (Y+Rc), s	3.5	4.5		4.0	3.5	4.5		4.0				
Max Green Setting (Gmax), s	5.5	26.5		21.0	4.5	27.5		21.0				
Max Q Clear Time (g_c+1.8), s	14.8	15.1		5.0	2.5	10.8		6.6				
Green Ext Time (p_c), s	0.0	6.5		2.0	0.0	8.3		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay	13.4											
HCM 2010 LOS	B											

Existing PM
45: Santa Fe Drive & Balour Drive

11/13/2015

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	184	442	462	67	33	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	200	480	502	73	36	137
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	575	0	-	0	1419	539
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	880	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	998	-	-	-	151	542
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	-	121	542
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	325	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.8		0		18.9	
HCM LOS					C	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	998	-	-	-	430	
HCM Lane V/C Ratio	0.2	-	-	-	0.402	
HCM Control Delay (s)	9.5	-	-	-	18.9	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0.7	-	-	-	1.9	

Existing PM
46: Lake Drive & Santa Fe Drive

11/13/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	404	61	188	427	0	61	0	176	1	0	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	439	66	204	464	0	66	0	153	1	0	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	965	145	586	1136	0	180	20	197	145	40	224
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	924	1583	238	890	1863	0	357	109	1080	192	217	1228
Grp Volume(v), veh/h	2	0	505	204	464	0	219	0	0	4	0	0
Grp Sat Flow(s),veh/h/ln	924	0	1821	890	1863	0	1545	0	0	1637	0	0
Q Serve(g_s), s	0.0	0.0	6.1	6.6	5.3	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	6.1	12.7	5.3	0.0	5.5	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.00	0.30		0.70	0.25		0.75
Lane Grp Cap(c), veh/h	620	0	1110	586	1136	0	396	0	0	408	0	0
V/C Ratio(X)	0.00	0.00	0.45	0.35	0.41	0.00	0.55	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	735	0	1337	696	1368	0	732	0	0	735	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.5	0.0	4.3	7.7	4.1	0.0	15.9	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.8	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.1	1.7	2.7	0.0	2.4	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	5.5	0.0	4.9	8.5	4.6	0.0	16.3	0.0	0.0	13.7	0.0	0.0
LnGrp LOS	A		A	A	A		B			B		
Approach Vol, veh/h		507			668			219			4	
Approach Delay, s/veh		4.9			5.8			16.3			13.7	
Approach LOS		A			A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.9		10.9		29.9		10.9				
Change Period (Y+Rc), s		5.0		3.5		5.0		3.5				
Max Green Setting (Gmax), s		30.0		16.5		30.0		16.5				
Max Q Clear Time (g_c+I1), s		8.1		2.1		14.7		7.5				
Green Ext Time (p_c), s		13.2		0.7		10.2		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			7.2									
HCM 2010 LOS			A									

Existing PM
47: El Camino Real & Santa Fe Drive

11/13/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	↰↱	↱	↰	↑↑↑	↑↑	↱		
Volume (veh/h)	517	110	94	892	824	577		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	562	120	102	970	896	627		
Adj No. of Lanes	2	1	1	3	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	846	389	130	2903	1554	1085		
Arrive On Green	0.25	0.25	0.07	0.57	0.44	0.44		
Sat Flow, veh/h	3442	1583	1774	5253	3632	1583		
Grp Volume(v), veh/h	562	120	102	970	896	627		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1695	1770	1583		
Q Serve(g_s), s	8.8	3.7	3.4	6.1	11.4	12.4		
Cycle Q Clear(g_c), s	8.8	3.7	3.4	6.1	11.4	12.4		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	846	389	130	2903	1554	1085		
V/C Ratio(X)	0.66	0.31	0.78	0.33	0.58	0.58		
Avail Cap(c_a), veh/h	1892	870	133	3049	1692	1146		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.4	18.5	27.3	6.8	12.6	4.9		
Incr Delay (d2), s/veh	1.3	0.6	25.1	0.1	0.5	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.3	0.1	2.6	2.8	5.6	9.8		
LnGrp Delay(d),s/veh	21.7	19.1	52.5	6.9	13.1	5.7		
LnGrp LOS	C	B	D	A	B	A		
Approach Vol, veh/h	682			1072	1523			
Approach Delay, s/veh	21.2			11.2	10.1			
Approach LOS	C			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		40.3		19.8	7.9	32.4		
Change Period (Y+Rc), s		6.0		5.0	3.5	* 6		
Max Green Setting (Gmax), s		36.0		33.0	4.5	* 29		
Max Q Clear Time (g_c+l1), s		8.1		10.8	5.4	14.4		
Green Ext Time (p_c), s		20.6		3.9	0.0	12.0		
Intersection Summary								
HCM 2010 Ctrl Delay		12.8						
HCM 2010 LOS		B						
Notes								

Existing PM
48: Vulcan Avenue & Birmingham Drive

11/13/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	178	86	420	277	89	233		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	193	93	457	301	97	253		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	263	235	557	367	133	1262		
Arrive On Green	0.15	0.15	0.53	0.53	0.08	0.68		
Sat Flow, veh/h	1774	1583	1050	691	1774	1863		
Grp Volume(v), veh/h	193	93	0	758	97	253		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1741	1774	1863		
Q Serve(g_s), s	5.1	2.6	0.0	17.6	2.6	2.5		
Cycle Q Clear(g_c), s	5.1	2.6	0.0	17.6	2.6	2.5		
Prop In Lane	1.00	1.00		0.40	1.00			
Lane Grp Cap(c), veh/h	263	235	0	923	133	1262		
V/C Ratio(X)	0.73	0.40	0.00	0.82	0.73	0.20		
Avail Cap(c_a), veh/h	583	520	0	1305	200	1740		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.8	18.8	0.0	9.5	22.0	2.9		
Incr Delay (d2), s/veh	1.5	0.4	0.0	2.6	8.8	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	1.2	0.0	8.9	1.6	1.3		
LnGrp Delay(d),s/veh	21.3	19.2	0.0	12.1	30.9	3.0		
LnGrp LOS	C	B		B	C	A		
Approach Vol, veh/h	286		758			350		
Approach Delay, s/veh	20.6		12.1			10.8		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.2	30.3		11.2		37.5		
Change Period (Y+Rc), s	3.5	4.5		4.0		4.5		
Max Green Setting (Gmax), s	5.5	36.5		16.0		45.5		
Max Q Clear Time (g_c+1.6	14.6	19.6		7.1		4.5		
Green Ext Time (p_c), s	0.0	6.2		0.3		8.1		
Intersection Summary								
HCM 2010 Ctrl Delay		13.5						
HCM 2010 LOS		B						

Existing PM

49: I-5 SB On-Ramp/I-5 SB Off-Ramp & Birmingham Drive

11/13/2015

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	547	188	128	362	0	0	0	0	109	1	269
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	595	204	139	393	0	0	0	0	118	1	292
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	393	0	-	595	0	0	1267	1267	393			
Stage 1	-	-	-	-	-	-	672	672	-			
Stage 2	-	-	-	-	-	-	595	595	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1166	-	0	981	-	-	186	169	656			
Stage 1	-	-	0	-	-	-	508	454	-			
Stage 2	-	-	0	-	-	-	551	492	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1166	-	-	981	-	-	152	0	656			
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	0	-			
Stage 1	-	-	-	-	-	-	416	0	-			
Stage 2	-	-	-	-	-	-	551	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			2.4			34.4					
HCM LOS							D					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2					
Capacity (veh/h)	1166	-	981	-	-	152	656					
HCM Lane V/C Ratio	-	-	0.142	-	-	0.779	0.446					
HCM Control Delay (s)	0	-	9.3	0	-	82.8	14.8					
HCM Lane LOS	A	-	A	A	-	F	B					
HCM 95th %tile Q(veh)	0	-	0.5	-	-	4.9	2.3					

Intersection												
Intersection Delay, s/veh	38.7											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	227	429	0	0	0	294	117	0	196	2	325
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	247	466	0	0	0	320	127	0	213	2	353
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	66.5	18.8	19.4
HCM LOS	F	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	99%	0%	35%	0%	0%
Vol Thru, %	1%	0%	65%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	325	656	294	117
LT Vol	196	0	227	0	0
Through Vol	2	0	429	294	0
RT Vol	0	325	0	0	117
Lane Flow Rate	215	353	713	320	127
Geometry Grp	7	7	6	7	7
Degree of Util (X)	0.466	0.648	1	0.638	0.229
Departure Headway (Hd)	7.795	6.601	7.038	7.184	6.484
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	465	548	521	505	554
Service Time	5.515	4.322	5.076	4.908	4.208
HCM Lane V/C Ratio	0.462	0.644	1.369	0.634	0.229
HCM Control Delay	17.2	20.7	66.5	21.8	11.1
HCM Lane LOS	C	C	F	C	B
HCM 95th-tile Q	2.4	4.6	13.8	4.4	0.9

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	0	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Lane

Existing PM
51: Manchester Avenue & I-5 SB On-Off Ramps

11/13/2015

Intersection

Intersection Delay, s/veh22.9

Intersection LOS C

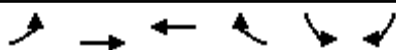
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	108	136	0	293	688	0	38	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	117	148	0	318	748	0	41	33
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	10.5	26.8	10.4
HCM LOS	B	D	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	136	293	688	38	30
LT Vol	108	0	0	0	38	0
Through Vol	0	136	293	0	0	0
RT Vol	0	0	0	688	0	30
Lane Flow Rate	117	148	318	748	41	33
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.204	0.236	0.448	0.905	0.088	0.058
Departure Headway (Hd)	6.25	5.745	5.061	4.357	7.64	6.421
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	618	710	830	472	561
Service Time	4.047	3.542	2.813	2.109	5.34	4.121
HCM Lane V/C Ratio	0.206	0.239	0.448	0.901	0.087	0.059
HCM Control Delay	10.7	10.3	11.9	33.2	11.1	9.5
HCM Lane LOS	B	B	B	D	B	A
HCM 95th-tile Q	0.8	0.9	2.3	12.5	0.3	0.2

Existing PM
52: Manchester Avenue & I-5 NB On-Off Ramps

11/13/2015



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	23	164	772	45	1174	157		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	25	178	839	49	1276	171		
Adj No. of Lanes	1	1	2	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	50	764	1084	474	1429	658		
Arrive On Green	0.03	0.41	0.31	0.31	0.42	0.42		
Sat Flow, veh/h	1774	1863	3632	1548	3442	1583		
Grp Volume(v), veh/h	25	178	839	49	1276	171		
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1548	1721	1583		
Q Serve(g_s), s	0.9	3.9	13.4	1.4	21.5	4.4		
Cycle Q Clear(g_c), s	0.9	3.9	13.4	1.4	21.5	4.4		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	50	764	1084	474	1429	658		
V/C Ratio(X)	0.50	0.23	0.77	0.10	0.89	0.26		
Avail Cap(c_a), veh/h	142	1135	1606	702	1716	790		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	29.9	12.0	19.7	15.5	16.9	12.0		
Incr Delay (d2), s/veh	2.9	0.1	0.7	0.0	5.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	2.0	6.6	0.6	11.1	4.7		
LnGrp Delay(d),s/veh	32.7	12.1	20.4	15.5	22.0	12.0		
LnGrp LOS	C	B	C	B	C	B		
Approach Vol, veh/h		203	888		1447			
Approach Delay, s/veh		14.6	20.1		20.8			
Approach LOS		B	C		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		31.4		31.0	6.5	24.9		
Change Period (Y+Rc), s		5.8		5.1	* 4.7	5.8		
Max Green Setting (Gmax), s		38.0		31.1	* 5	28.3		
Max Q Clear Time (g_c+1), s		5.9		23.5	2.9	15.4		
Green Ext Time (p_c), s		4.6		2.4	0.0	3.7		
Intersection Summary								
HCM 2010 Ctrl Delay		20.0						
HCM 2010 LOS		C						
Notes								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	3	289	0	83	6	1105	323	61	679	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	3	0	3	202	157	90	7	1201	0	66	738	1
Adj No. of Lanes	0	1	1	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	0	10	311	195	112	13	1677	750	84	1764	768
Arrive On Green	0.01	0.00	0.01	0.18	0.18	0.18	0.01	0.47	0.00	0.05	0.50	0.50
Sat Flow, veh/h	1774	0	1583	1774	1112	638	1774	3539	1583	1774	3539	1540
Grp Volume(v), veh/h	3	0	3	202	0	247	7	1201	0	66	738	1
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1750	1774	1770	1583	1774	1770	1540
Q Serve(g_s), s	0.1	0.0	0.1	7.0	0.0	8.9	0.3	17.7	0.0	2.4	8.7	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.1	7.0	0.0	8.9	0.3	17.7	0.0	2.4	8.7	0.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	11	0	10	311	0	307	13	1677	750	84	1764	768
V/C Ratio(X)	0.27	0.00	0.30	0.65	0.00	0.80	0.54	0.72	0.00	0.79	0.42	0.00
Avail Cap(c_a), veh/h	433	0	386	446	0	440	433	2066	924	135	1764	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	32.5	25.2	0.0	26.0	32.5	13.7	0.0	30.9	10.4	8.3
Incr Delay (d2), s/veh	4.6	0.0	6.1	0.9	0.0	4.4	12.4	1.0	0.0	6.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	3.4	0.0	4.6	0.2	8.7	0.0	1.3	4.3	0.0
LnGrp Delay(d),s/veh	37.1	0.0	38.5	26.0	0.0	30.4	44.8	14.8	0.0	37.0	11.0	8.3
LnGrp LOS	D		D	C		C	D	B		D	B	A
Approach Vol, veh/h	6		449				1208			805		
Approach Delay, s/veh	37.8		28.4				14.9			13.1		
Approach LOS	D		C				B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.1	37.6	4.9		5.5	39.2	16.0					
Change Period (Y+Rc), s	4.0	* 6.5	4.5		5.0	6.5	4.5					
Max Green Setting (Gmax), s	5.0	* 38	16.0		16.0	26.0	16.5					
Max Q Clear Time (g_c+14.4), s	19.7	19.7	2.1		2.3	10.7	10.9					
Green Ext Time (p_c), s	0.0	11.4	0.0		0.0	13.0	0.6					
Intersection Summary												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												



Appendix C Caltrans Freeway Volumes – Existing Conditions

2013 Daily Truck Traffic

RTE	DIST	CNTY	MILE	POST	L E G	DESCRIPTION	VEHICLE		TRUCK		TRUCK		By Axle		By Axle		By Axle		EAL 2-WAY (1000)	YEAR VER/ EST
							AADT TOTAL	AADT TOTAL	TRUCK VEH	% TOT	TRUCK VEH	% TOT	3	4	5+	3	4	5+		
005	11	SD	R 25.947	A		JCT. RTE. 52 EAST	182000	7462	4.10	4223	784	321	2134	56.60	10.50	4.30	28.60	1003	87V	
005	11	SD	R 30.682	A		SAN DIEGO, NORTH JCT. RTE. 805	148000	5624	3.80	2474	422	180	2548	44.00	7.50	3.20	45.30	1031	00E	
005	11	SD	R 41.509	B		ENCINITAS BLVD	210000	13449	6.40	8041	1377	666	3365	59.79	10.24	4.95	25.02	1666	13V	
005	11	SD	R 42.712	B		LEUCADIA BLVD	211000	9056	4.29	3940	654	273	4189	43.51	7.22	3.01	46.26	1683	13V	
005	11	SD	R 51.201	B		JCT. RTE. 78 EAST	196000	9428	4.81	3696	735	368	4629	39.20	7.80	3.90	49.10	1848	07V	
005	11	SD	R 51.201	A		JCT. RTE. 78 EAST	192000	9216	4.80	3613	719	359	4525	39.20	7.80	3.90	49.10	1807	07E	
005	11	SD	R 53.43	A		MISSION AVE	171000	10227	5.98	4009	798	399	5021	39.20	7.80	3.90	49.10	2005	07E	
005	11	SD	R 71.377	B		BASILONE RD	129000	9328	7.23	3656	728	364	4580	39.20	7.80	3.90	49.10	1829	07E	
005	12	ORA	0	A		SAN DIEGO/ORANGE COUNTY LINE	138500	10001	7.22	4400	751	320	4530	44.00	7.51	3.20	45.30	1833	00E	
005	12	ORA	6.78	B		JCT RTE 1	242000	10286	4.25	4500	750	322	4714	43.75	7.29	3.13	45.83	1900	00E	
005	12	ORA	9.604	B		SAN JUAN CAPISTRANO, JCT. RTE. 74	258800	11052	4.27	4835	806	346	5065	43.75	7.29	3.13	45.83	2042	00E	
005	12	ORA	9.604	A		SAN JUAN CAPISTRANO, JCT. RTE. 74	278400	11081	3.98	4848	808	347	5078	43.75	7.29	3.13	45.83	2047	00E	
005	12	ORA	13.776	A		CROWN VALLEY PARKWAY	302000	10570	3.50	4624	771	331	4844	43.75	7.29	3.13	45.83	1953	00E	
005	12	ORA	21.304	B		JCT. RTE. 405, SANTA ANA FWY	278500	9385	3.37	4106	684	294	4301	43.75	7.29	3.13	45.83	1734	00E	
005	12	ORA	23.12	B		IRVINE, JCT. RTE. 133	200000	11000	5.50	4868	1076	479	4577	44.25	9.78	4.35	41.61	1919	08E	
005	12	ORA	23.12	A		IRVINE, JCT. RTE. 133	242700	13349	5.50	5907	1306	581	5555	44.25	9.78	4.35	41.61	2329	08V	
005	12	ORA	30.263	B		TUSTIN, JCT. RTE. 55	278200	15300	5.50	6771	1496	666	6367	44.25	9.78	4.35	41.61	2669	08E	

2013 Traffic Volumes Book

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak AADT	Ahead
11	5	SD	34.134	SAN DIEGO, DEL MAR HEIGHTS ROAD	16200	248000	245000	15900	244000	243000
11	5	SD	36.266	VIA DE LA VALLE	15900	244000	243000	18100	247000	230000
11	5	SD	37.384	SOLANA BEACH, LOMAS SANTA FE DRIVE	18100	247000	230000	16100	244000	231000
11	5	SD	38.624	MANCHESTER AVENUE	16100	244000	231000	14200	216000	203000
11	5	SD	39.83	BIRMINGHAM DRIVE	14200	216000	203000	14200	216000	201000
11	5	SD	40.597	ENCINITAS, SANTA FE DRIVE	14200	216000	201000	15400	226000	210000
11	5	SD	41.509	ENCINITAS BOULEVARD	15400	226000	210000	15600	223000	211000
11	5	SD	42.712	LEUCADIA BOULEVARD	15600	223000	211000	15500	223000	208000
11	5	SD	44.071	LEUCADIA, LA COSTA AVENUE	15500	223000	208000	15200	218000	204000
11	5	SD	45.571	CARLSBAD, POINSETTIA LANE	15200	218000	204000	15100	216000	201000
11	5	SD	47.032	CARLSBAD, PALOMAR AIRPORT ROAD	15100	216000	201000	15000	214000	198000
11	5	SD	47.975	CARLSBAD, CANNON ROAD	15000	214000	198000	14700	220000	199000
11	5	SD	49.278	TAMARACK AVENUE	14700	220000	199000	14700	200000	196000
11	5	SD	50.106	CARLSBAD, CARLSBAD VILLAGE DRIVE	14700	200000	196000	14700	198000	194000
11	5	SD	50.684	CARLSBAD, LAS FLORES DRIVE	14700	198000	194000	14600	200000	196000
11	5	SD	51.201	JCT. RTE. 78 EAST	14600	200000	196000	14300	208000	192000
11	5	SD	51.466	OCEANSIDE, CASSIDY STREET	14300	208000	192000	14200	201000	191000
11	5	SD	51.847	OCEANSIDE, CALIFORNIA STREET	14200	201000	191000	14700	210000	190000
11	5	SD	52.298	OCEANSIDE, OCEANSIDE BOULEVARD	14700	210000	190000	14700	203000	191000
11	5	SD	53.43	MISSION AVENUE	14700	203000	191000	13200	184000	171000
11	5	SD	53.932	JCT. RTE. 76	13200	189000	171000	12100	169000	158000
11	5	SD	54.39	HARBOR DRIVR/VANDERGRIFF	12100	169000	158000	11100	146000	130000
11	5	SD	62.078	LAS PULGAS ROAD	11000	144000	130000	10600	144000	129000
11	5	SD	71.377	BASILONE ROAD	10600	144000	129000	11100	140000	136000
11	5	SD	72.281	CHRISTIANITOS ROAD	11100	140000	136000	11200	141000	137000
11	5	SD	72.367	SAN DIEGO/ORANGE COUNTY LINE	11200	141000	137000			
12	5	ORA	0	SAN DIEGO/ORANGE COUNTY LINE				11000	142000	138500
12	5	ORA	1	SAN CLEMENTE, AVENIDA CALIFIA	10800	143000	139400	11700	151000	147000
12	5	ORA	1.627	SAN CLEMENTE, EL CAMINO REAL	11700	151000	147000	11800	169000	160000
12	5	ORA	2.306	SAN CLEMENTE, AVENIDA PRESIDIO	11800	169000	160000	12000	171000	162000
12	5	ORA	2.663	SAN CLEMENTE, AVENIDA PALIZADA	12000	171000	162000	14000	198000	187000

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

OTM32420
07/22/2014
13:37:03

DI	RTE	CO	PRE	PM CS	LEG	YR	Dir	1 WAY			AM PEAK			1 WAY			PM PEAK						
								PHV	%	D	%	K	D	%	PHV	%	K	D	%				
10	004	SJ		24.87	313	A	13	W	374	11.56	67.88	7.85	12	SUN	JUL	W	432	13.15	68.9	9.06	13	SUN	AUG
10	004	SJ		24.87	336	B	13	W	320	11.73	64.52	7.57	11	SUN	AUG	E	374	12.85	68.88	8.85	16	FRI	MAY
10	004	SJ		33.08	48	A	13	W	409	12.35	71.38	8.82	11	SUN	JUN	W	462	13.02	76.49	9.96	16	SUN	AUG
10	004	SJ		33.08	352	B	13	W	359	10.47	78.04	8.17	12	SUN	NOV	W	424	12.72	75.85	9.65	16	SUN	AUG
10	004	CAL		29.38	37	A	13	W	407	8.89	66.4	5.9	12	SUN	OCT	W	478	10.92	63.48	6.93	14	SUN	JUL
11	005	SD	R	.878	501	A	13	S	1343	6.01	62	3.73	12	SAT	AUG	S	2407	8.85	75.41	6.68	17	FRI	JAN
11	005	SD		4.632	901	A	13	N	5967	6.27	65.73	4.12	7	THU	OCT	S	7506	8.26	62.78	5.18	17	FRI	JUN
11	005	SD		8.562	902	B	13	N	7751	6.25	75.99	4.75	6	WED	APR	S	8285	8.14	62.33	5.08	16	TUE	MAR
11	005	SD	R	11.13	952	A	13	N	9183	7.57	65.49	4.96	7	WED	AUG	S	9841	7.8	68.12	5.31	15	FRI	OCT
11	005	SD	R	12.65	903	A	13	N	8912	7.67	74.38	5.7	7	THU	JUL	S	7960	7.76	65.62	5.09	15	TUE	MAR
11	005	SD	R	14.74	956	A	13	N	8673	8.54	61.46	5.25	7	TUE	MAR	S	7392	7.93	56.42	4.47	15	FRI	MAY
11	005	SD	R	17.53	896	A	13	N	6802	7.9	59.27	4.68	7	TUE	JUL	S	6320	8.22	52.88	4.35	15	FRI	OCT
11	005	SD	R	20.06	800	B	13	N	7741	7.59	52.13	3.96	7	THU	NOV	N	8149	8.11	51.38	4.17	16	FRI	APR
11	005	SD	R	20.06	931	A	13	N	8550	7.23	59.73	4.32	7	FRI	OCT	S	8584	7.98	54.28	4.33	16	FRI	FEB
11	005	SD	R	22.26	801	B	13	N	9199	7.56	56.04	4.24	7	FRI	SEP	S	9707	8.5	52.65	4.47	17	WED	OCT
11	005	SD	R	25.95	802	B	13	N	9472	7.64	63.18	4.82	7	MON	NOV	S	9673	8.31	59.31	4.93	16	WED	FEB
11	005	SD	R	30.68	502	A	13	S	8164	7.31	54.76	4	9	THU	APR	S	8021	7.4	53.14	3.93	14	SAT	JUL
11	005	SD	R	30.68	803	B	13	S	6211	7.78	55.4	4.31	8	WED	OCT	N	6450	8.06	55.58	4.48	15	FRI	JAN
11	005	SD	R	36.27	898	A	13	S	9351	7.06	57.65	4.07	7	THU	FEB	N	10256	7.74	57.68	4.47	17	TUE	MAR
11	005	SD	R	41.51	978	B	13	S	7639	6.76	53.84	3.64	7	WED	AUG	N	8065	7.09	54.22	3.84	17	WED	MAY
11	005	SD	R	42.71	661	B	13	S	7443	5.72	63.03	3.61	6	THU	OCT	N	8082	7.13	54.89	3.92	17	TUE	MAR
11	005	SD	R	49.28	904	B	13	S	7878	7.29	54.21	3.95	10	SAT	JUL	N	7973	6.92	57.81	4	17	WED	MAY
11	005	SD	R	53.93	906	B	13	S	6989	7.34	55.74	4.09	9	SAT	JUL	S	7123	7.35	56.8	4.17	16	FRI	JUN
11	005	SD	R	54.39	954	A	13	N	5794	8.63	51.62	4.45	10	SAT	MAR	N	5707	7.58	57.86	4.39	13	SUN	JUN
12	005	ORA		.483	401	O	12	S	6000	8.38	52.29	4.38	10	SAT	JUL	S	5800	7.26	58.33	4.23	14	SAT	MAY
12	005	ORA		17.47	902	A	13	S	12906	6.7	57.93	3.88	12	FRI	SEP	S	14633	7.14	61.56	4.4	16	WED	JAN
12	005	ORA		30.26	904	B	13	N	11271	7.18	56.41	4.05	7	THU	MAR	S	10052	6.48	55.79	3.61	17	WED	MAR
12	005	ORA		30.26	905	A	13	N	12637	7.08	54.42	3.86	7	THU	MAY	S	11368	6.09	56.92	3.47	17	WED	MAR
12	005	ORA		33.09	906	A	13	N	12224	6.18	54.15	3.34	6	WED	MAR	N	12543	6.4	53.64	3.43	15	MON	APR
07	005	LA		.7	475	A	13	N	5407	5.86	53.04	3.11	10	SUN	MAR	S	5445	5.62	55.63	3.13	18	WED	MAY
07	005	LA		3.971	52	O	13	S	5287	5.95	52.55	3.12	9	SAT	JAN	S	5216	6.05	50.96	3.08	14	WED	JAN
07	005	LA		12	453	A	13	N	7255	6.11	53.2	3.25	6	TUE	MAR	S	6779	5.98	50.85	3.04	14	SAT	JAN
07	005	LA		15.33	27	O	13	N	8311	6.03	52.96	3.19	9	SAT	APR	S	8198	6.05	51.99	3.15	13	SAT	OCT



Appendix D

Freeway Segment Mainline Volumes vs. HOV Lane Volumes

Freeway Segment Mainline Volumes vs. HOV Volumes

Freeway / State Highway	Segment	HIGHWAY COV				Existing
		SB	SB HOV	NB HOV	NB	
I-5	Palomar Airport Road and Poinsettia Lane	13282A	29644A	29642A	13279A	201,000
	Poinsettia Lane and La Costa Avenue	8771A	29638A	29636A	8770A	204,000
	La Costa Avenue and Leucadia Boulevard	8772A	29628A	29629A	16291A	208,000
	Leucadia Boulevard and Encinitas Boulevard	19272A	29622A	29620A	16275A	211,000
	Encinitas Boulevard and Santa Fe Drive	13580A	29615A	29612A	13579A	210,000
	Santa Fe Drive and Birmingham Drive	13585A	29605A	29607A	13586A	201,000
	Birmingham Drive and Manchester Avenue	13590A	29599A	29597A	13593A	203,000
	Manchester Avenue and Lomas Santa Fe Drive	13594A	594A	29588A	9872A	231000
	Lomas Santa Fe Drive and Via De La Valle	13597A	29580A	29582A	13600A	230000

Freeway / State Highway	Segment	Existing
I-5	Palomar Airport Road and Poinsettia Lane	201,000
	Poinsettia Lane and La Costa Avenue	204,000
	La Costa Avenue and Leucadia Boulevard	208,000
	Leucadia Boulevard and Encinitas Boulevard	211,000
	Encinitas Boulevard and Santa Fe Drive	210,000
	Santa Fe Drive and Birmingham Drive	201,000
	Birmingham Drive and Manchester Avenue	203,000
	Manchester Avenue and Lomas Santa Fe Drive	231,000
	Lomas Santa Fe Drive and Via De La Valle	230,000



Appendix E

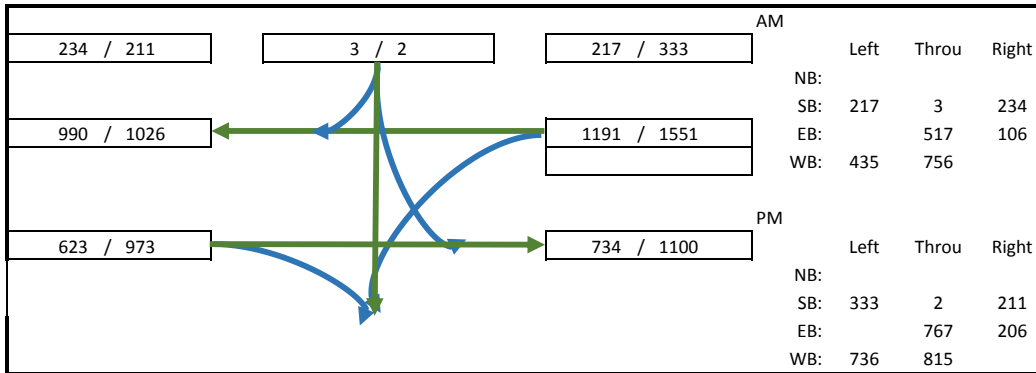
Ramp Intersection Capacity Analysis – Existing Conditions

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

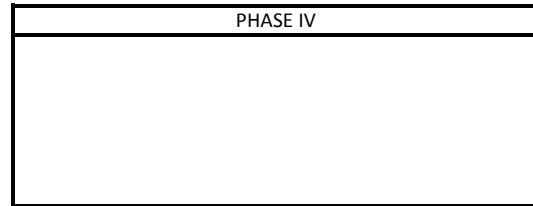
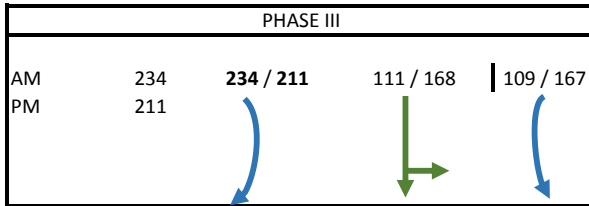
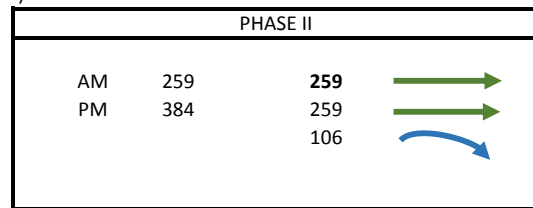
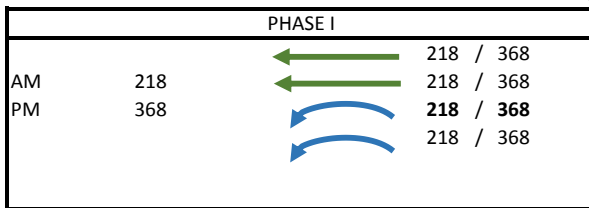
INTERSECTION: Poinsettia Lan / I-5 SB off-ramp
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
711

PM
963

TOTAL OPERATING LEVEL (ILV/HR):

AM:	711	Under Capacity
PM:	963	Under Capacity

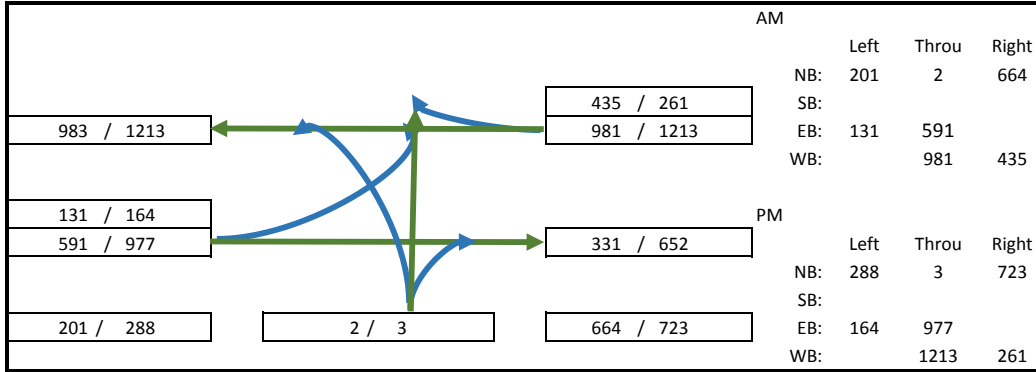
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Poinsettia Lane / I-5 NB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	131	131/164	
PM	164	131/164	
		131/164	

PHASE II			
AM	435	435/261	
PM	405	327/405	
		327/404	
		327/404	

PHASE III			
AM	332		
PM	362		
		203/291	
		332/362	
		332/362	

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
898

PHASE II
931

TOTAL OPERATING LEVEL (ILV/HR):

AM:	898	Under Capacity
PM:	931	Under Capacity

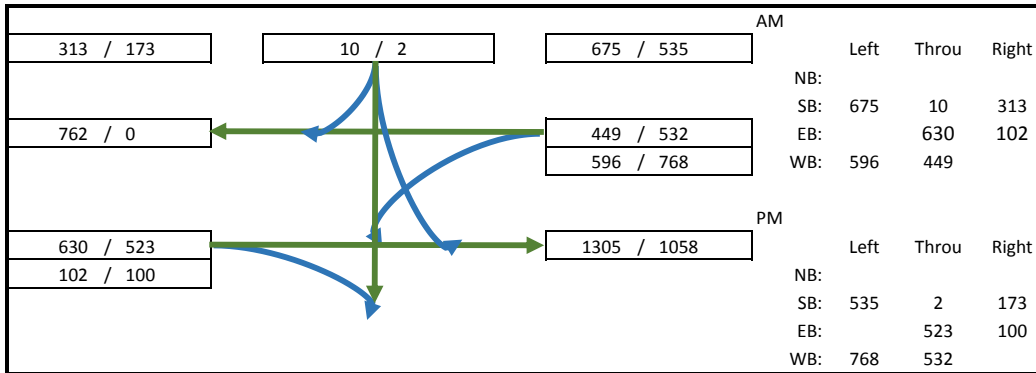
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

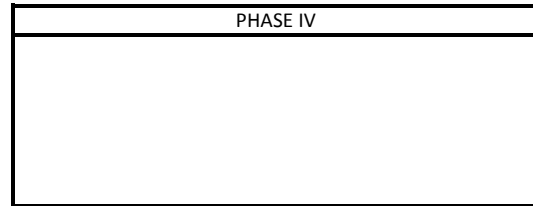
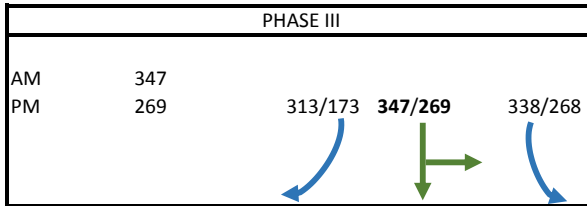
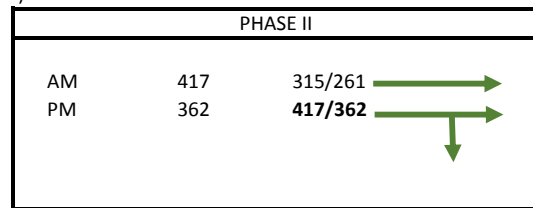
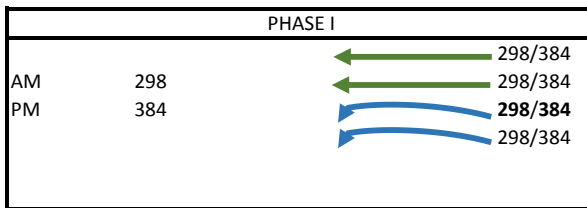
INTERSECTION: La Costa Avenue / I-5 SB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1062

PHASE II
1015

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1062	Under Capacity
PM:	1015	Under Capacity

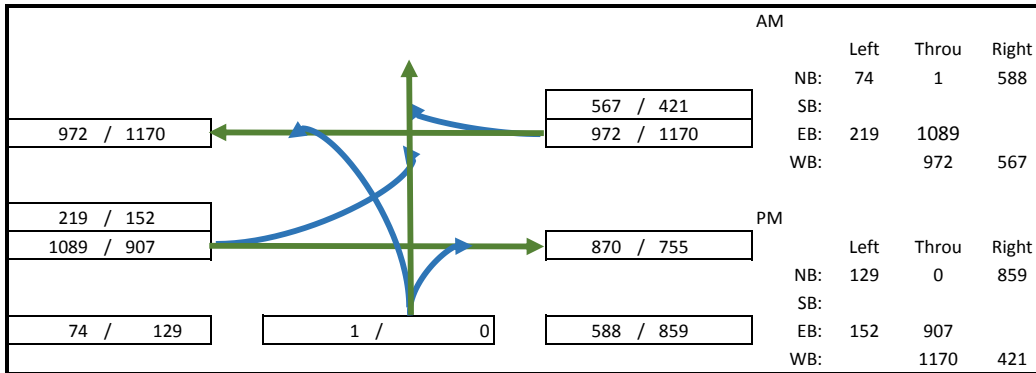
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: La Costa Avenue / I-5 NB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	219	219/152	→
PM	152	219/152	→
		219/152	→

PHASE II			
AM	567	567/421	→
PM	421	324/390	←
		324/390	←
		324/390	←

PHASE III			
AM	294		
PM	430		
		75/129	←
		294/430	→
		294/430	→

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1080

PHASE II
1003

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1080	Under Capacity
PM:	1003	Under Capacity

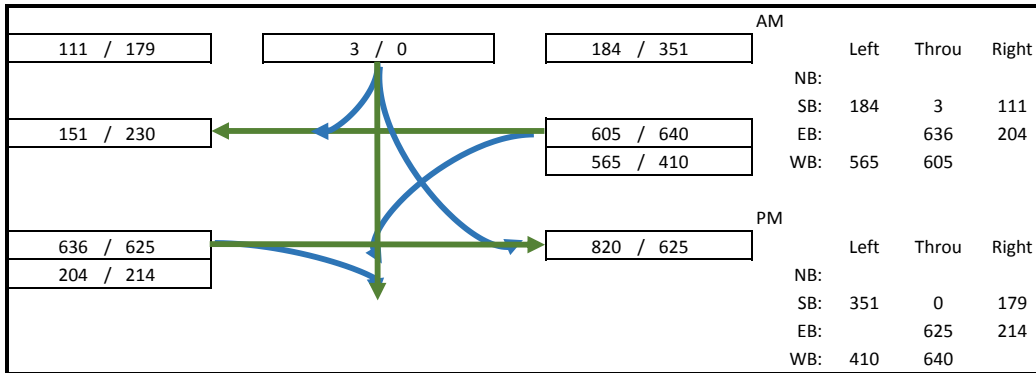
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Leucadia Blvd / I-5 SB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	283	←	283/205
PM	205	←	283/205
		↪	283/205
		↪	283/205

PHASE II			
AM	318	→	318/313
PM	313	→	318/313
		↪	204/214

PHASE III			
AM	111	↪	111/179
PM	179	↪	95/176
		↪	92/176

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
712

PHASE II
697

TOTAL OPERATING LEVEL (ILV/HR):

AM:	712	Under Capacity
PM:	697	Under Capacity

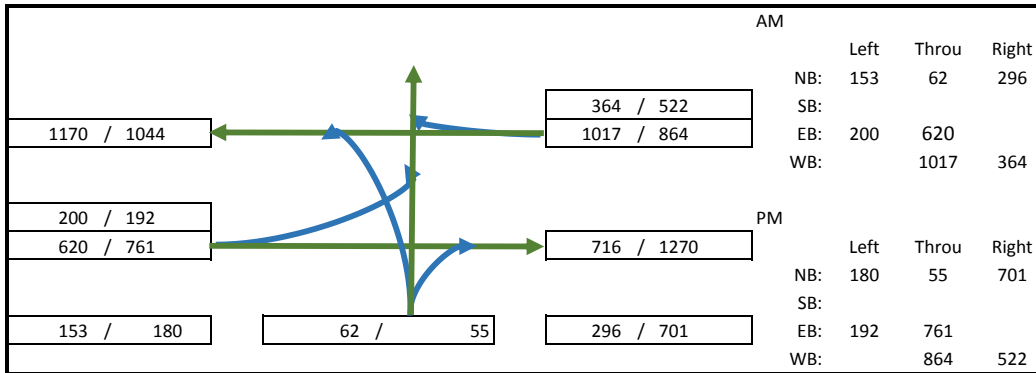
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

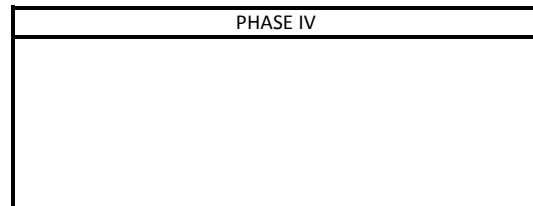
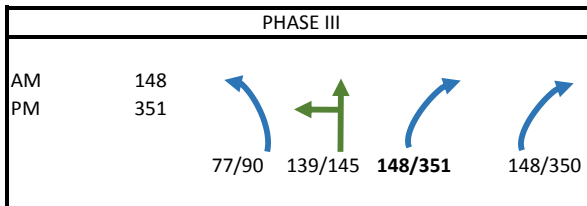
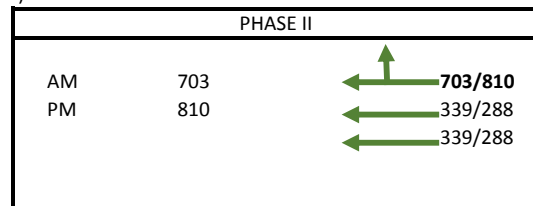
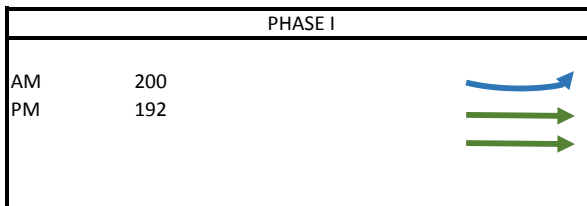
INTERSECTION: Leucadia Blvd / I-5 NB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1051

PHASE II
1353

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1051	Under Capacity
PM:	1353	At Capacity

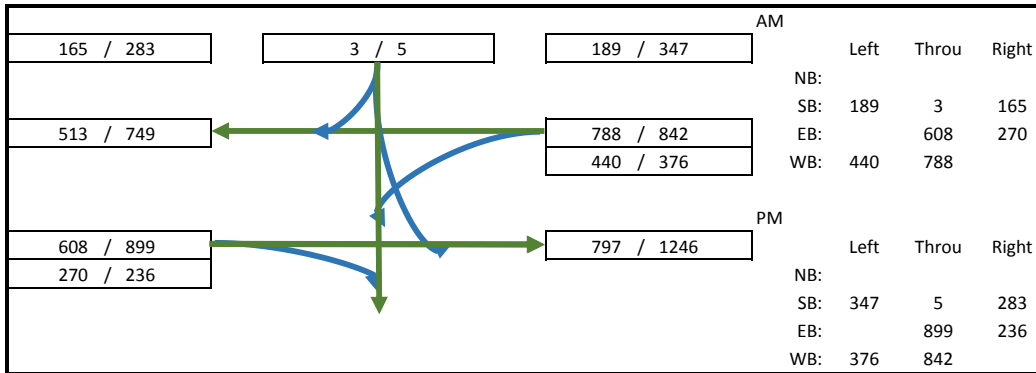
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

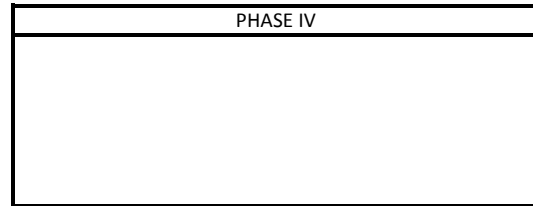
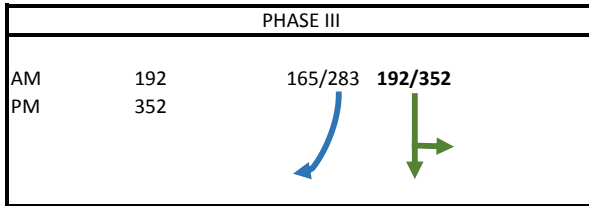
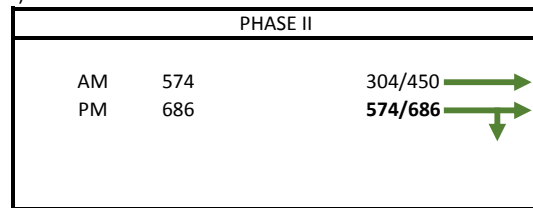
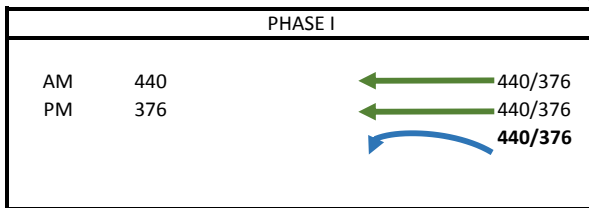
INTERSECTION: Encinitas Blvd / I-5 SB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1206

PHASE II
1414

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1206	At Capacity
PM:	1414	At Capacity

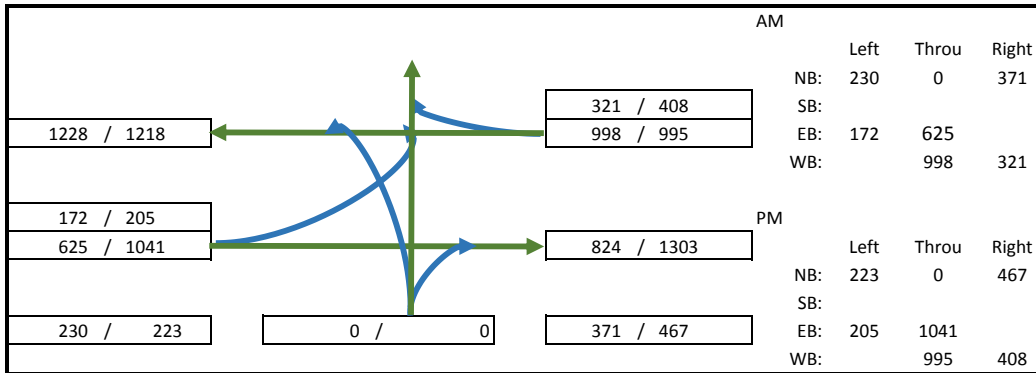
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Encinitas Blvd / I-5 NB Ramps
ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
PM: _____
DATE: 6/28/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	172	172/205	→
PM	205	172/205	→
		172/205	→

PHASE II			
AM	499	321/408	→
PM	498	499/498	→
		499/498	→

PHASE III			
AM	371	230/223	→
PM	467	371/467	→

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1042

PHASE II
1170

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1042	Under Capacity
PM:	1170	Under Capacity

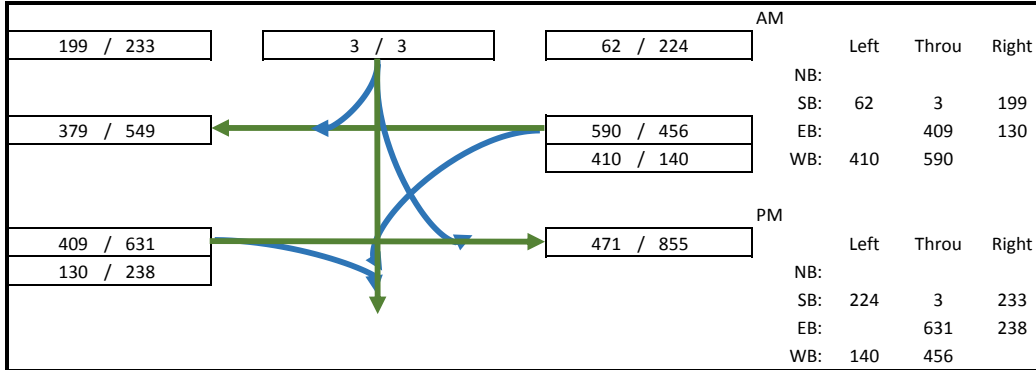
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Santa Fe Drive / I-5 SB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I		
AM	410	410/140
PM	140	410/140

PHASE II		
AM	409	409/631
PM	631	130/238

PHASE III		
AM	199	199/233
PM	233	65/227

PHASE IV		
AM		
PM		

CRITICAL LANE VOLUMES PER HOUR

AM
1018

PHASE II
1004

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1018	Under Capacity
PM:	1004	Under Capacity

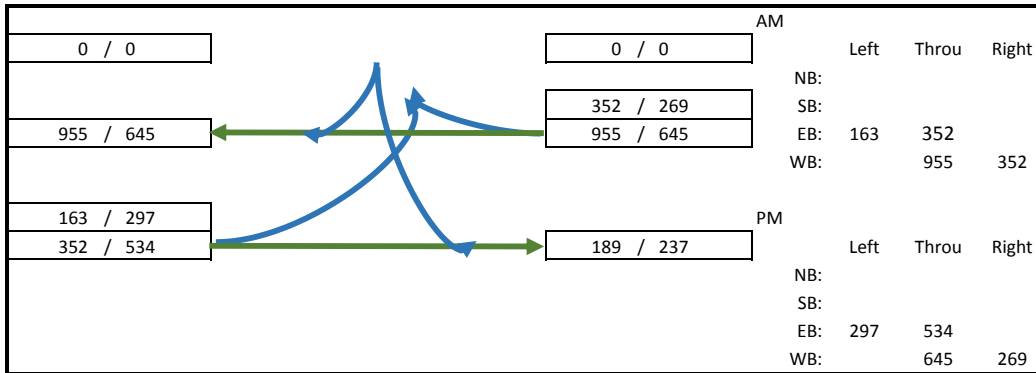
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Santa Fe Drive / I-5 NB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	163	163/297	→
PM	297	163/297	→

PHASE II			
AM	478	352/269	→
PM	323	478/323	→
		477/322	→

PHASE III			

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
641

PHASE II
620

TOTAL OPERATING LEVEL (ILV/HR):

AM:	641	Under Capacity
PM:	620	Under Capacity

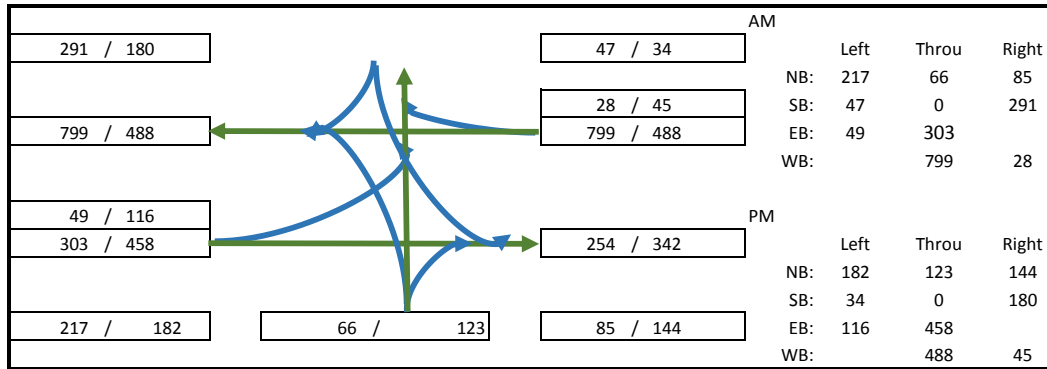
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

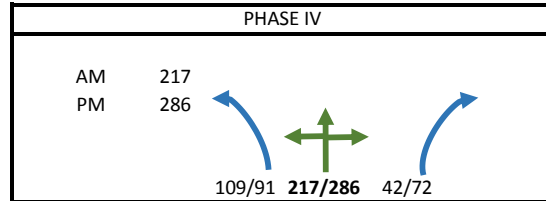
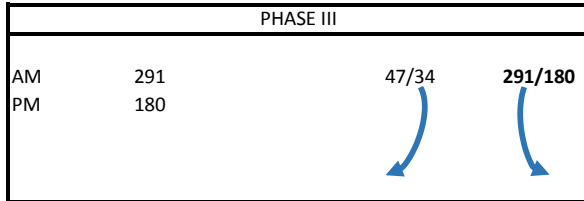
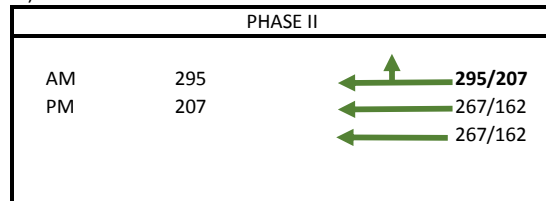
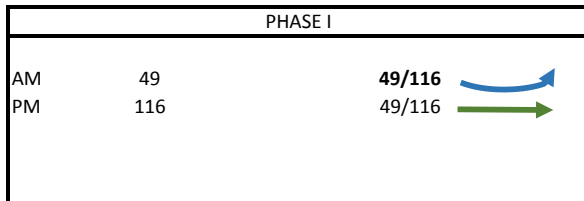
INTERSECTION: Santa Fe / I-5 NB Off-Ramp / Regal Road
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
852

PHASE II
789

TOTAL OPERATING LEVEL (ILV/HR):

AM:	852	Under Capacity
PM:	789	Under Capacity

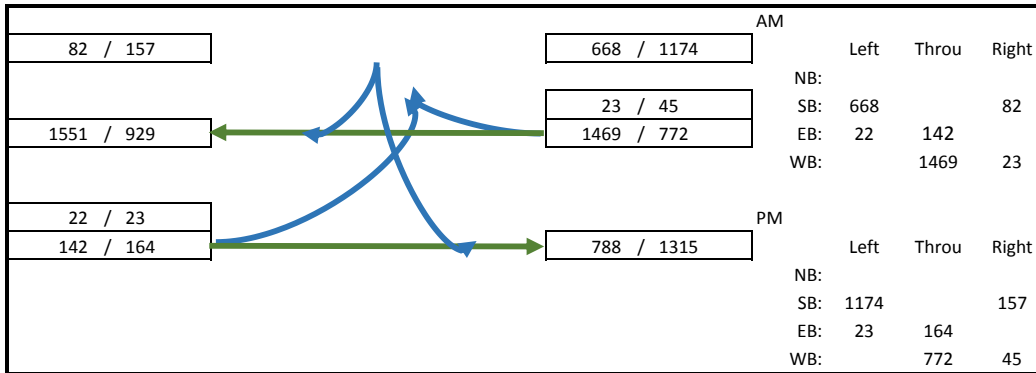
< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Manchester Avenue / I-5 NB Ramps
 ALTERNATIVE: Existing Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	22	22/23	Blue arrow pointing right
PM	23	22/23	Green arrow pointing right

PHASE II			
AM	735	23/45	Blue arrow pointing left
PM	386	735/386	Green arrow pointing left
		734/386	Green arrow pointing left

PHASE III			
AM	334	82/157	Blue arrow pointing left
PM	587	334/587	Blue arrow pointing left
		334/587	Blue arrow pointing left

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1091

PHASE II
996

TOTAL OPERATING LEVEL (ILV/HR):

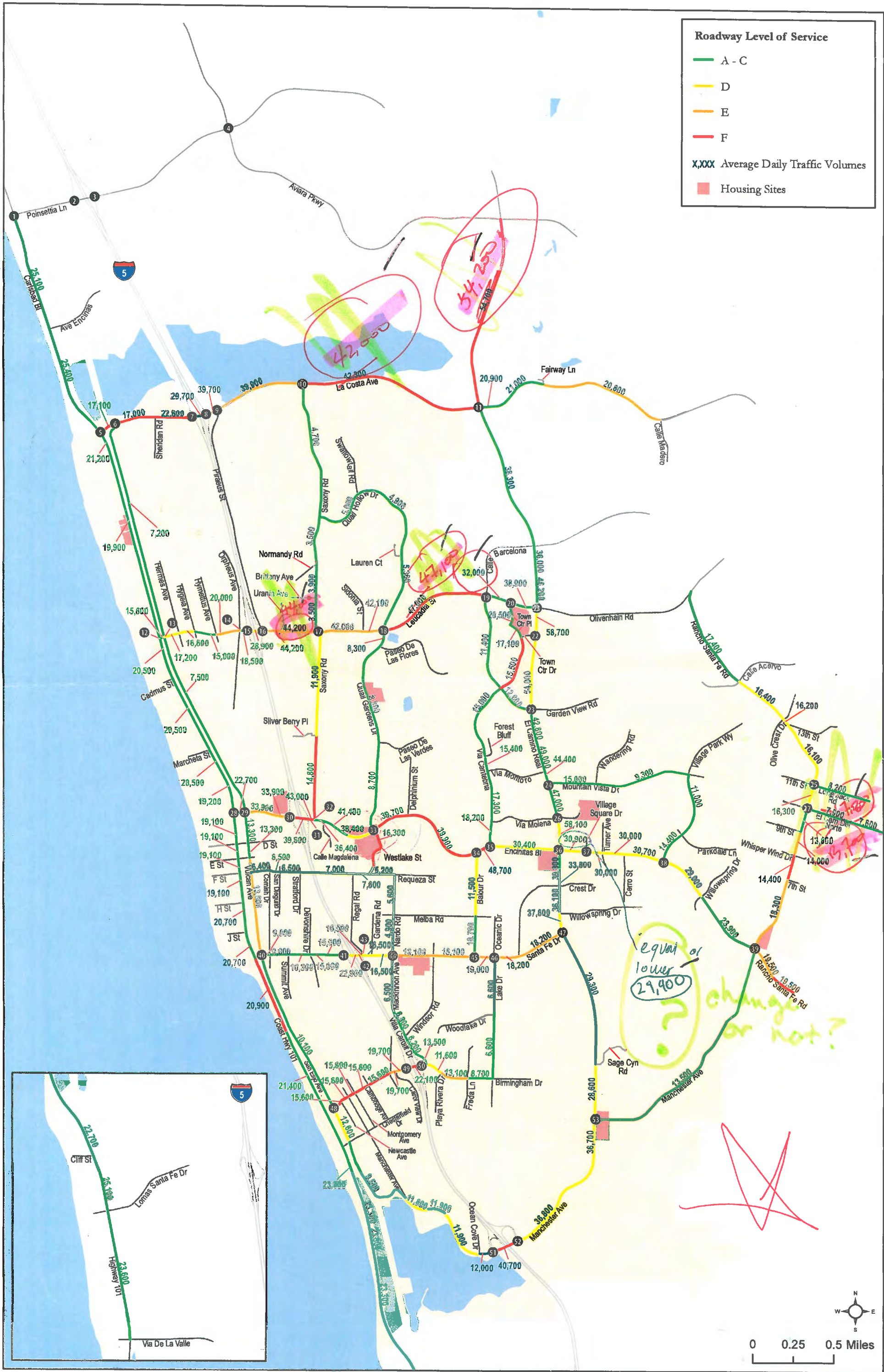
AM:	1091	Under Capacity
PM:	996	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)



Appendix F Model Manual Adjustments

Highway ID	Highway ID-A	SJO	ID	EXISTING	EXISTING CHECK	HP	MP	BYO	MMLP	Roadway	Segment	Jurisdiction	Typology	Threshold (LOS E)	Class	Existing ADT	V/C	Byear 2038	NO PROJECT										RM										BYO										NMMSP									
																			AVLOS	UVLOS	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	Final Check	V/C	LOS	AVLOS	UVLOS	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	Final Check	V/C	LOS	AVLOS	UVLOS	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	Final Check	V/C	LOS	AVLOS	UVLOS	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select
11722	11722A	106	56	F	B	B	B	B	B		Between El Camino Real and La Costa Towne Center traffic signal	City of Carlsbad	Major Arterial (4-Lane, divided)	40,000	4-Lane Collector	ENCMITC-4M	15,999	0.400	18,000	20,661	18,976	4,662	20,661	4,662	29.1%	20,700	OK	0.518	B	20,800	20,515	4,801	20,800	4,801	30.0%	20,800	OK	0.520	B	20,927	19,642	4,928	20,927	4,928	30.8%	21,000	0.525	OK	B									
17872	17872A	106	57	B	B	B	B	B	B		Between La Costa Towne Center traffic signal and Fairway Lane	City of Carlsbad	Major Arterial (4-Lane, divided)	40,000	4-Lane Major Arterial	ENCMITC-4M	15,999	0.400	18,000	20,896	18,467	4,857	20,896	4,857	30.4%	20,900	OK	0.523	B	20,972	18,873	4,973	20,972	4,973	31.1%	21,000	OK	0.525	B	21,103	18,714	4,995	21,103	4,995	31.2%	21,200	0.530	OK	C									
11723	11723A	106	58	D	C	E	F	E	F		Between Fairway Lane and Calle Maestro	City of Carlsbad	3-Lane collector w/ center turn	22,500	3-Lane Collector	ENCMITC-3LTL	15,999	0.711	14,200	20,699	18,802	4,670	20,699	4,670	29.2%	20,700	OK	0.920	F	20,709	18,942	4,760	20,709	4,760	29.8%	20,800	OK	0.924	F	20,763	18,844	4,762	20,763	4,762	29.8%	20,800	0.924	OK	F									
12160	12160A	109	66	C	C	C	C	C	C		Between Highway 101 and Volcan Avenue	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCMITAS-4C	12,589	0.576	13,300	14,277	11,718	2,089	14,277	2,089	17.1%	14,300	OK	0.641	C	15,807	13,278	1,619	15,807	1,619	29.7%	15,900	OK	0.695	C	15,510	14,961	1,522	15,510	1,522	27.3%	15,500	0.685	OK	C									
13839	13839A	110	67	C	C	D	D	D	D		Between Volcan Avenue and Hermes Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCMITAS-2LA	14,533	0.747	11,400	12,720	8,128	-2,213	16,253	1,320	8.8%	16,300	OK	0.815	D	13,949	9,357	-884	12,727	17,189	2,256	15.7%	17,500	OK	0.875	D	14,080	9,488	-853	17,613	2,680	17.9%	33.3%	17,700	1,085	OK	D							
2574	2574A	110	68	C	C	C	D	D	D		Between Hermes Avenue and Higley Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCMITAS-2LA	14,533	0.747	11,400	12,148	7,556	-2,785	15,581	748	5.0%	15,700	OK	0.785	C	13,336	8,741	-1,597	16,869	1,936	13.0%	16,900	OK	0.845	D	13,017	8,425	-1,916	16,550	1,617	10.8%	16,600	0.830	OK	D									
26488	26488A	110	69	C	C	C	D	C	C		Between Higley Avenue and Hyndal Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCMITAS-2LA	14,533	0.747	11,400	13,816	9,224	-1,137	17,349	2,416	16.2%	17,400	OK	0.870	D	14,953	10,361	20	14,953	20	0.1%	15,000	OK	0.750	C	14,611	10,019	X	14,611	-322	FALSE	15,000	0.750	OK	C									
10442	10442A	110	70	C	C	C	F	F	F		Between Hyndal Avenue and Orphius Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCMITAS-2LA	14,533	0.747	11,400	19,598	16,997	-4,265	19,199	-4,265	28.6%	19,200	OK	0.960	E	20,353	18,552	5,420	20,353	5,420	28.2%	20,400	OK	1.020	F	19,908	17,705	-973	19,906	-973	23.9%	20,000	1.009	OK	E									
16297	16297A	110	71	C	C	C	C	C	C		Between Orphius Avenue and I-5 SB Ramps	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCMITAS-4M	14,533	0.424	11,400	14,130	11,920	-820	17,963	2,790	18.3%	17,700	OK	0.903	C	15,820	12,675	-1,376	18,409	3,476	23.3%	18,500	0.926	OK	C																			
16288	16288A	115	72	C	C	D	D	D	D		Between I-5 SB Ramps and I-5 NB Ramps	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCMITAS-4M	17,273	0.845	24,400	28,590	23,221	5,869	28,590	5,869	25.8%	28,600	OK	0.813	D	29,518	23,991	6,817	29,518	6,817	30.0%	29,600	OK	0.841	D	28,850	23,439	6,138	28,849	6,138	27.0%	28,900	0.823	OK	D									
16287	16287A	116	73	D	D	E	E	E	E		Between Pirana Street and Urania Avenue	City of Encinitas	4-Lane Major Roadway - Augmented	45,400	4-Lane Major Roadway - Augmented	ENCMITAS-4M	38,099	0.839	36,200	30,284	24,597	-7,815	31,683	-6,403	FALSE	15.7%	44,100	OK	0.971	E	30,079	24,430	-4,020	31,478	-6,221	FALSE	15.8%	44,000	0.969	OK	E																	
16283	16283A	116	74	D	D	E	E	E	E		Between Urania Avenue and Sacoory Road	City of Encinitas	4-Lane Major Roadway - Augmented	45,400	4-Lane Major Roadway - Augmented	ENCMITAS-4M	38,099	0.839	34,300	30,954	25,315	-7,145	34,753	-3,346	FALSE	15.7%	44,100	OK	0.971	E	31,019	25,368	-7,080	34,818	-3,281	FALSE	15.9%	45,000	0.961	OK	E																	
16286	16286A	118	75	D	D	E	E	E	E		Between Sacoory Road and Sidonia Street	City of Encinitas	4-Lane Major Roadway - Augmented	45,400	4-Lane Major Roadway - Augmented	ENCMITAS-4M	40,117	0.884	34,300	36,523	37,722	-3,594	42,340	2,223	5.5%	42,400	OK	0.934	E	36,812	37,811	-1,305	42,429	2,312	5.8%	42,500	OK	0.936	E	36,179	37,378	-3,938	41,996	1,879	4.7%	42,100	0.925	OK	E									
10443	10443A	118	76	D	D	E	E	E	E		Between Sidonia Street and Quail Gardens Drive	City of Encinitas	4-Lane Major Roadway - Augmented	45,400	4-Lane Major Roadway - Augmented	ENCMITAS-4M	40,117	0.884	34,300	36,569	37,768	-3,548	42,386	2,269	5.7%	42,400	OK	0.934	E	36,656	37,855	-1,346	42,404	1,923	4.8%	42,500	OK	0.936	E	36,227	37,426	-3,890	42,044	1,927	4.8%	42,100	0.927	OK	E									
10446	10446A	120	77	E	E	F	F	F	F		Between Quail Gardens Drive and Garden View Road	City of Encinitas	4-Lane Major Roadway - Augmented	45,400	4-Lane Major Roadway - Augmented	ENCMITAS-4M	43,786	0.964	39,100	42,347	48,061	-1,439	47,933	3,247	7.4%	47,100	OK	1.037	F	42,511	43,765	-1,735	47,197	3,611	7.8%	47,200	OK	1.040	F	42,914	43,544	-4,702	47,300	3,814	8.7%	47,100	1.037	OK	F									
10454	10454A	121	78	C	C	C	C	C	C		Between Garden View Road and Town Center Place	City of Encinitas	4-Lane Major Roadway - Augmented	45,400	4-Lane Major Roadway - Augmented	ENCMITAS-4M	32,429	0.802	28,300	31,425	31,490	-14	34,964	3,225	10.3%	34,700	OK	0.764	C	31,805	34,300	366	31,805	366	1.2%	33,900	OK	0.747	C	31,923	31,536	-482	31,921	-482	1.5%	32,000	0.705	OK	C									
10459	10459A	132	79	C	C	C	C	C	C		Between Town Center Place and El Camino Real	City of Encinitas	6-Lane Prime Arterial	97,000	6-Lane Prime Arterial	ENCMITAS-6P	32,514	0.609	29,000	31,689	31,613	-555	36,301	4,689	13.7%	39,000	OK	0.684	C	34,108	31,449	-1,096	33,100	5,106	14.9%	39,000	OK	0.684	C	31,189	31,913	725	38,807	4,189	11.4%	38,900	0.682	OK	C									
18994	18994A	134	121	C	C	C	C	C	C		Between El Camino Real and Wandering Road	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCMITAS-2LA	11,074	0.514	8,900	14,913	13,748	-3,473	14,914	-3,473	39.3%	15,000	OK	0.750	C	15,036	13,518	1,506	15,036	1,518	31.0%	15,100	OK	0.715	C	14,938	13,743	-1,448	14,936	-1,448	30.0%	15,000	0.750	OK	C									
18821	18821A	134	121	C	C	C	C	C	C		Between Wandering Road and Village Park Way	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCMITAS-2LA	7,895	0.505	6,000	9,716	8,328	-1,377	9,409	-6,884	FALSE	30.3%	9,300	OK	0.465	C	5,970	6,196	-3,123	6,036	-3,196	FALSE	30.0%	9,100	0.465	OK	C																	
13409	13409A	135	178	C	C	C	C	C	C		Between Rancho Santa Fe Road and northern terminus of Rancho Santa Fe Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCMITAS-2C	6,265	0.482	7,000	8,316	6,987	1,571	8,316	1,571	23.3%	8,400	OK	0.650	C	8,175	6,846	-1,810	8,175	1,430	21.1%	8,200	OK	0.586	C	8,163	6,818	-1,418																



Encinitas Housing Element TIS

Figure 4-4

Manual Adjustments

No-Project Scenario

Birmingham Drive – Between San Elijo Avenue and I-5 SB Ramps: ADT volumes were increased from 14,700 to 15,500 to represent more accurate volumes according to the surrounding land uses in the area.

Birmingham Drive – Between I-5 NB Ramps to Lake Drive: ADT volumes were reduced from 11,000's and 13,000's to 8,800 due to the adjacent land use being fully built-out residential areas without any anticipated growth opportunities.

Ready-Made

Leucadia Boulevard – Between Garden View Road and Town Center Place: ADT volumes were increased from 31,900 to 33,900 due to no land use changes adjacent to the roadway segment.

Leucadia Boulevard – Between Town Center Place and El Camino Real: ADT volumes were decreased from 39,400 to 39,400 due to no land use changes adjacent to the roadway segment.

Birmingham Drive – Between San Elijo Avenue and I-5 SB Ramps: ADT volumes were increased from 14,500 to 15,500 to represent more accurate volumes according to the surrounding land uses in the area.

Birmingham Drive – Between I-5 NB Ramps to Lake Drive: ADT volumes were reduced from 11,000's and 13,000's to 8,800 due to the adjacent land use being fully built-out residential areas without any anticipated growth opportunities.

Build Your Own

La Costa Avenue – Between Saxony Road and El Camino Real: ADT volumes were decreased from 42,300 to 42,000 due to no land use changes adjacent to the roadway segment.

Leucadia Boulevard – Between I-5 NB Ramps and Saxony Road: ADT volumes were decreased from 44,200 to 44,000 due to no land use changes adjacent to the roadway segment.

Leucadia Boulevard – Between Quail Gardens Drive and Garden View Road: ADT volumes were reduced from 47,600 to 47,100 to represent a more accurate transition to the follow up roadway segment (ADT 32,000).

Encinitas Boulevard – Between El Camino Real and Village Square Drive: ADT volumes were reduced from 30,900 to 29,900 to represent a more accurate transition to the follow up roadway segment (ADT 30,000)

El Camino Del Norte – Between Rancho Santa Fe Road and San Dieguito CPA boundary: ADT volumes were decreased from 7,900 to 7,800 due to no land use changes adjacent to the roadway segment.

Birmingham Drive – Between San Elijo Avenue and I-5 SB Ramps: ADT volumes were increased from 14,400 to 15,500 to represent more accurate volumes according to the surrounding land uses in the area.

Birmingham Drive – Between I-5 NB Ramps to Lake Drive: ADT volumes were reduced from 11,000's and 13,000's to 8,800 due to the adjacent land use being fully built-out residential areas without any anticipated growth opportunities.

El Camino Real – Between Aviara Parkway and La Costa Avenue: ADT volumes were decreased from 54,700 to 54,200 due to no land use changes adjacent to the roadway segment.

Rancho Santa Fe Road – Between El Camino Del Norte and 9th Street: ADT volumes were decreased from 13,800 to 13,700 to represent more accurate volumes according to the surrounding land uses in the area.

MMUP

Birmingham Drive – Between San Elijo Avenue and I-5 SB Ramps: ADT volumes were increased from 14,600 to 15,500 to represent more accurate volumes according to the surrounding land uses in the area.

Birmingham Drive – Between I-5 NB Ramps to Lake Drive: ADT volumes were reduced from 11,000's and 13,000's to 8,800 due to the adjacent land use being fully built-out residential areas without any anticipated growth opportunities.



Appendix G AM/PM Peak Hour Intersection LOS Worksheets – No-Project Conditions

Future AM - No_Project
1: Carlsbad Boulevard & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	10	370	0	90	10	280	130	160	1050	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	0	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	22	11	402	0	98	11	304	141	174	1141	33
Adj No. of Lanes	1	1	1	2	0	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	319	335	271	0	0	0	20	1455	635	282	1705	739
Arrive On Green	0.18	0.18	0.18	0.00	0.00	0.00	0.01	0.41	0.41	0.08	0.48	0.48
Sat Flow, veh/h	1774	1863	1509		0		1774	3539	1543	3442	3539	1533
Grp Volume(v), veh/h	11	22	11		0.0		11	304	141	174	1141	33
Grp Sat Flow(s),veh/h/ln	1774	1863	1509				1774	1770	1543	1721	1770	1533
Q Serve(g_s), s	0.3	0.5	0.3				0.3	2.8	3.0	2.5	12.4	0.6
Cycle Q Clear(g_c), s	0.3	0.5	0.3				0.3	2.8	3.0	2.5	12.4	0.6
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	335	271				20	1455	635	282	1705	739
V/C Ratio(X)	0.03	0.07	0.04				0.55	0.21	0.22	0.62	0.67	0.04
Avail Cap(c_a), veh/h	1197	1256	1018				141	2205	961	451	2387	1034
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.2	17.1				24.8	9.6	9.6	22.4	10.0	6.9
Incr Delay (d2), s/veh	0.1	0.1	0.1				8.3	0.1	0.2	0.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.1				0.2	1.4	1.3	1.2	6.1	0.2
LnGrp Delay(d),s/veh	17.1	17.3	17.2				33.1	9.6	9.8	23.2	10.5	6.9
LnGrp LOS	B	B	B				C	A	A	C	B	A
Approach Vol, veh/h		44						456			1348	
Approach Delay, s/veh		17.2						10.2			12.0	
Approach LOS		B						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	8.6	27.2		14.6	5.1	30.8						
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5						
Max Green Setting (Gmax), s	6.6	31.4		34.0	4.0	34.0						
Max Q Clear Time (g_c+I1), s	4.5	5.0		2.5	2.3	14.4						
Green Ext Time (p_c), s	0.1	11.4		0.2	0.0	9.8						
Intersection Summary												
HCM 2010 Ctrl Delay			11.7									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	530	120	460	780	0	0	0	0	230	5	245
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	576	130	500	848	0				254	0	266
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1144	494	617	2100	0				744	0	332
Arrive On Green	0.00	0.32	0.32	0.18	0.59	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3632	1528	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	576	130	500	848	0				254	0	266
Grp Sat Flow(s),veh/h/ln	0	1770	1528	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	6.8	3.3	7.2	6.6	0.0				3.2	0.0	8.3
Cycle Q Clear(g_c), s	0.0	6.8	3.3	7.2	6.6	0.0				3.2	0.0	8.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1144	494	617	2100	0				744	0	332
V/C Ratio(X)	0.00	0.50	0.26	0.81	0.40	0.00				0.34	0.00	0.80
Avail Cap(c_a), veh/h	0	1326	573	645	2311	0				1097	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.0	20.4	5.6	0.0				17.4	0.0	19.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	6.8	0.3	0.0				0.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	1.4	4.0	3.3	0.0				1.6	0.0	3.9
LnGrp Delay(d),s/veh	0.0	14.3	13.1	27.2	5.9	0.0				17.5	0.0	22.8
LnGrp LOS		B	B	C	A					B		C
Approach Vol, veh/h		706			1348						520	
Approach Delay, s/veh		14.1			13.8						20.2	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.0	21.8		16.0		35.8		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	19.4	19.4		16.0		33.8		
Max Q Clear Time (g_c+I), s	19.2	8.8		10.3		8.6		
Green Ext Time (p_c), s	0.1	7.6		0.6		14.1		

Intersection Summary

HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	610	0	0	1010	460	320	5	780	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	163	663	0	0	1098	500	348	5	848			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	205	1886	0	0	1710	513	510	7	812			
Arrive On Green	0.12	0.53	0.00	0.00	0.34	0.34	0.29	0.29	0.29			
Sat Flow, veh/h	1774	3632	0	0	5253	1526	1750	25	2787			
Grp Volume(v), veh/h	163	663	0	0	1098	500	353	0	848			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1526	1775	0	1393			
Q Serve(g_s), s	5.2	6.2	0.0	0.0	10.6	18.8	10.2	0.0	16.9			
Cycle Q Clear(g_c), s	5.2	6.2	0.0	0.0	10.6	18.8	10.2	0.0	16.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	205	1886	0	0	1710	513	517	0	812			
V/C Ratio(X)	0.80	0.35	0.00	0.00	0.64	0.97	0.68	0.00	1.04			
Avail Cap(c_a), veh/h	266	2008	0	0	1710	513	517	0	812			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.0	7.8	0.0	0.0	16.3	19.0	18.2	0.0	20.6			
Incr Delay (d2), s/veh	8.9	0.2	0.0	0.0	0.6	33.1	3.0	0.0	43.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), veh/ln	8.0	3.1	0.0	0.0	5.0	12.5	5.4	0.0	11.4			
LnGrp Delay(d), s/veh	33.9	8.0	0.0	0.0	16.9	52.1	21.2	0.0	64.3			
LnGrp LOS	C	A			B	D	C		F			
Approach Vol, veh/h		826			1598			1201				
Approach Delay, s/veh		13.1			27.9			51.7				
Approach LOS		B			C			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		36.0			11.4	24.6		22.0				
Change Period (Y+Rc), s		5.1			* 4.7	5.1		5.1				
Max Green Setting (Gmax), s		32.9			* 8.7	19.5		16.9				
Max Q Clear Time (g_c+I1), s		8.2			7.2	20.8		18.9				
Green Ext Time (p_c), s		15.6			0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.4									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Future AM - No_Project
4: Aviara Parkway & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	390	360	230	20	400	190	250	270	30	110	230	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	424	391	250	22	435	207	272	293	26	120	250	34
Adj No. of Lanes	2	1	2	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	524	1051	225	617	291	357	594	52	153	512	69
Arrive On Green	0.15	0.28	0.28	0.13	0.27	0.27	0.10	0.18	0.18	0.09	0.16	0.16
Sat Flow, veh/h	3442	1863	2709	1774	2322	1093	3442	3284	289	1774	3130	420
Grp Volume(v), veh/h	424	391	250	22	331	311	272	157	162	120	140	144
Grp Sat Flow(s),veh/h/ln	1721	1863	1354	1774	1770	1645	1721	1770	1804	1774	1770	1781
Q Serve(g_s), s	8.7	13.8	1.8	0.8	12.2	12.4	5.6	5.8	5.9	4.8	5.2	5.3
Cycle Q Clear(g_c), s	8.7	13.8	1.8	0.8	12.2	12.4	5.6	5.8	5.9	4.8	5.2	5.3
Prop In Lane	1.00		1.00	1.00		0.66	1.00		0.16	1.00		0.24
Lane Grp Cap(c), veh/h	514	524	1051	225	471	437	357	320	326	153	289	291
V/C Ratio(X)	0.83	0.75	0.24	0.10	0.70	0.71	0.76	0.49	0.50	0.79	0.48	0.49
Avail Cap(c_a), veh/h	547	965	1692	225	734	682	357	758	773	233	807	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	23.7	4.2	27.9	24.0	24.1	31.6	26.6	26.7	32.4	27.5	27.6
Incr Delay (d2), s/veh	9.6	3.0	0.2	0.1	2.7	3.1	9.0	1.4	1.4	7.4	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.5	1.0	0.4	6.3	6.0	3.1	2.9	3.1	2.6	2.6	2.7
LnGrp Delay(d),s/veh	39.4	26.7	4.3	28.1	26.7	27.1	40.6	28.0	28.1	39.9	29.0	29.1
LnGrp LOS	D	C	A	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1065			664			591			404		
Approach Delay, s/veh	26.5			26.9			33.8			32.3		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	19.1	15.2	26.4	13.0	17.8	16.3	25.2				
Change Period (Y+Rc), s	5.5	6.0	6.0	* 6	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	9.5	31.0	4.0	* 38	7.5	33.0	11.5	30.0				
Max Q Clear Time (g_c+I), s	10.8	7.9	2.8	15.8	7.6	7.3	10.7	14.4				
Green Ext Time (p_c), s	0.0	4.4	0.6	4.5	0.0	4.5	0.2	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay	29.1											
HCM 2010 LOS	C											
Notes												

Future AM - No_Project
5: Highway 101/Carlsbad Boulevard & La Costa Avenue

1/26/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	390	130	230	220	360	1250		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	424	0	250	0	391	1359		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	490	437	865	387	439	1970		
Arrive On Green	0.28	0.00	0.24	0.00	0.25	0.56		
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632		
Grp Volume(v), veh/h	424	0	250	0	391	1359		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770		
Q Serve(g_s), s	14.0	0.0	3.5	0.0	13.1	17.0		
Cycle Q Clear(g_c), s	14.0	0.0	3.5	0.0	13.1	17.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	490	437	865	387	439	1970		
V/C Ratio(X)	0.87	0.00	0.29	0.00	0.89	0.69		
Avail Cap(c_a), veh/h	778	694	1247	558	490	2454		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	21.2	0.0	18.9	0.0	22.4	9.8		
Incr Delay (d2), s/veh	6.1	0.0	0.2	0.0	16.0	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.7	0.0	1.8	0.0	8.4	8.3		
LnGrp Delay(d),s/veh	27.3	0.0	19.1	0.0	38.3	10.4		
LnGrp LOS	C		B		D	B		
Approach Vol, veh/h	424		250			1750		
Approach Delay, s/veh	27.3		19.1			16.7		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.2	20.3		22.0		39.6		
Change Period (Y+Rc), s	4.0	5.3		5.0		5.3		
Max Green Setting (Gmax), s	17.0	21.7		27.0		42.7		
Max Q Clear Time (g_c+1.5), s	15.5	5.5		16.0		19.0		
Green Ext Time (p_c), s	0.1	9.5		1.0		11.9		
Intersection Summary								
HCM 2010 Ctrl Delay			18.8					
HCM 2010 LOS			B					

Future AM - No_Project
6: Vulcan Avenue & La Costa Avenue

1/26/2016

Intersection

Int Delay, s/veh 9.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	450	110	230	470	60	230
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	120	250	511	65	250

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	609	0	1560	552
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	1011	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	970	-	123	533
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	352	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	968	-	78	532
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	224	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	45.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	78	532	-	-	968	-
HCM Lane V/C Ratio	0.836	0.47	-	-	0.258	-
HCM Control Delay (s)	151.1	17.6	-	-	10	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	4.2	2.5	-	-	1	-

Future AM - No_Project
7: I-5 SB On-Ramp/I-5 SB Off-Ramp & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	750	240	640	490	0	0	0	0	700	15	340
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	815	261	696	533	0				772	0	207
Adj No. of Lanes	0	2	0	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	870	279	1003	2365	0				853	0	381
Arrive On Green	0.00	0.33	0.33	0.29	0.67	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	2732	845	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	546	530	696	533	0				772	0	207
Grp Sat Flow(s),veh/h/ln	0	1770	1714	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	34.4	34.5	20.7	6.8	0.0				24.3	0.0	13.1
Cycle Q Clear(g_c), s	0.0	34.4	34.5	20.7	6.8	0.0				24.3	0.0	13.1
Prop In Lane	0.00		0.49	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	584	565	1003	2365	0				853	0	381
V/C Ratio(X)	0.00	0.94	0.94	0.69	0.23	0.00				0.90	0.00	0.54
Avail Cap(c_a), veh/h	0	609	590	1003	2365	0				1006	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.4	37.4	36.2	7.5	0.0				42.4	0.0	38.2
Incr Delay (d2), s/veh	0.0	24.4	25.1	1.8	0.2	0.0				9.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.8	20.3	10.0	3.3	0.0				13.0	0.0	5.8
LnGrp Delay(d),s/veh	0.0	61.8	62.5	37.9	7.7	0.0				51.8	0.0	38.6
LnGrp LOS		E	E	D	A					D		D
Approach Vol, veh/h		1076			1229						979	
Approach Delay, s/veh		62.1			24.8						49.0	
Approach LOS		E			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.9	43.3		32.8		82.2						
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4						
Max Green Setting (Gmax), s	27.6	* 40		32.6		71.9						
Max Q Clear Time (g_c+I1), s	22.7	36.5		26.3		8.8						
Green Ext Time (p_c), s	1.9	1.5		1.4		3.8						
Intersection Summary												
HCM 2010 Ctrl Delay			44.3									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - No_Project
8: I-5 NB Off-Ramp/I-5 NB On-Ramp & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	280	1160	0	0	1040	610	90	5	600	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	304	1261	0	0	1130	89	98	5	390			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	340	2614	0	0	2574	802	276	14	454			
Arrive On Green	0.19	0.74	0.00	0.00	0.17	0.17	0.16	0.16	0.16			
Sat Flow, veh/h	1774	3632	0	0	5253	1583	1692	86	2787			
Grp Volume(v), veh/h	304	1261	0	0	1130	89	103	0	390			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1583	1778	0	1393			
Q Serve(g_s), s	19.2	16.6	0.0	0.0	23.0	5.5	5.9	0.0	15.7			
Cycle Q Clear(g_c), s	19.2	16.6	0.0	0.0	23.0	5.5	5.9	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	340	2614	0	0	2574	802	290	0	454			
V/C Ratio(X)	0.89	0.48	0.00	0.00	0.44	0.11	0.36	0.00	0.86			
Avail Cap(c_a), veh/h	437	2614	0	0	2574	802	462	0	725			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.94	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.3	6.1	0.0	0.0	33.2	25.9	42.8	0.0	46.8			
Incr Delay (d2), s/veh	18.7	0.6	0.0	0.0	0.5	0.3	0.3	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.2	8.3	0.0	0.0	10.9	2.5	2.9	0.0	6.2			
LnGrp Delay(d),s/veh	64.0	6.7	0.0	0.0	33.7	26.2	43.0	0.0	50.3			
LnGrp LOS	E	A			C	C	D		D			
Approach Vol, veh/h	1565				1219				493			
Approach Delay, s/veh	17.9				33.2				48.8			
Approach LOS	B				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	91.2				26.7		64.4		23.8			
Change Period (Y+Rc), s	* 6.2				* 4.7		6.2		5.1			
Max Green Setting (Gmax), s	* 74				* 28		40.8		29.9			
Max Q Clear Time (g_c+I1), s	18.6				21.2		25.0		17.7			
Green Ext Time (p_c), s	17.4				0.8		10.0		1.1			
Intersection Summary												
HCM 2010 Ctrl Delay			28.2									
HCM 2010 LOS			C									
Notes												

Future AM - No_Project
9: Piraeus Street & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑↑↑	↱	↱		
Volume (veh/h)	1550	220	85	1475	130	90		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1685	212	92	1603	141	98		
Adj No. of Lanes	2	0	1	4	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1837	226	258	5054	185	165		
Arrive On Green	0.58	0.58	0.15	0.79	0.10	0.10		
Sat Flow, veh/h	3256	389	1774	6669	1774	1583		
Grp Volume(v), veh/h	926	971	92	1603	141	98		
Grp Sat Flow(s),veh/h/ln	1770	1782	1774	1602	1774	1583		
Q Serve(g_s), s	53.0	57.7	5.4	8.1	8.9	6.8		
Cycle Q Clear(g_c), s	53.0	57.7	5.4	8.1	8.9	6.8		
Prop In Lane		0.22	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1028	1035	258	5054	185	165		
V/C Ratio(X)	0.90	0.94	0.36	0.32	0.76	0.59		
Avail Cap(c_a), veh/h	1136	1144	258	5054	214	191		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.72	0.72	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.2	22.2	44.3	3.4	50.1	49.2		
Incr Delay (d2), s/veh	9.5	12.9	0.3	0.2	10.5	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	28.4	31.8	2.7	3.6	4.9	3.0		
LnGrp Delay(d),s/veh	30.7	35.1	44.6	3.6	60.6	50.8		
LnGrp LOS	C	D	D	A	E	D		
Approach Vol, veh/h	1897			1695	239			
Approach Delay, s/veh	32.9			5.8	56.6			
Approach LOS	C			A	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	23.9	74.0				97.9		17.1
Change Period (Y+Rc), s	7.2	* 7.2				7.2		5.1
Max Green Setting (Gmax), s	10.3	* 74				88.8		13.9
Max Q Clear Time (g_c+I), s	17.4	59.7				10.1		10.9
Green Ext Time (p_c), s	2.8	7.1				58.5		0.1
Intersection Summary								
HCM 2010 Ctrl Delay		22.4						
HCM 2010 LOS		C						
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Future AM - No_Project
10: Saxony Road & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑	↱	↱		
Volume (veh/h)	1460	180	175	1490	70	120		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1587	196	190	1620	76	130		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1800	219	219	2668	196	175		
Arrive On Green	0.57	0.57	0.12	0.75	0.11	0.11		
Sat Flow, veh/h	3261	385	1774	3632	1774	1583		
Grp Volume(v), veh/h	875	908	190	1620	76	130		
Grp Sat Flow(s),veh/h/ln	1770	1783	1774	1770	1774	1583		
Q Serve(g_s), s	34.1	36.3	8.5	16.8	3.2	6.4		
Cycle Q Clear(g_c), s	34.1	36.3	8.5	16.8	3.2	6.4		
Prop In Lane		0.22	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1006	1013	219	2668	196	175		
V/C Ratio(X)	0.87	0.90	0.87	0.61	0.39	0.74		
Avail Cap(c_a), veh/h	1006	1014	219	2669	614	548		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.9	15.4	34.8	4.5	33.4	34.9		
Incr Delay (d2), s/veh	8.9	11.0	27.5	0.6	1.3	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	19.0	20.8	5.8	8.3	1.7	3.1		
LnGrp Delay(d),s/veh	23.8	26.4	62.3	5.1	34.7	41.0		
LnGrp LOS	C	C	E	A	C	D		
Approach Vol, veh/h	1783			1810	206			
Approach Delay, s/veh	25.1			11.1	38.7			
Approach LOS	C			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		13.9	15.0	52.0				67.0
Change Period (Y+Rc), s		5.0	5.0	6.0				6.0
Max Green Setting (Gmax), s		28.0	10.0	46.0				61.0
Max Q Clear Time (g_c+11), s		8.4	10.5	38.3				18.8
Green Ext Time (p_c), s		0.6	0.0	7.7				41.5
Intersection Summary								
HCM 2010 Ctrl Delay			19.2					
HCM 2010 LOS			B					

Future AM - No_Project
11: El Camino Real & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	720	320	380	220	800	270	255	940	90	100	1220	590
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	783	348	304	239	870	239	277	1022	87	109	1326	641
Adj No. of Lanes	2	2	1	1	2	1	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	819	1259	554	262	897	395	317	1222	104	534	1686	894
Arrive On Green	0.24	0.36	0.36	0.15	0.25	0.25	0.15	0.43	0.43	0.26	0.55	0.55
Sat Flow, veh/h	3442	3539	1558	1774	3539	1561	3442	4765	405	3442	5085	1559
Grp Volume(v), veh/h	783	348	304	239	870	239	277	727	382	109	1326	641
Grp Sat Flow(s),veh/h/ln	1721	1770	1558	1774	1770	1561	1721	1695	1779	1721	1695	1559
Q Serve(g_s), s	33.7	10.5	23.4	19.9	36.5	20.2	11.8	28.6	28.7	3.7	30.9	15.8
Cycle Q Clear(g_c), s	33.7	10.5	23.4	19.9	36.5	20.2	11.8	28.6	28.7	3.7	30.9	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	819	1259	554	262	897	395	317	869	456	534	1686	894
V/C Ratio(X)	0.96	0.28	0.55	0.91	0.97	0.60	0.87	0.84	0.84	0.20	0.79	0.72
Avail Cap(c_a), veh/h	821	1259	554	375	897	395	317	1049	550	534	1686	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	34.5	38.7	63.0	55.4	49.4	62.6	40.1	40.1	48.3	29.3	7.3
Incr Delay (d2), s/veh	21.4	0.1	0.9	16.8	23.0	2.6	22.0	9.4	16.6	0.1	3.8	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	5.2	10.2	11.0	20.7	9.0	6.5	14.4	16.1	1.8	14.9	8.2
LnGrp Delay(d),s/veh	77.7	34.6	39.6	79.7	78.4	52.0	84.6	49.4	56.7	48.4	33.1	12.2
LnGrp LOS	E	C	D	E	E	D	F	D	E	D	C	B
Approach Vol, veh/h	1435			1348			1386			2076		
Approach Delay, s/veh	59.2			74.0			58.5			27.4		
Approach LOS	E			E			E			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.3	44.5	26.3	59.2	18.0	55.7	41.5	44.0				
Change Period (Y+Rc), s	6.0	* 6	* 4.2	5.8	* 4.2	6.0	5.8	* 6				
Max Green Setting (Gmax), s	45.4	* 46	* 32	42.3	* 14	42.0	35.8	* 38				
Max Q Clear Time (g_c+I), s	15.7	30.7	21.9	25.4	13.8	32.9	35.7	38.5				
Green Ext Time (p_c), s	3.3	7.7	0.2	6.5	0.0	7.6	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	51.7											
HCM 2010 LOS	D											
Notes												

Future AM - No_Project
12: Highway 101 & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	70	20	210	60	130	10	200	90	330	1220	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.94	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	33	76	22	217	80	141	11	217	98	359	1326	43
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	96	28	360	118	208	19	891	699	400	1524	49
Arrive On Green	0.09	0.09	0.09	0.20	0.20	0.20	0.01	0.25	0.25	0.23	0.44	0.44
Sat Flow, veh/h	443	1020	295	1774	582	1026	1774	3539	1501	1774	3494	113
Grp Volume(v), veh/h	131	0	0	217	0	221	11	217	98	359	671	698
Grp Sat Flow(s),veh/h/ln	1759	0	0	1774	0	1609	1774	1770	1501	1774	1770	1838
Q Serve(g_s), s	6.0	0.0	0.0	9.1	0.0	10.4	0.5	4.0	3.1	16.1	28.2	28.3
Cycle Q Clear(g_c), s	6.0	0.0	0.0	9.1	0.0	10.4	0.5	4.0	3.1	16.1	28.2	28.3
Prop In Lane	0.25		0.17	1.00		0.64	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	166	0	0	360	0	327	19	891	699	400	772	801
V/C Ratio(X)	0.79	0.00	0.00	0.60	0.00	0.68	0.57	0.24	0.14	0.90	0.87	0.87
Avail Cap(c_a), veh/h	344	0	0	607	0	551	87	891	699	596	889	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	29.6	0.0	30.1	40.3	24.4	13.0	30.7	21.0	21.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.6	0.0	0.9	9.6	0.1	0.0	8.8	7.5	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	0.0	4.5	0.0	4.7	0.3	2.0	1.8	8.9	15.2	15.8
LnGrp Delay(d),s/veh	39.4	0.0	0.0	30.2	0.0	31.0	49.9	24.5	13.0	39.5	28.5	28.4
LnGrp LOS	D			C		C	D	C	B	D	C	C
Approach Vol, veh/h	131		438				326			1728		
Approach Delay, s/veh	39.4		30.6				21.9			30.8		
Approach LOS	D		C				C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	22.0	25.9	12.2		6.9	41.0	21.7					
Change Period (Y+Rc), s	3.5	5.3	4.5		6.0	5.3	5.1					
Max Green Setting (Gmax), s	27.5	20.1	16.0		4.0	41.1	28.0					
Max Q Clear Time (g_c+1/9), s	19.1	6.0	8.0		2.5	30.3	12.4					
Green Ext Time (p_c), s	0.4	6.4	0.2		0.0	5.4	1.1					
Intersection Summary												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - No_Project
13: Vulcan Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	270	190	120	330	40	40	60	100	50	350	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	43	293	207	130	359	43	43	65	87	54	380	54
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	496	350	402	1163	138	249	230	308	457	507	72
Arrive On Green	0.05	0.49	0.49	0.37	0.37	0.37	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	1006	711	889	3175	377	949	721	965	1225	1591	226
Grp Volume(v), veh/h	43	0	500	130	199	203	43	0	152	54	0	434
Grp Sat Flow(s),veh/h/ln	1774	0	1716	889	1770	1783	949	0	1686	1225	0	1817
Q Serve(g_s), s	0.6	0.0	10.1	5.9	3.9	3.9	2.1	0.0	3.3	1.7	0.0	10.3
Cycle Q Clear(g_c), s	0.6	0.0	10.1	9.9	3.9	3.9	12.4	0.0	3.3	4.9	0.0	10.3
Prop In Lane	1.00		0.41	1.00		0.21	1.00		0.57	1.00		0.12
Lane Grp Cap(c), veh/h	523	0	846	402	648	653	249	0	538	457	0	580
V/C Ratio(X)	0.08	0.00	0.59	0.32	0.31	0.31	0.17	0.00	0.28	0.12	0.00	0.75
Avail Cap(c_a), veh/h	1031	0	1489	480	804	810	414	0	833	671	0	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	8.8	14.5	10.9	11.0	20.3	0.0	12.3	14.2	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.7	0.4	0.4	0.1	0.0	0.1	0.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.9	1.5	1.9	2.0	0.5	0.0	1.5	0.6	0.0	5.3
LnGrp Delay(d),s/veh	7.6	0.0	9.7	15.2	11.3	11.4	20.4	0.0	12.4	14.2	0.0	15.5
LnGrp LOS	A		A	B	B	B	C		B	B		B
Approach Vol, veh/h	543				532		195				488	
Approach Delay, s/veh	9.5				12.3		14.2				15.3	
Approach LOS	A				B		B				B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	27.9		20.5		6.1		21.7		20.5			
Change Period (Y+Rc), s	4.0		5.1		3.5		4.0		5.1			
Max Green Setting (Gmax), s	42.0		23.9		16.5		22.0		23.9			
Max Q Clear Time (g_c+I1), s	12.1		12.3		2.6		11.9		14.4			
Green Ext Time (p_c), s	11.0		2.1		0.0		5.8		1.9			
Intersection Summary												
HCM 2010 Ctrl Delay	12.5											
HCM 2010 LOS	B											

Future AM - No_Project
14: Orpheus Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	540	30	210	540	210	20	20	170	195	60	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	587	33	228	587	228	22	22	151	212	65	43
Adj No. of Lanes	1	2	0	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	930	52	481	1208	525	469	64	438	405	324	214
Arrive On Green	0.07	0.27	0.27	0.14	0.34	0.34	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	3404	191	3442	3539	1537	1279	205	1408	1206	1041	689
Grp Volume(v), veh/h	33	305	315	228	587	228	22	0	173	212	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1825	1721	1770	1537	1279	0	1613	1206	0	1730
Q Serve(g_s), s	1.0	8.4	8.4	3.4	7.3	6.4	0.7	0.0	4.6	9.1	0.0	2.5
Cycle Q Clear(g_c), s	1.0	8.4	8.4	3.4	7.3	6.4	3.3	0.0	4.6	13.7	0.0	2.5
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.87	1.00		0.40
Lane Grp Cap(c), veh/h	127	484	499	481	1208	525	469	0	502	405	0	538
V/C Ratio(X)	0.26	0.63	0.63	0.47	0.49	0.43	0.05	0.00	0.34	0.52	0.00	0.20
Avail Cap(c_a), veh/h	320	692	713	496	1256	546	878	0	1017	790	0	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	17.7	17.7	22.0	14.4	14.1	15.2	0.0	14.8	20.0	0.0	14.0
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.3	0.1	0.2	0.0	0.0	0.2	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.1	4.3	1.6	3.5	2.7	0.3	0.0	2.0	3.0	0.0	1.2
LnGrp Delay(d),s/veh	24.8	18.2	18.2	22.3	14.5	14.3	15.3	0.0	14.9	20.4	0.0	14.1
LnGrp LOS	C	B	B	C	B	B	B		B	C		B
Approach Vol, veh/h		653			1043			195			320	
Approach Delay, s/veh		18.5			16.2			14.9			18.3	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	20.3		22.4	9.1	24.0		22.4				
Change Period (Y+Rc), s	5.1	5.1		5.1	5.1	5.1		5.1				
Max Green Setting (Gmax), s	21.7	21.7		35.0	10.0	19.7		35.0				
Max Q Clear Time (g_c+I), s	10.4	10.4		15.7	3.0	9.3		6.6				
Green Ext Time (p_c), s	0.1	4.6		1.5	0.0	4.4		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			17.1									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	730	270	600	670	0	0	0	0	220	5	140
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	793	293	652	728	0				243	0	152
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1184	521	805	2354	0				504	0	225
Arrive On Green	0.00	0.33	0.33	0.23	0.66	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	3632	1558	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	793	293	652	728	0				243	0	152
Grp Sat Flow(s),veh/h/ln	0	1770	1558	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	10.2	8.1	9.5	4.6	0.0				3.3	0.0	4.8
Cycle Q Clear(g_c), s	0.0	10.2	8.1	9.5	4.6	0.0				3.3	0.0	4.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1184	521	805	2354	0				504	0	225
V/C Ratio(X)	0.00	0.67	0.56	0.81	0.31	0.00				0.48	0.00	0.68
Avail Cap(c_a), veh/h	0	1446	637	1179	3000	0				2350	0	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.1	14.4	19.1	3.7	0.0				20.9	0.0	21.5
Incr Delay (d2), s/veh	0.0	0.5	0.4	1.7	0.0	0.0				0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	3.6	4.6	2.2	0.0				1.6	0.0	2.2
LnGrp Delay(d),s/veh	0.0	15.6	14.8	20.8	3.8	0.0				21.2	0.0	22.8
LnGrp LOS		B	B	C	A					C		C
Approach Vol, veh/h		1086			1380						395	
Approach Delay, s/veh		15.4			11.8						21.8	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	17.5	22.8		12.6		40.2		
Change Period (Y+Rc), s	5.1	5.1		5.1		5.1		
Max Green Setting (Gmax), s	18.1	21.6		35.0		44.8		
Max Q Clear Time (g_c+1), s	11.5	12.2		6.8		6.6		
Green Ext Time (p_c), s	0.9	5.4		0.7		10.2		

Intersection Summary

HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	240	660	0	0	1110	450	170	80	310	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863			
Adj Flow Rate, veh/h	261	717	0	0	1207	489	136	156	337			
Adj No. of Lanes	1	2	0	0	3	0	1	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	293	2647	0	0	1858	750	240	252	429			
Arrive On Green	0.28	1.00	0.00	0.00	0.88	0.88	0.14	0.14	0.14			
Sat Flow, veh/h	1774	3632	0	0	3700	1425	1774	1863	3167			
Grp Volume(v), veh/h	261	717	0	0	1158	538	136	156	337			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1568	1774	1863	1583			
Q Serve(g_s), s	12.7	0.0	0.0	0.0	8.7	8.8	6.5	7.1	9.3			
Cycle Q Clear(g_c), s	12.7	0.0	0.0	0.0	8.7	8.8	6.5	7.1	9.3			
Prop In Lane	1.00		0.00	0.00		0.91	1.00		1.00			
Lane Grp Cap(c), veh/h	293	2647	0	0	1783	825	240	252	429			
V/C Ratio(X)	0.89	0.27	0.00	0.00	0.65	0.65	0.57	0.62	0.79			
Avail Cap(c_a), veh/h	392	2647	0	0	1783	825	333	350	595			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	0.59	0.59	1.00	1.00	1.00			
Uniform Delay (d), s/veh	31.8	0.0	0.0	0.0	3.1	3.1	36.4	36.7	37.6			
Incr Delay (d2), s/veh	10.9	0.2	0.0	0.0	1.1	2.4	0.8	0.9	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.0	0.1	0.0	0.0	4.0	4.0	3.2	3.7	4.3			
LnGrp Delay(d),s/veh	42.7	0.2	0.0	0.0	4.2	5.5	37.2	37.6	40.7			
LnGrp LOS	D	A			A	A	D	D	D			
Approach Vol, veh/h		978			1696			629				
Approach Delay, s/veh		11.5			4.6			39.2				
Approach LOS		B			A			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.7			20.0	52.7		17.3				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		62.6			19.9	37.6		16.9				
Max Q Clear Time (g_c+I1), s		2.0			14.7	10.8		11.3				
Green Ext Time (p_c), s		21.7			0.2	15.4		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - No_Project
17: Saxony Road & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	1070	310	290	1160	60	120	70	110	100	250	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	109	1163	282	315	1261	58	130	76	120	109	272	65
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	1217	292	312	1833	84	134	135	213	108	280	67
Arrive On Green	0.07	0.43	0.43	0.18	0.53	0.53	0.08	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1774	2824	678	1774	3441	158	1774	648	1023	1774	1445	345
Grp Volume(v), veh/h	109	724	721	315	648	671	130	0	196	109	0	337
Grp Sat Flow(s),veh/h/ln	1774	1770	1732	1774	1770	1830	1774	0	1672	1774	0	1791
Q Serve(g_s), s	8.4	54.9	56.5	24.5	37.5	37.7	10.2	0.0	14.6	8.5	0.0	26.0
Cycle Q Clear(g_c), s	8.4	54.9	56.5	24.5	37.5	37.7	10.2	0.0	14.6	8.5	0.0	26.0
Prop In Lane	1.00		0.39	1.00		0.09	1.00		0.61	1.00		0.19
Lane Grp Cap(c), veh/h	132	762	746	312	943	975	134	0	348	108	0	347
V/C Ratio(X)	0.83	0.95	0.97	1.01	0.69	0.69	0.97	0.00	0.56	1.01	0.00	0.97
Avail Cap(c_a), veh/h	198	782	765	312	943	975	134	0	348	108	0	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.5	38.2	38.6	57.3	24.0	24.0	64.2	0.0	49.4	65.3	0.0	55.7
Incr Delay (d2), s/veh	10.2	20.5	24.0	53.1	2.0	1.9	68.4	0.0	1.3	88.1	0.0	40.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	31.1	32.0	16.6	18.9	19.5	7.5	0.0	6.9	6.8	0.0	16.7
LnGrp Delay(d),s/veh	73.7	58.7	62.6	110.5	25.9	25.9	132.6	0.0	50.7	153.4	0.0	95.6
LnGrp LOS	E	E	E	F	C	C	F		D	F		F
Approach Vol, veh/h	1554			1634			326			446		
Approach Delay, s/veh	61.6			42.2			83.3			109.8		
Approach LOS	E			D			F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	65.3	14.0	31.9	13.8	79.4	12.0	33.9				
Change Period (Y+Rc), s	3.5	5.3	3.5	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	24.5	61.5	10.5	* 27	15.5	70.5	8.5	28.3				
Max Q Clear Time (g_c+20), s	20.5	58.5	12.2	28.0	10.4	39.7	10.5	16.6				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.1	22.2	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay	60.8											
HCM 2010 LOS	E											
Notes												

Future AM - No_Project
18: Quail Gardens Drive & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	930	160	390	1180	110	135	55	160	100	100	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	65	1011	150	424	1283	111	147	60	174	109	109	65
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	1139	169	455	1907	165	270	386	327	286	386	323
Arrive On Green	0.05	0.37	0.37	0.26	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3087	458	1774	3298	285	1203	1863	1579	1139	1863	1558
Grp Volume(v), veh/h	65	579	582	424	687	707	147	60	174	109	109	65
Grp Sat Flow(s),veh/h/ln	1774	1770	1775	1774	1770	1813	1203	1863	1579	1139	1863	1558
Q Serve(g_s), s	3.3	27.7	27.8	21.1	24.1	24.3	10.6	2.4	8.9	7.8	4.4	3.1
Cycle Q Clear(g_c), s	3.3	27.7	27.8	21.1	24.1	24.3	15.0	2.4	8.9	10.2	4.4	3.1
Prop In Lane	1.00		0.26	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	653	655	455	1023	1048	270	386	327	286	386	323
V/C Ratio(X)	0.78	0.89	0.89	0.93	0.67	0.67	0.54	0.16	0.53	0.38	0.28	0.20
Avail Cap(c_a), veh/h	128	675	677	462	1023	1048	381	557	472	391	557	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	26.7	26.7	32.8	13.1	13.2	36.4	29.3	31.8	33.5	30.1	29.6
Incr Delay (d2), s/veh	6.8	13.9	14.1	25.3	1.8	1.8	0.6	0.1	0.5	0.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	16.0	16.1	13.4	12.2	12.5	3.6	1.2	3.9	2.5	2.3	1.4
LnGrp Delay(d),s/veh	49.4	40.7	40.8	58.1	14.9	15.0	37.1	29.4	32.3	33.8	30.2	29.7
LnGrp LOS	D	D	D	E	B	B	D	C	C	C	C	C
Approach Vol, veh/h	1226			1818			381			283		
Approach Delay, s/veh	41.2			25.0			33.7			31.5		
Approach LOS	D			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.6	40.0		23.6	7.7	58.9		23.6				
Change Period (Y+Rc), s	3.5	6.7		4.9	3.5	6.7		4.9				
Max Green Setting (Gmax), s	23.5	34.4		27.0	6.5	51.4		27.0				
Max Q Clear Time (g_c+23.5), s	23.5	29.8		12.2	5.3	26.3		17.0				
Green Ext Time (p_c), s	0.0	3.5		1.4	0.0	22.4		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay	31.8											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑		↰	↑		↰	↑		↰	↑	
Volume (veh/h)	170	710	280	200	1210	90	210	90	50	40	160	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	772	218	217	1315	86	228	98	54	43	174	359
Adj No. of Lanes	2	2	0	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	539	1412	399	270	1432	93	279	539	277	83	323	288
Arrive On Green	0.26	0.87	0.87	0.13	0.71	0.71	0.08	0.24	0.24	0.02	0.18	0.18
Sat Flow, veh/h	3442	2716	767	3442	3373	220	3442	2251	1157	3442	1770	1581
Grp Volume(v), veh/h	185	503	487	217	689	712	228	76	76	43	174	359
Grp Sat Flow(s),veh/h/ln	1721	1770	1714	1721	1770	1824	1721	1770	1639	1721	1770	1581
Q Serve(g_s), s	5.7	9.3	9.3	8.0	42.0	42.5	8.5	4.4	4.8	1.6	11.6	23.7
Cycle Q Clear(g_c), s	5.7	9.3	9.3	8.0	42.0	42.5	8.5	4.4	4.8	1.6	11.6	23.7
Prop In Lane	1.00		0.45	1.00		0.12	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	539	920	891	270	751	775	279	423	392	83	323	288
V/C Ratio(X)	0.34	0.55	0.55	0.80	0.92	0.92	0.82	0.18	0.20	0.52	0.54	1.25
Avail Cap(c_a), veh/h	539	920	891	357	903	930	304	423	392	146	323	288
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	4.7	4.7	55.5	17.0	17.1	58.8	39.3	39.5	62.7	48.2	53.2
Incr Delay (d2), s/veh	0.4	2.3	2.4	8.0	15.5	15.5	14.7	0.2	0.2	4.8	1.8	136.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.7	4.6	4.1	23.0	24.1	4.6	2.2	2.2	0.8	5.8	21.2
LnGrp Delay(d),s/veh	43.0	7.1	7.2	63.6	32.4	32.6	73.5	39.5	39.7	67.5	50.0	189.4
LnGrp LOS	D	A	A	E	C	C	E	D	D	E	D	F
Approach Vol, veh/h	1175			1618			380			576		
Approach Delay, s/veh	12.8			36.7			59.9			138.2		
Approach LOS	B			D			E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	73.3	14.1	29.0	26.0	60.9	6.7	36.4				
Change Period (Y+Rc), s	3.5	5.7	3.5	5.3	5.7	* 5.7	3.5	5.3				
Max Green Setting (Gmax), s	13.5	63.3	11.5	23.7	10.5	* 66	5.5	29.7				
Max Q Clear Time (g_c+10), s	11.0	11.3	10.5	25.7	7.7	44.5	3.6	6.8				
Green Ext Time (p_c), s	0.2	9.5	0.1	0.0	1.8	10.7	0.0	4.6				

Intersection Summary

HCM 2010 Ctrl Delay	47.1
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Future AM - No_Project
20: Town Center Place & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	680	150	280	1160	260	95	55	155	100	70	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	739	163	304	1261	283	82	90	168	92	99	109
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	695	1986	876	357	1589	845	214	225	191	151	159	135
Arrive On Green	0.34	0.94	0.94	0.17	0.75	0.75	0.12	0.12	0.12	0.09	0.09	0.09
Sat Flow, veh/h	3442	3539	1561	3442	3539	1581	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	76	739	163	304	1261	283	82	90	168	92	99	109
Grp Sat Flow(s),veh/h/ln	1721	1770	1561	1721	1770	1581	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.0	2.6	1.0	11.1	28.6	7.0	5.5	5.8	13.6	6.5	6.7	8.8
Cycle Q Clear(g_c), s	2.0	2.6	1.0	11.1	28.6	7.0	5.5	5.8	13.6	6.5	6.7	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	695	1986	876	357	1589	845	214	225	191	151	159	135
V/C Ratio(X)	0.11	0.37	0.19	0.85	0.79	0.33	0.38	0.40	0.88	0.61	0.62	0.81
Avail Cap(c_a), veh/h	695	1986	876	543	2006	1031	232	244	207	205	215	183
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	1.9	1.8	52.7	12.5	7.1	52.7	52.8	56.2	57.4	57.5	58.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	3.0	2.5	0.6	0.4	0.4	29.1	1.5	1.5	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.3	0.5	5.4	13.9	3.7	2.7	3.0	7.5	3.3	3.5	4.3
LnGrp Delay(d),s/veh	35.0	2.3	2.2	55.8	15.0	7.8	53.1	53.2	85.3	58.9	59.0	71.1
LnGrp LOS	D	A	A	E	B	A	D	D	F	E	E	E
Approach Vol, veh/h		978			1848			340			300	
Approach Delay, s/veh		4.8			20.6			69.0			63.3	
Approach LOS		A			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	78.2		15.1	31.6	63.7		19.7				
Change Period (Y+Rc), s	3.5	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	20.5	60.7		15.0	7.5	* 7.4		17.0				
Max Q Clear Time (g_c+1/3), s	13.1	4.6		10.8	4.0	30.6		15.6				
Green Ext Time (p_c), s	0.4	15.0		0.3	2.5	27.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			24.6									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	👤👤	↑↑↑	👤	👤👤	↑↑↑		👤👤	↑↑↑	👤	👤👤	↑↑↑	
Volume (veh/h)	130	650	190	1160	1390	160	145	665	500	190	1320	140
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	141	707	207	1261	1511	174	158	723	543	207	1435	132
Adj No. of Lanes	2	3	1	2	3	0	2	3	1	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	746	229	1290	2159	248	184	1022	902	341	1567	144
Arrive On Green	0.09	0.24	0.24	0.37	0.47	0.47	0.09	0.34	0.34	0.17	0.44	0.44
Sat Flow, veh/h	3442	5085	1564	3442	4627	532	3442	5085	1537	3442	6010	552
Grp Volume(v), veh/h	141	707	207	1261	1107	578	158	723	543	207	1147	420
Grp Sat Flow(s),veh/h/ln	1721	1695	1564	1721	1695	1769	1721	1695	1537	1721	1602	1756
Q Serve(g_s), s	5.4	18.5	17.3	48.8	34.9	35.0	6.1	16.7	18.8	7.5	30.2	30.4
Cycle Q Clear(g_c), s	5.4	18.5	17.3	48.8	34.9	35.0	6.1	16.7	18.8	7.5	30.2	30.4
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.31
Lane Grp Cap(c), veh/h	189	746	229	1290	1582	825	184	1022	902	341	1253	458
V/C Ratio(X)	0.75	0.95	0.90	0.98	0.70	0.70	0.86	0.71	0.60	0.61	0.92	0.92
Avail Cap(c_a), veh/h	260	746	229	1290	1582	825	184	1254	973	341	1253	458
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.4	50.5	50.0	41.6	28.5	28.5	61.0	41.4	5.4	53.9	36.7	36.7
Incr Delay (d2), s/veh	3.9	19.9	32.5	19.7	1.5	2.8	29.2	3.9	2.8	7.8	11.8	25.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.0	9.6	26.7	16.6	17.7	3.6	8.2	8.3	4.0	14.6	17.9
LnGrp Delay(d),s/veh	64.3	70.4	82.5	61.4	30.0	31.3	90.2	45.3	8.2	61.7	48.6	62.5
LnGrp LOS	E	E	F	E	C	C	F	D	A	E	D	E
Approach Vol, veh/h	1055			2946			1424			1774		
Approach Delay, s/veh	72.0			43.7			36.2			53.4		
Approach LOS	E			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	55.2	26.3	11.8	41.7	12.0	69.5	19.9	33.6				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	6.5	* 6.5				
Max Green Setting (Gmax), s	50.6	19.8	7.2	35.2	10.2	60.2	9.1	* 33				
Max Q Clear Time (g_c+g_o), s	50.8	20.5	8.1	32.4	7.4	37.0	9.5	20.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.1	19.9	0.0	6.3				
Intersection Summary												
HCM 2010 Ctrl Delay	48.7											
HCM 2010 LOS	D											
Notes												

Future AM - No_Project
22: El Camino Real & Town Center Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	40	70	120	30	80	65	955	125	160	2450	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	103	127	76	82	101	87	71	1038	136	174	2663	139
Adj No. of Lanes	1	1	1	1	1	1	2	4	0	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	161	135	126	132	112	642	3650	473	222	3123	162
Arrive On Green	0.09	0.09	0.09	0.07	0.07	0.07	0.37	1.00	1.00	0.13	0.99	0.99
Sat Flow, veh/h	1774	1863	1560	1774	1863	1583	3442	5775	749	3442	6280	326
Grp Volume(v), veh/h	103	127	76	82	101	87	71	862	312	174	2035	767
Grp Sat Flow(s),veh/h/ln	1774	1863	1560	1774	1863	1583	1721	1602	1719	1721	1602	1800
Q Serve(g_s), s	7.6	9.0	6.3	6.1	7.2	7.3	1.8	0.0	0.0	6.6	2.0	2.1
Cycle Q Clear(g_c), s	7.6	9.0	6.3	6.1	7.2	7.3	1.8	0.0	0.0	6.6	2.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.18
Lane Grp Cap(c), veh/h	154	161	135	126	132	112	642	3037	1086	222	2390	895
V/C Ratio(X)	0.67	0.79	0.56	0.65	0.76	0.77	0.11	0.28	0.29	0.78	0.85	0.86
Avail Cap(c_a), veh/h	230	241	202	191	200	170	642	3037	1086	344	2698	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74	0.23	0.23	0.23
Uniform Delay (d), s/veh	59.8	60.4	59.2	61.1	61.6	61.6	35.0	0.0	0.0	57.9	0.2	0.2
Incr Delay (d2), s/veh	5.0	9.7	3.6	2.1	3.8	5.3	0.0	0.2	0.5	0.6	1.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	5.1	2.9	3.1	3.8	3.4	0.9	0.0	0.1	3.1	0.4	0.9
LnGrp Delay(d),s/veh	64.8	70.1	62.8	63.2	65.4	66.9	35.0	0.2	0.5	58.5	1.2	2.9
LnGrp LOS	E	E	E	E	E	E	C	A	A	E	A	A
Approach Vol, veh/h	306			270			1245			2976		
Approach Delay, s/veh	66.5			65.2			2.2			5.0		
Approach LOS	E			E			A			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	91.5		16.2	31.4	73.3		14.1				
Change Period (Y+Rc), s	4.5	6.2		4.5	6.2	* 6.2		4.5				
Max Green Setting (Gmax), s	13.5	69.8		17.5	7.5	* 76		14.5				
Max Q Clear Time (g_c+1), s	19.6	2.0		11.0	3.8	4.1		9.3				
Green Ext Time (p_c), s	0.1	18.3		0.7	2.8	63.0		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay	11.6											
HCM 2010 LOS	B											
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - No_Project
23: El Camino Real & Garden View Road

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	190	150	160	210	250	100	760	160	290	2220	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	207	34	174	228	272	109	826	174	315	2413	120
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	260	42	242	316	276	131	1111	341	724	2880	884
Arrive On Green	0.05	0.09	0.09	0.14	0.18	0.18	0.12	0.36	0.36	0.82	1.00	1.00
Sat Flow, veh/h	1774	3044	491	1774	1770	1547	1774	5085	1561	1774	5085	1561
Grp Volume(v), veh/h	76	119	122	174	228	272	109	826	174	315	2413	120
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1774	1770	1547	1774	1695	1561	1774	1695	1561
Q Serve(g_s), s	5.7	8.9	9.2	12.7	16.4	23.7	8.1	19.1	11.7	6.8	0.0	0.0
Cycle Q Clear(g_c), s	5.7	8.9	9.2	12.7	16.4	23.7	8.1	19.1	11.7	6.8	0.0	0.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	151	151	242	316	276	131	1111	341	724	2880	884
V/C Ratio(X)	0.80	0.78	0.81	0.72	0.72	0.98	0.83	0.74	0.51	0.43	0.84	0.14
Avail Cap(c_a), veh/h	112	198	197	242	316	276	151	1872	575	724	2880	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	0.66	0.66	0.66
Uniform Delay (d), s/veh	63.1	60.5	60.6	55.8	52.3	55.3	58.4	39.6	37.2	7.9	0.0	0.0
Incr Delay (d2), s/veh	23.9	12.6	15.4	8.6	7.4	49.7	23.0	3.5	4.2	0.3	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	4.9	5.1	6.8	8.7	13.9	4.8	9.3	5.4	3.3	0.6	0.1
LnGrp Delay(d),s/veh	87.0	73.1	76.0	64.4	59.7	105.0	81.3	43.1	41.4	8.2	2.1	0.2
LnGrp LOS	F	E	E	E	E	F	F	D	D	A	A	A
Approach Vol, veh/h	317				674		1109				2848	
Approach Delay, s/veh	77.6				79.2		46.6				2.7	
Approach LOS	E				E		D				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.4	34.8	23.3	16.5	13.5	81.8	10.8	29.0				
Change Period (Y+Rc), s	5.3	* 5.3	4.9	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	25.5	* 50	17.5	* 15	11.5	73.7	8.5	24.1				
Max Q Clear Time (g_c+1), s	19.8	21.1	14.7	11.2	10.1	2.0	7.7	25.7				
Green Ext Time (p_c), s	23.3	8.4	0.8	0.4	0.0	51.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.7									
HCM 2010 LOS			C									
Notes												

Future AM - No_Project
24: El Camino Real & Mountain Vista Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	40	50	320	100	260	140	810	150	200	1800	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	60	43	228	276	283	152	880	163	217	1957	109
Adj No. of Lanes	0	2	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	99	60	345	363	305	178	1454	268	970	2632	146
Arrive On Green	0.04	0.04	0.04	0.19	0.19	0.19	0.03	0.11	0.11	0.19	0.36	0.36
Sat Flow, veh/h	1226	2438	1469	1774	1863	1566	1774	4298	792	3442	4923	273
Grp Volume(v), veh/h	48	45	43	228	276	283	152	693	350	217	1345	721
Grp Sat Flow(s),veh/h/ln	1801	1863	1469	1774	1863	1566	1774	1695	1699	1721	1695	1806
Q Serve(g_s), s	3.6	3.2	3.9	16.0	18.9	24.0	11.5	26.3	26.5	7.2	46.8	47.2
Cycle Q Clear(g_c), s	3.6	3.2	3.9	16.0	18.9	24.0	11.5	26.3	26.5	7.2	46.8	47.2
Prop In Lane	0.68		1.00	1.00		1.00	1.00		0.47	1.00		0.15
Lane Grp Cap(c), veh/h	73	76	60	345	363	305	178	1147	575	970	1813	966
V/C Ratio(X)	0.66	0.59	0.72	0.66	0.76	0.93	0.85	0.60	0.61	0.22	0.74	0.75
Avail Cap(c_a), veh/h	73	76	60	355	373	313	243	1796	900	970	1813	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71	0.44	0.44	0.44
Uniform Delay (d), s/veh	63.8	63.6	64.0	50.2	51.4	53.4	64.3	51.3	51.4	42.3	35.2	35.3
Incr Delay (d2), s/veh	22.1	13.4	36.4	3.4	7.7	31.7	11.2	1.7	3.4	0.0	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.9	2.2	8.2	10.5	13.0	6.2	12.6	13.0	3.4	22.3	24.2
LnGrp Delay(d),s/veh	85.9	77.1	100.4	53.6	59.1	85.2	75.5	53.0	54.8	42.3	36.4	37.7
LnGrp LOS	F	E	F	D	E	F	E	D	D	D	D	D
Approach Vol, veh/h		136			787			1195			2283	
Approach Delay, s/veh		87.6			66.9			56.4			37.4	
Approach LOS		F			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	17.0	77.7		31.3	43.5	51.2				
Change Period (Y+Rc), s		3.5	3.5	5.5		5.0	5.5	* 5.5				
Max Green Setting (Gmax), s		5.5	18.5	66.5		27.0	13.5	* 72				
Max Q Clear Time (g_c+I1), s		5.9	13.5	49.2		26.0	9.2	28.5				
Green Ext Time (p_c), s		0.0	0.1	16.1		0.3	4.2	17.2				
Intersection Summary												
HCM 2010 Ctrl Delay			49.4									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - No_Project
25: Rancho Santa Fe Road & Lone Jack Road

1/26/2016

Intersection																
Intersection Delay, s/veh40.1																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	10	20	0	200	30	220	0	25	330	25	0	140	620	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	11	22	0	217	33	239	0	27	359	27	0	152	674	33
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.2	18.2	33.3	57.7
HCM LOS	B	C	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	7%	0%	67%	0%	100%	0%	100%	0%
Vol Thru, %	93%	0%	33%	0%	0%	12%	0%	95%
Vol Right, %	0%	100%	0%	100%	0%	88%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	355	25	30	20	200	250	140	650
LT Vol	25	0	20	0	200	0	140	0
Through Vol	330	0	10	0	0	30	0	620
RT Vol	0	25	0	20	0	220	0	30
Lane Flow Rate	386	27	33	22	217	272	152	707
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.807	0.051	0.083	0.049	0.495	0.535	0.327	1
Departure Headway (Hd)	7.53	6.794	9.215	8.184	8.194	7.082	7.729	7.184
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	478	526	388	436	439	508	463	509
Service Time	5.287	4.552	6.995	5.964	5.941	4.829	5.51	4.964
HCM Lane V/C Ratio	0.808	0.051	0.085	0.05	0.494	0.535	0.328	1.389
HCM Control Delay	35	9.9	12.8	11.4	18.8	17.7	14.3	67.1
HCM Lane LOS	D	A	B	B	C	C	B	F
HCM 95th-tile Q	7.6	0.2	0.3	0.2	2.7	3.1	1.4	13.6

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	30	80	50	20	40	170	1050	40	150	1910	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	33	87	54	22	43	185	1141	43	163	2076	152
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	40	127	64	26	51	209	1469	55	696	2786	202
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.20	0.49	0.49	0.52	0.77	0.77
Sat Flow, veh/h	1303	494	1548	771	314	614	1774	5029	189	1774	4831	351
Grp Volume(v), veh/h	120	0	87	119	0	0	185	769	415	163	1452	776
Grp Sat Flow(s),veh/h/ln	1798	0	1548	1700	0	0	1774	1695	1829	1774	1695	1791
Q Serve(g_s), s	8.9	0.0	7.4	9.3	0.0	0.0	13.7	25.2	25.3	6.8	31.3	32.1
Cycle Q Clear(g_c), s	8.9	0.0	7.4	9.3	0.0	0.0	13.7	25.2	25.3	6.8	31.3	32.1
Prop In Lane	0.72		1.00	0.45		0.36	1.00		0.10	1.00		0.20
Lane Grp Cap(c), veh/h	147	0	127	142	0	0	209	990	534	696	1955	1033
V/C Ratio(X)	0.82	0.00	0.69	0.84	0.00	0.00	0.89	0.78	0.78	0.23	0.74	0.75
Avail Cap(c_a), veh/h	186	0	161	164	0	0	263	1700	917	696	1955	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.53	0.53	0.53	0.59	0.59	0.59
Uniform Delay (d), s/veh	61.0	0.0	60.3	61.0	0.0	0.0	53.4	30.9	30.9	21.2	10.3	10.4
Incr Delay (d2), s/veh	15.8	0.0	4.8	24.8	0.0	0.0	14.8	3.2	5.9	0.1	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.3	5.4	0.0	0.0	7.5	12.2	13.5	3.3	14.8	16.2
LnGrp Delay(d),s/veh	76.8	0.0	65.1	85.8	0.0	0.0	68.2	34.2	36.8	21.3	11.9	13.4
LnGrp LOS	E		E	F			E	C	D	C	B	B
Approach Vol, veh/h	207			119			1369			2391		
Approach Delay, s/veh	71.9			85.8			39.6			13.0		
Approach LOS	E			F			D			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	58.0	44.7		16.0	19.9	82.9		16.2				
Change Period (Y+Rc), s	5.0	* 5.3		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	21.0	* 68		14.0	20.0	69.0		13.0				
Max Q Clear Time (g_c+I), s	19.8	27.3		10.9	15.7	34.1		11.3				
Green Ext Time (p_c), s	10.9	12.2		0.2	0.2	26.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	27.0											
HCM 2010 LOS	C											
Notes												

Future AM - No_Project
27: Rancho Santa Fe Road & El Camino Del Norte

1/26/2016

Intersection																
Intersection Delay, s/veh34.6																
Intersection LOS D																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	5	10	0	180	15	205	0	10	290	70	0	270	520	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	5	11	0	196	16	223	0	11	315	76	0	293	565	11
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.3	16.4	21.5	50.4
HCM LOS	B	C	C	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	3%	0%	40%	100%	0%	100%	0%
Vol Thru, %	97%	0%	20%	0%	7%	0%	98%
Vol Right, %	0%	100%	40%	0%	93%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	70	25	180	220	270	530
LT Vol	10	0	10	180	0	270	0
Through Vol	290	0	5	0	15	0	520
RT Vol	0	70	10	0	205	0	10
Lane Flow Rate	326	76	27	196	239	293	576
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.671	0.141	0.065	0.442	0.464	0.602	1
Departure Headway (Hd)	7.404	6.686	8.578	8.135	6.986	7.389	6.864
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	486	535	417	444	517	487	530
Service Time	5.16	4.443	6.652	5.877	4.728	5.154	4.629
HCM Lane V/C Ratio	0.671	0.142	0.065	0.441	0.462	0.602	1.087
HCM Control Delay	24.1	10.5	12.3	17.2	15.7	20.8	65.5
HCM Lane LOS	C	B	B	C	C	C	F
HCM 95th-tile Q	4.9	0.5	0.2	2.2	2.4	3.9	14

Future AM - No_Project
28: Highway 101 & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	160	30	380	130	200	20	200	180	410	890	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	43	174	33	413	141	217	22	217	196	446	967	76
Adj No. of Lanes	0	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	274	54	460	483	828	32	672	694	477	1462	115
Arrive On Green	0.11	0.11	0.11	0.26	0.26	0.26	0.02	0.19	0.19	0.27	0.44	0.44
Sat Flow, veh/h	597	2508	494	1774	1863	1551	1774	3539	1493	1774	3318	261
Grp Volume(v), veh/h	132	0	118	413	141	217	22	217	196	446	516	527
Grp Sat Flow(s),veh/h/ln	1833	0	1766	1774	1863	1551	1774	1770	1493	1774	1770	1809
Q Serve(g_s), s	7.1	0.0	6.6	23.2	6.3	7.9	1.3	5.5	8.6	25.4	23.8	23.8
Cycle Q Clear(g_c), s	7.1	0.0	6.6	23.2	6.3	7.9	1.3	5.5	8.6	25.4	23.8	23.8
Prop In Lane	0.33		0.28	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	201	0	193	460	483	828	32	672	694	477	780	797
V/C Ratio(X)	0.66	0.00	0.61	0.90	0.29	0.26	0.68	0.32	0.28	0.94	0.66	0.66
Avail Cap(c_a), veh/h	479	0	461	534	561	892	103	894	788	567	909	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	43.9	36.9	30.6	13.4	50.4	36.1	18.0	36.9	22.8	22.8
Incr Delay (d2), s/veh	1.4	0.0	1.2	16.3	0.3	0.2	9.1	0.3	0.2	19.7	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	3.3	13.4	3.3	3.4	0.7	2.7	5.3	15.0	11.9	12.2
LnGrp Delay(d),s/veh	45.5	0.0	45.1	53.2	31.0	13.5	59.6	36.4	18.2	56.6	24.2	24.2
LnGrp LOS	D		D	D	C	B	E	D	B	E	C	C
Approach Vol, veh/h	250				771		435				1489	
Approach Delay, s/veh	45.3				38.0		29.4				33.9	
Approach LOS	D				D		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	31.8	24.5	15.3		5.9	50.4	31.7					
Change Period (Y+Rc), s	4.0	4.9	4.0		4.0	4.9	4.9					
Max Green Setting (Gmax), s	33.0	26.1	27.0		6.0	53.1	31.1					
Max Q Clear Time (g_c+0.4), s	27.4	10.6	9.1		3.3	25.8	25.2					
Green Ext Time (p_c), s	0.4	7.9	0.7		0.0	10.4	1.6					
Intersection Summary												
HCM 2010 Ctrl Delay			35.3									
HCM 2010 LOS			D									

Future AM - No_Project
29: Vulcan Avenue & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	540	110	360	580	80	65	140	160	225	610	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	587	120	391	630	62	71	152	174	245	663	109
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	691	141	423	1465	144	95	694	580	408	694	578
Arrive On Green	0.02	0.24	0.24	0.24	0.45	0.45	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1774	2918	595	1774	3249	319	695	1863	1556	1047	1863	1551
Grp Volume(v), veh/h	33	355	352	391	343	349	71	152	174	245	663	109
Grp Sat Flow(s),veh/h/ln	1774	1770	1743	1774	1770	1799	695	1863	1556	1047	1863	1551
Q Serve(g_s), s	1.7	18.1	18.2	20.3	12.4	12.5	2.5	5.2	7.4	19.7	32.6	4.5
Cycle Q Clear(g_c), s	1.7	18.1	18.2	20.3	12.4	12.5	35.1	5.2	7.4	24.9	32.6	4.5
Prop In Lane	1.00		0.34	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	419	413	423	798	811	95	694	580	408	694	578
V/C Ratio(X)	0.76	0.85	0.85	0.92	0.43	0.43	0.75	0.22	0.30	0.60	0.95	0.19
Avail Cap(c_a), veh/h	535	509	502	443	798	811	95	694	580	408	694	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	34.3	34.3	35.0	17.6	17.6	46.8	20.2	20.9	28.7	28.8	19.9
Incr Delay (d2), s/veh	23.0	10.8	11.4	24.6	0.4	0.4	27.9	0.2	0.3	2.4	23.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.0	10.0	12.8	6.1	6.3	2.6	2.7	3.2	5.9	21.3	1.9
LnGrp Delay(d),s/veh	68.7	45.1	45.7	59.7	18.0	18.0	74.7	20.3	21.1	31.1	52.3	20.1
LnGrp LOS	E	D	D	E	B	B	E	C	C	C	D	C
Approach Vol, veh/h	740			1083			397			1017		
Approach Delay, s/veh	46.4			33.0			30.4			43.8		
Approach LOS	D			C			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	28.2		40.0	5.8	48.4		40.0				
Change Period (Y+Rc), s	3.5	5.9		4.9	3.5	5.9		4.9				
Max Green Setting (Gmax), s	23.5	27.1		35.1	28.4	22.2		35.1				
Max Q Clear Time (g_c+Q), s	22.3	20.2		34.6	3.7	14.5		37.1				
Green Ext Time (p_c), s	0.2	2.2		0.3	0.1	4.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	39.1											
HCM 2010 LOS	D											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
Volume (veh/h)	0	740	480	520	990	0	0	0	0	220	5	210
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	804	406	565	1076	0				239	5	80
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	854	429	635	2743	0				265	6	241
Arrive On Green	0.00	0.63	0.63	0.72	1.00	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	2344	1129	1774	3632	0				1739	36	1583
Grp Volume(v), veh/h	0	631	579	565	1076	0				244	0	80
Grp Sat Flow(s), veh/h/ln	0	1770	1610	1774	1770	0				1776	0	1583
Q Serve(g_s), s	0.0	46.8	47.7	36.1	0.0	0.0				19.6	0.0	6.5
Cycle Q Clear(g_c), s	0.0	46.8	47.7	36.1	0.0	0.0				19.6	0.0	6.5
Prop In Lane	0.00		0.70	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	672	611	635	2743	0				271	0	241
V/C Ratio(X)	0.00	0.94	0.95	0.89	0.39	0.00				0.90	0.00	0.33
Avail Cap(c_a), veh/h	0	688	626	635	2743	0				332	0	296
HCM Platoon Ratio	1.00	1.67	1.67	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.68	0.68	0.56	0.56	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.0	25.2	18.3	0.0	0.0				60.4	0.0	54.8
Incr Delay (d2), s/veh	0.0	17.4	19.7	8.6	0.2	0.0				21.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.7	24.2	18.6	0.1	0.0				11.2	0.0	2.9
LnGrp Delay(d),s/veh	0.0	42.4	44.9	27.0	0.2	0.0				81.4	0.0	55.1
LnGrp LOS		D	D	C	A					F		E
Approach Vol, veh/h		1210			1641						324	
Approach Delay, s/veh		43.6			9.4						74.9	
Approach LOS		D			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	57.3	60.4		27.2		117.8		
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4		
Max Green Setting (Gmax), s	46.3	* 56		27.1		107.4		
Max Q Clear Time (g_c+Q), s	49.7			21.6		2.0		
Green Ext Time (p_c), s	6.3	5.3		0.5		23.6		

Intersection Summary

HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

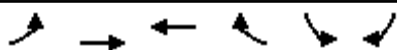
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	230	720	0	0	1160	380	370	0	430	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	250	783	0	0	1261	342	402	0	87			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	271	2415	0	0	1750	783	435	0	378			
Arrive On Green	0.26	1.00	0.00	0.00	0.83	0.83	0.25	0.00	0.25			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1541			
Grp Volume(v), veh/h	250	783	0	0	1261	342	402	0	87			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1541			
Q Serve(g_s), s	19.9	0.0	0.0	0.0	22.2	8.5	32.1	0.0	6.5			
Cycle Q Clear(g_c), s	19.9	0.0	0.0	0.0	22.2	8.5	32.1	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	271	2415	0	0	1750	783	435	0	378			
V/C Ratio(X)	0.92	0.32	0.00	0.00	0.72	0.44	0.92	0.00	0.23			
Avail Cap(c_a), veh/h	329	2415	0	0	1750	783	513	0	445			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.25	0.25	0.00	0.00	0.83	0.83	1.00	0.00	1.00			
Uniform Delay (d), s/veh	53.2	0.0	0.0	0.0	8.3	7.1	53.4	0.0	43.8			
Incr Delay (d2), s/veh	9.3	0.1	0.0	0.0	2.2	1.5	20.2	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.4	0.0	0.0	0.0	11.0	3.9	18.2	0.0	2.8			
LnGrp Delay(d),s/veh	62.5	0.1	0.0	0.0	10.5	8.6	73.6	0.0	44.0			
LnGrp LOS	E	A			B	A	E		D			
Approach Vol, veh/h	1033				1603			489				
Approach Delay, s/veh	15.2				10.1			68.4				
Approach LOS	B				B			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		104.4			27.2	77.1		40.6				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		92.6			26.9	60.6		41.9				
Max Q Clear Time (g_c+I1), s		2.0			21.9	24.2		34.1				
Green Ext Time (p_c), s		16.3			0.2	14.1		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									

Future AM - No_Project
32: Encinitas Boulevard & Saxony Road

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	230	890	1080	250	405	480		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	250	967	1174	239	440	207		
Adj No. of Lanes	1	2	3	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	842	2740	1334	405	528	243		
Arrive On Green	0.79	1.00	0.44	0.44	0.15	0.15		
Sat Flow, veh/h	1774	3632	5253	1542	3442	1583		
Grp Volume(v), veh/h	250	967	1174	239	440	207		
Grp Sat Flow(s),veh/h/ln	1774	1770	1695	1542	1721	1583		
Q Serve(g_s), s	5.6	0.0	30.6	17.0	18.0	18.5		
Cycle Q Clear(g_c), s	5.6	0.0	30.6	17.0	18.0	18.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	842	2740	1334	405	528	243		
V/C Ratio(X)	0.30	0.35	0.88	0.59	0.83	0.85		
Avail Cap(c_a), veh/h	842	2740	1704	517	1089	501		
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.00	1.00		
Upstream Filter(I)	0.84	0.84	0.63	0.63	1.00	1.00		
Uniform Delay (d), s/veh	8.5	0.0	38.6	34.8	59.6	59.8		
Incr Delay (d2), s/veh	0.1	0.3	5.6	4.0	2.6	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.7	0.1	14.8	7.6	8.7	15.8		
LnGrp Delay(d),s/veh	8.6	0.3	44.3	38.8	62.2	66.0		
LnGrp LOS	A	A	D	D	E	E		
Approach Vol, veh/h		1217	1413		647			
Approach Delay, s/veh		2.0	43.3		63.4			
Approach LOS		A	D		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		117.6		27.4	74.2	43.5		
Change Period (Y+Rc), s		5.4		5.1	5.4	* 5.4		
Max Green Setting (Gmax), s		88.6		45.9	34.9	* 49		
Max Q Clear Time (g_c+I1), s		2.0		20.5	7.6	32.6		
Green Ext Time (p_c), s		5.5		1.8	5.2	5.4		
Intersection Summary								
HCM 2010 Ctrl Delay			32.0					
HCM 2010 LOS			C					
Notes								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	750	170	180	1160	80	120	100	150	180	280	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	120	815	185	196	1261	73	130	109	136	196	304	158
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1012	591	487	1748	781	157	203	167	284	345	288
Arrive On Green	0.08	0.29	0.29	0.46	0.82	0.82	0.09	0.11	0.11	0.16	0.19	0.19
Sat Flow, veh/h	1774	3539	1575	1774	3539	1580	1774	1863	1537	1774	1863	1552
Grp Volume(v), veh/h	120	815	185	196	1261	73	130	109	136	196	304	158
Grp Sat Flow(s),veh/h/ln	1774	1770	1575	1774	1770	1580	1774	1863	1537	1774	1863	1552
Q Serve(g_s), s	7.3	23.5	3.3	8.1	16.9	0.5	7.9	6.1	9.5	11.5	17.5	10.2
Cycle Q Clear(g_c), s	7.3	23.5	3.3	8.1	16.9	0.5	7.9	6.1	9.5	11.5	17.5	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1012	591	487	1748	781	157	203	167	284	345	288
V/C Ratio(X)	0.82	0.81	0.31	0.40	0.72	0.09	0.83	0.54	0.81	0.69	0.88	0.55
Avail Cap(c_a), veh/h	169	1277	709	487	1748	781	185	286	236	284	388	323
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	36.4	9.6	23.8	6.4	1.3	49.3	46.4	47.9	43.6	43.6	40.6
Incr Delay (d2), s/veh	18.2	6.0	1.2	0.2	2.6	0.2	19.5	2.2	13.5	5.9	18.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.3	2.2	3.9	8.5	0.3	4.8	3.3	4.7	6.1	10.8	4.5
LnGrp Delay(d),s/veh	67.9	42.4	10.8	24.0	9.0	1.6	68.8	48.6	61.4	49.5	62.4	42.3
LnGrp LOS	E	D	B	C	A	A	E	D	E	D	E	D
Approach Vol, veh/h	1120					1530		375		658		
Approach Delay, s/veh	39.9					10.5		60.2		53.7		
Approach LOS	D					B		E		D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.5	36.8	13.3	24.5	12.6	59.6	21.7	16.1				
Change Period (Y+Rc), s	5.3	* 5.3	3.5	4.1	3.5	5.3	4.1	* 4.1				
Max Green Setting (Gmax), s	19.5	* 40	11.5	22.9	10.5	48.7	17.5	* 17				
Max Q Clear Time (g_c+10), s	10.1	25.5	9.9	19.5	9.3	18.9	13.5	11.5				
Green Ext Time (p_c), s	6.3	6.0	0.0	0.9	0.0	12.9	1.1	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			32.2									
HCM 2010 LOS			C									
Notes												

Future AM - No_Project
34: Balour Drive & Encinitas Boulevard

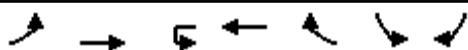
1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱↱	↑↑	↱	↱		
Volume (veh/h)	840	180	580	1110	210	450		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	913	161	630	1207	228	489		
Adj No. of Lanes	2	0	2	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1371	242	765	2544	326	1015		
Arrive On Green	0.76	0.76	0.44	1.00	0.18	0.18		
Sat Flow, veh/h	3090	528	3442	3632	1774	1583		
Grp Volume(v), veh/h	539	535	630	1207	228	489		
Grp Sat Flow(s),veh/h/ln	1770	1756	1721	1770	1774	1583		
Q Serve(g_s), s	13.2	13.2	14.4	0.0	10.8	14.4		
Cycle Q Clear(g_c), s	13.2	13.2	14.4	0.0	10.8	14.4		
Prop In Lane		0.30	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	810	803	765	2544	326	1015		
V/C Ratio(X)	0.67	0.67	0.82	0.47	0.70	0.48		
Avail Cap(c_a), veh/h	810	803	822	2544	365	1050		
HCM Platoon Ratio	1.67	1.67	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.64	0.64	1.00	1.00		
Uniform Delay (d), s/veh	7.3	7.3	23.5	0.0	34.4	8.4		
Incr Delay (d2), s/veh	4.3	4.3	5.0	0.4	3.9	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.2	7.1	7.2	0.1	5.7	12.1		
LnGrp Delay(d),s/veh	11.6	11.7	28.4	0.4	38.3	8.5		
LnGrp LOS	B	B	C	A	D	A		
Approach Vol, veh/h	1074			1837	717			
Approach Delay, s/veh	11.6			10.0	18.0			
Approach LOS	B			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		70.0			23.5	46.5		20.0
Change Period (Y+Rc), s		5.3			3.5	5.3		3.5
Max Green Setting (Gmax), s		62.7			21.5	37.7		18.5
Max Q Clear Time (g_c+11), s		2.0			16.4	15.2		16.4
Green Ext Time (p_c), s		49.1			2.1	20.6		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			12.1					
HCM 2010 LOS			B					

Future AM - No_Project
35: Encinitas Boulevard & Via Cantebria

1/26/2016



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Volume (veh/h)	460	830	5	1000	120	120	700	
Number	1	6		2	12	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	500	902		1087	120	130	761	
Adj No. of Lanes	2	2		2	0	1	2	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	1007	2662		1284	142	266	1535	
Arrive On Green	0.10	0.25		0.67	0.67	0.15	0.15	
Sat Flow, veh/h	3442	3632		3298	353	1774	2787	
Grp Volume(v), veh/h	500	902		600	607	130	761	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1788	1774	1393	
Q Serve(g_s), s	12.4	18.8		23.2	23.3	6.0	13.5	
Cycle Q Clear(g_c), s	12.4	18.8		23.2	23.3	6.0	13.5	
Prop In Lane	1.00				0.20	1.00	1.00	
Lane Grp Cap(c), veh/h	1007	2662		709	717	266	1535	
V/C Ratio(X)	0.50	0.34		0.85	0.85	0.49	0.50	
Avail Cap(c_a), veh/h	1007	2662		808	817	266	1535	
HCM Platoon Ratio	0.33	0.33		1.67	1.67	1.00	1.00	
Upstream Filter(I)	0.66	0.66		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	34.4	15.5		12.8	12.8	35.1	12.5	
Incr Delay (d2), s/veh	0.1	0.2		11.9	11.9	0.5	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.9	9.4		13.1	13.6	3.0	13.7	
LnGrp Delay(d),s/veh	34.5	15.7		24.6	24.7	35.6	12.6	
LnGrp LOS	C	B		C	C	D	B	
Approach Vol, veh/h		1402		1207		891		
Approach Delay, s/veh		22.4		24.6		15.9		
Approach LOS		C		C		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	31.6	41.4		17.0		73.0		
Change Period (Y+Rc), s	5.3	* 5.3		3.5		5.3		
Max Green Setting (Gmax), s	23.1	* 41		13.5		58.7		
Max Q Clear Time (g_c+1/4), s	14.4	25.3		15.5		20.8		
Green Ext Time (p_c), s	3.9	10.7		0.0		14.3		
Intersection Summary								
HCM 2010 Ctrl Delay			21.5					
HCM 2010 LOS			C					
Notes								
User approved ignoring U-Turning movement.								

Future AM - No_Project
36: El Camino Real & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 	  		  	  	
Volume (veh/h)	280	570	170	320	570	320	190	670	190	690	1600	480
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	304	620	185	348	620	264	207	728	207	750	1739	522
Adj No. of Lanes	2	2	0	2	2	0	1	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	665	198	379	655	279	262	1126	316	793	1835	563
Arrive On Green	0.16	0.41	0.41	0.11	0.27	0.27	0.25	0.48	0.48	0.38	0.60	0.60
Sat Flow, veh/h	3442	2677	798	3442	2408	1025	1774	3935	1105	3442	5085	1561
Grp Volume(v), veh/h	304	409	396	348	455	429	207	626	309	750	1739	522
Grp Sat Flow(s),veh/h/ln	1721	1770	1705	1721	1770	1664	1774	1695	1650	1721	1695	1561
Q Serve(g_s), s	12.2	30.9	31.0	14.0	35.3	35.4	15.3	19.5	19.9	29.5	44.4	32.9
Cycle Q Clear(g_c), s	12.2	30.9	31.0	14.0	35.3	35.4	15.3	19.5	19.9	29.5	44.4	32.9
Prop In Lane	1.00		0.47	1.00		0.62	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	334	439	423	379	481	452	262	970	472	793	1835	563
V/C Ratio(X)	0.91	0.93	0.93	0.92	0.95	0.95	0.79	0.65	0.66	0.95	0.95	0.93
Avail Cap(c_a), veh/h	334	461	445	379	484	455	262	970	472	870	1849	567
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	0.96	0.96	0.96	0.53	0.53	0.53
Uniform Delay (d), s/veh	58.0	39.9	39.9	61.7	50.0	50.0	50.7	31.2	31.3	42.2	26.6	15.9
Incr Delay (d2), s/veh	27.0	25.5	26.7	17.8	19.3	20.3	13.3	3.2	6.7	10.8	7.2	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	18.1	17.6	7.6	19.9	18.9	8.4	9.5	9.9	15.1	21.6	16.1
LnGrp Delay(d),s/veh	85.1	65.4	66.6	79.4	69.3	70.3	63.9	34.4	38.0	53.1	33.8	30.7
LnGrp LOS	F	E	E	E	E	E	E	C	D	D	C	C
Approach Vol, veh/h	1109			1232			1142			3011		
Approach Delay, s/veh	71.2			72.5			40.7			38.1		
Approach LOS	E			E			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.5	45.4	21.1	40.4	26.0	55.8	17.8	43.7				
Change Period (Y+Rc), s	4.2	5.3	5.7	* 5.7	5.3	* 5.3	* 4.2	5.7				
Max Green Setting (Gmax), s	35	33.3	15.4	* 37	17.8	* 51	* 14	38.3				
Max Q Clear Time (g_c+Q), s	41.5	21.9	16.0	33.0	17.3	46.4	14.2	37.4				
Green Ext Time (p_c), s	0.8	5.3	0.0	1.7	0.1	4.2	0.0	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay	50.7											
HCM 2010 LOS	D											
Notes												

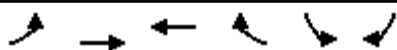
Future AM - No_Project
37: Village Square Drive & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	980	10	90	1100	120	10	10	10	110	5	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	141	1065	11	98	1196	120	11	11	11	120	5	130
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	1985	20	125	1680	168	21	21	21	213	7	181
Arrive On Green	0.10	0.55	0.55	0.07	0.52	0.52	0.04	0.04	0.04	0.12	0.12	0.12
Sat Flow, veh/h	1774	3588	37	1774	3242	325	576	576	576	1774	58	1506
Grp Volume(v), veh/h	141	525	551	98	651	665	33	0	0	120	0	135
Grp Sat Flow(s),veh/h/ln	1774	1770	1855	1774	1770	1797	1729	0	0	1774	0	1564
Q Serve(g_s), s	5.8	14.0	14.0	4.0	20.8	21.0	1.4	0.0	0.0	4.7	0.0	6.2
Cycle Q Clear(g_c), s	5.8	14.0	14.0	4.0	20.8	21.0	1.4	0.0	0.0	4.7	0.0	6.2
Prop In Lane	1.00		0.02	1.00		0.18	0.33		0.33	1.00		0.96
Lane Grp Cap(c), veh/h	176	979	1026	125	917	931	63	0	0	213	0	187
V/C Ratio(X)	0.80	0.54	0.54	0.78	0.71	0.71	0.52	0.00	0.00	0.56	0.00	0.72
Avail Cap(c_a), veh/h	203	995	1043	191	971	986	583	0	0	574	0	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	10.5	10.5	33.9	13.6	13.7	35.1	0.0	0.0	30.8	0.0	31.4
Incr Delay (d2), s/veh	15.4	0.7	0.7	5.0	2.6	2.6	2.5	0.0	0.0	0.9	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	6.9	7.2	2.1	10.8	11.0	0.7	0.0	0.0	2.4	0.0	2.8
LnGrp Delay(d),s/veh	48.1	11.3	11.2	38.9	16.2	16.3	37.6	0.0	0.0	31.7	0.0	33.4
LnGrp LOS	D	B	B	D	B	B	D			C		C
Approach Vol, veh/h	1217				1414				33		255	
Approach Delay, s/veh	15.5				17.8				37.6		32.6	
Approach LOS	B				B				D		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	8.2	46.3			12.9	10.9	43.7	6.7				
Change Period (Y+Rc), s	3.0	5.3			4.0	3.5	5.3	4.0				
Max Green Setting (Gmax), s	41.7	41.7			24.0	8.5	40.7	25.0				
Max Q Clear Time (g_c+I), s	16.0	16.0			8.2	7.8	23.0	3.4				
Green Ext Time (p_c), s	0.0	21.4			0.6	0.0	15.4	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

Future AM - No_Project
38: Encinitas Boulevard & Village Park Way

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	240	870	560	100	390	420		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	261	946	609	83	424	457		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	294	1946	1055	143	564	503		
Arrive On Green	0.17	0.55	0.34	0.34	0.32	0.32		
Sat Flow, veh/h	1774	3632	3215	424	1774	1583		
Grp Volume(v), veh/h	261	946	345	347	424	457		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1776	1774	1583		
Q Serve(g_s), s	10.9	12.4	12.1	12.2	16.2	20.9		
Cycle Q Clear(g_c), s	10.9	12.4	12.1	12.2	16.2	20.9		
Prop In Lane	1.00			0.24	1.00	1.00		
Lane Grp Cap(c), veh/h	294	1946	598	600	564	503		
V/C Ratio(X)	0.89	0.49	0.58	0.58	0.75	0.91		
Avail Cap(c_a), veh/h	294	2062	656	659	611	545		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	30.8	10.4	20.5	20.6	23.1	24.7		
Incr Delay (d2), s/veh	26.5	0.4	2.0	2.0	4.8	18.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.5	6.2	6.2	6.2	8.6	18.6		
LnGrp Delay(d),s/veh	57.3	10.8	22.5	22.6	27.9	43.1		
LnGrp LOS	E	B	C	C	C	D		
Approach Vol, veh/h		1207	692		881			
Approach Delay, s/veh		20.9	22.6		35.8			
Approach LOS		C	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		48.0		27.5	16.0	32.0		
Change Period (Y+Rc), s		6.5		3.5	3.5	6.5		
Max Green Setting (Gmax), s		44.0		26.0	12.5	28.0		
Max Q Clear Time (g_c+I1), s		14.4		22.9	12.9	14.2		
Green Ext Time (p_c), s		21.0		1.1	0.0	11.3		
Intersection Summary								
HCM 2010 Ctrl Delay			26.0					
HCM 2010 LOS			C					

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	140	1040	150	130	520	90	230	280	120	320	270	230
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	152	1130	151	141	565	81	250	304	108	348	293	202
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	981	131	171	960	137	278	425	343	373	525	445
Arrive On Green	0.10	0.31	0.31	0.10	0.31	0.31	0.16	0.23	0.23	0.21	0.28	0.28
Sat Flow, veh/h	1774	3134	418	1774	3103	444	1774	1863	1503	1774	1863	1578
Grp Volume(v), veh/h	152	637	644	141	321	325	250	304	108	348	293	202
Grp Sat Flow(s),veh/h/ln	1774	1770	1783	1774	1770	1777	1774	1863	1503	1774	1863	1578
Q Serve(g_s), s	10.0	37.3	37.3	9.3	18.3	18.4	16.5	17.9	7.1	23.0	16.0	12.6
Cycle Q Clear(g_c), s	10.0	37.3	37.3	9.3	18.3	18.4	16.5	17.9	7.1	23.0	16.0	12.6
Prop In Lane	1.00		0.23	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	554	558	171	547	550	278	425	343	373	525	445
V/C Ratio(X)	0.82	1.15	1.15	0.83	0.59	0.59	0.90	0.71	0.31	0.93	0.56	0.45
Avail Cap(c_a), veh/h	410	554	558	402	554	556	365	486	392	395	525	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	40.9	40.9	52.9	34.7	34.8	49.3	42.4	38.2	46.2	36.4	35.2
Incr Delay (d2), s/veh	12.0	86.6	88.4	9.6	2.5	2.6	17.6	6.0	1.1	27.4	2.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	31.5	32.0	5.0	9.3	9.4	9.4	9.9	3.1	14.1	8.5	5.7
LnGrp Delay(d),s/veh	64.2	127.5	129.3	62.5	37.3	37.3	66.9	48.4	39.3	73.6	38.7	36.8
LnGrp LOS	E	F	F	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h	1433			787			662			843		
Approach Delay, s/veh	121.6			41.8			53.9			52.6		
Approach LOS	F			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	43.0	22.2	38.5	15.9	42.5	28.6	32.1				
Change Period (Y+Rc), s	4.0	5.7	3.5	4.9	3.5	5.7	3.5	4.9				
Max Green Setting (Gmax), s	27.0	37.3	24.5	33.1	27.5	37.3	26.5	31.1				
Max Q Clear Time (g_c+1), s	11.3	39.3	18.5	18.0	12.0	20.4	25.0	19.9				
Green Ext Time (p_c), s	0.3	0.0	0.2	7.2	0.5	14.6	0.1	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			77.1									
HCM 2010 LOS			E									

Intersection

Intersection Delay, s/veh 37

Intersection LOS E

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	200	180	0	150	20	0	220	600
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	217	196	0	163	22	0	239	652
Number of Lanes	0	1	0	0	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	21.4	12.4	49.3
HCM LOS	C	B	E

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	53%	100%	0%
Vol Thru, %	88%	0%	0%	100%
Vol Right, %	12%	47%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	380	220	600
LT Vol	0	200	220	0
Through Vol	150	0	0	600
RT Vol	20	180	0	0
Lane Flow Rate	185	413	239	652
Geometry Grp	5	2	7	7
Degree of Util (X)	0.327	0.69	0.448	1
Departure Headway (Hd)	6.361	6.013	6.746	6.237
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	569	603	536	587
Service Time	4.361	4.032	4.452	3.944
HCM Lane V/C Ratio	0.325	0.685	0.446	1.111
HCM Control Delay	12.4	21.4	14.8	62
HCM Lane LOS	B	C	B	F
HCM 95th-tile Q	1.4	5.4	2.3	14.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑↑						↑	↗
Volume (veh/h)	0	490	170	440	650	0	0	0	0	80	10	210
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	533	185	478	707	0				87	11	228
Adj No. of Lanes	0	1	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	637	529	520	2466	0				268	34	268
Arrive On Green	0.00	0.34	0.34	0.29	0.70	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1863	1548	1774	3632	0				1583	200	1583
Grp Volume(v), veh/h	0	533	185	478	707	0				98	0	228
Grp Sat Flow(s),veh/h/ln	0	1863	1548	1774	1770	0				1784	0	1583
Q Serve(g_s), s	0.0	20.1	6.8	19.9	5.8	0.0				3.7	0.0	10.7
Cycle Q Clear(g_c), s	0.0	20.1	6.8	19.9	5.8	0.0				3.7	0.0	10.7
Prop In Lane	0.00		1.00	1.00		0.00				0.89		1.00
Lane Grp Cap(c), veh/h	0	637	529	520	2466	0				302	0	268
V/C Ratio(X)	0.00	0.84	0.35	0.92	0.29	0.00				0.32	0.00	0.85
Avail Cap(c_a), veh/h	0	753	626	659	2962	0				374	0	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.1	18.7	26.1	4.4	0.0				27.8	0.0	30.7
Incr Delay (d2), s/veh	0.0	6.2	0.1	14.0	0.0	0.0				0.2	0.0	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.3	2.9	11.7	2.8	0.0				1.8	0.0	5.6
LnGrp Delay(d),s/veh	0.0	29.3	18.9	40.1	4.4	0.0				28.1	0.0	44.1
LnGrp LOS		C	B	D	A					C		D
Approach Vol, veh/h		718			1185						326	
Approach Delay, s/veh		26.6			18.8						39.3	
Approach LOS		C			B						D	

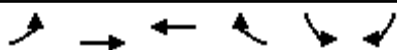
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	27.1	31.2		18.0		58.2		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	28	30.8		16.0		63.8		
Max Q Clear Time (g_c+0.9), s	21.9	22.1		12.7		7.8		
Green Ext Time (p_c), s	0.5	4.0		0.3		6.8		

Intersection Summary

HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↰	↑	↗↖	↱				
Volume (veh/h)	170	390	1090	360	0	0		
Number	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00			0.97				
Parking Bus, Adj	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863				
Adj Flow Rate, veh/h	185	424	1185	391				
Adj No. of Lanes	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2				
Cap, veh/h	314	1546	1787	774				
Arrive On Green	0.18	0.83	0.50	0.50				
Sat Flow, veh/h	1774	1863	3632	1532				
Grp Volume(v), veh/h	185	424	1185	391				
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1532				
Q Serve(g_s), s	3.0	1.6	7.9	5.4				
Cycle Q Clear(g_c), s	3.0	1.6	7.9	5.4				
Prop In Lane	1.00			1.00				
Lane Grp Cap(c), veh/h	314	1546	1787	774				
V/C Ratio(X)	0.59	0.27	0.66	0.51				
Avail Cap(c_a), veh/h	541	2028	2250	974				
HCM Platoon Ratio	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	12.0	0.6	5.9	5.2				
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.2				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	1.5	0.7	3.8	2.2				
LnGrp Delay(d),s/veh	12.7	0.6	6.1	5.4				
LnGrp LOS	B	A	A	A				
Approach Vol, veh/h		609	1576					
Approach Delay, s/veh		4.3	5.9					
Approach LOS		A	A					
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		31.8			10.3	21.4		
Change Period (Y+Rc), s		5.4			* 4.7	5.4		
Max Green Setting (Gmax), s		34.6			* 9.7	20.2		
Max Q Clear Time (g_c+l1), s		3.6			5.0	9.9		
Green Ext Time (p_c), s		10.3			0.1	6.0		
Intersection Summary								
HCM 2010 Ctrl Delay			5.5					
HCM 2010 LOS			A					
Notes								

Future AM - No_Project
43: I-5 NB Off-Ramp/Regal Road & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Volume (veh/h)	70	330	0	0	890	70	290	100	160	60	0	300
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	76	359	0	0	967	76	223	258	152	65	0	326
Adj No. of Lanes	1	1	0	0	3	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	126	684	0	0	1140	89	309	324	272	70	0	351
Arrive On Green	0.07	0.37	0.00	0.00	0.24	0.24	0.17	0.17	0.17	0.26	0.00	0.26
Sat Flow, veh/h	1774	1863	0	0	4964	376	1774	1863	1562	265	0	1329
Grp Volume(v), veh/h	76	359	0	0	683	360	223	258	152	391	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1695	1782	1774	1863	1562	1595	0	0
Q Serve(g_s), s	3.3	12.1	0.0	0.0	15.4	15.5	9.5	10.7	7.1	19.2	0.0	0.0
Cycle Q Clear(g_c), s	3.3	12.1	0.0	0.0	15.4	15.5	9.5	10.7	7.1	19.2	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.21	1.00		1.00	0.17		0.83
Lane Grp Cap(c), veh/h	126	684	0	0	806	424	309	324	272	422	0	0
V/C Ratio(X)	0.60	0.52	0.00	0.00	0.85	0.85	0.72	0.80	0.56	0.93	0.00	0.00
Avail Cap(c_a), veh/h	157	740	0	0	849	446	356	373	313	425	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.2	19.9	0.0	0.0	29.2	29.2	31.3	31.8	30.4	28.8	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.2	0.0	0.0	7.2	13.1	7.0	11.1	2.6	25.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.2	0.0	0.0	8.0	9.1	5.2	6.4	3.3	11.4	0.0	0.0
LnGrp Delay(d),s/veh	37.9	20.1	0.0	0.0	36.4	42.3	38.3	42.9	32.9	54.7	0.0	0.0
LnGrp LOS	D	C			D	D	D	D	C	D		
Approach Vol, veh/h		435			1043			633			391	
Approach Delay, s/veh		23.2			38.4			38.9			54.7	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.9		26.3	10.4	24.5		19.1				
Change Period (Y+Rc), s		5.4		5.1	* 4.7	5.4		5.1				
Max Green Setting (Gmax), s		31.9		21.4	* 7.1	20.1		16.1				
Max Q Clear Time (g_c+I1), s		14.1		21.2	5.3	17.5		12.7				
Green Ext Time (p_c), s		5.9		0.0	0.0	1.6		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				38.5								
HCM 2010 LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	385	85	210	730	120	100	70	120	40	90	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.95	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	71	418	92	228	793	130	109	76	89	43	98	54
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	692	152	268	886	145	182	115	113	109	222	106
Arrive On Green	0.05	0.47	0.47	0.15	0.57	0.57	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1774	1472	324	1774	1554	255	518	492	486	238	950	455
Grp Volume(v), veh/h	71	0	510	228	0	923	274	0	0	195	0	0
Grp Sat Flow(s), veh/h/ln	1774	0	1796	1774	0	1808	1496	0	0	1643	0	0
Q Serve(g_s), s	3.3	0.0	17.3	10.3	0.0	37.0	5.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	17.3	10.3	0.0	37.0	13.9	0.0	0.0	8.1	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.14	0.40		0.32	0.22		0.28
Lane Grp Cap(c), veh/h	91	0	845	268	0	1031	410	0	0	436	0	0
V/C Ratio(X)	0.78	0.00	0.60	0.85	0.00	0.90	0.67	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	97	0	859	333	0	1106	475	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.7	0.0	16.2	34.2	0.0	15.6	29.4	0.0	0.0	27.3	0.0	0.0
Incr Delay (d2), s/veh	31.2	0.0	1.3	15.8	0.0	9.4	3.2	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	8.8	6.2	0.0	20.9	6.2	0.0	0.0	4.0	0.0	0.0
LnGrp Delay(d),s/veh	70.0	0.0	17.5	49.9	0.0	25.0	32.7	0.0	0.0	28.2	0.0	0.0
LnGrp LOS	E		B	D		C	C			C		
Approach Vol, veh/h	581			1151			274			195		
Approach Delay, s/veh	23.9			29.9			32.7			28.2		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	43.4		23.3	7.7	51.6		23.3				
Change Period (Y+Rc), s	3.5	4.5		4.0	3.5	4.5		4.0				
Max Green Setting (Gmax), s	15.5	39.5		23.0	4.5	50.5		23.0				
Max Q Clear Time (g_c+1/2), s	12.3	19.3		10.1	5.3	39.0		15.9				
Green Ext Time (p_c), s	0.2	12.2		2.9	0.0	8.1		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay	28.5											
HCM 2010 LOS	C											

Intersection

Int Delay, s/veh 13.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	190	470	770	160	35	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	511	837	174	38	245

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1011	0	1848
Stage 1	-	-	924
Stage 2	-	-	924
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	686	-	82
Stage 1	-	-	387
Stage 2	-	-	387
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	686	-	57
Mov Cap-2 Maneuver	-	-	170
Stage 1	-	-	387
Stage 2	-	-	270

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	84.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	686	-	-	-	291
HCM Lane V/C Ratio	0.301	-	-	-	0.971
HCM Control Delay (s)	12.5	-	-	-	84.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	9.8

Future AM - No_Project
46: Lake Drive & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	360	75	400	730	10	65	5	140	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	5	391	82	435	793	11	71	5	125	11	11	11
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	1021	214	654	1258	17	157	24	156	144	129	94
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	674	1487	312	917	1833	25	434	146	954	363	790	577
Grp Volume(v), veh/h	5	0	473	435	0	804	201	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	674	0	1799	917	0	1858	1534	0	0	1730	0	0
Q Serve(g_s), s	0.2	0.0	6.3	21.8	0.0	13.6	5.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	6.3	28.1	0.0	13.6	7.1	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.01	0.35		0.62	0.33		0.33
Lane Grp Cap(c), veh/h	429	0	1235	654	0	1276	337	0	0	368	0	0
V/C Ratio(X)	0.01	0.00	0.38	0.67	0.00	0.63	0.60	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	441	0	1268	670	0	1310	528	0	0	561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	3.8	9.8	0.0	4.9	22.8	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	3.3	0.0	1.4	0.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.2	6.0	0.0	7.2	3.1	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	8.7	0.0	4.2	13.1	0.0	6.3	23.4	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	A		A	B		A	C			C		
Approach Vol, veh/h		478			1239			201			33	
Approach Delay, s/veh		4.2			8.7			23.4			20.3	
Approach LOS		A			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		12.8		44.0		12.8				
Change Period (Y+Rc), s		5.0		3.5		5.0		3.5				
Max Green Setting (Gmax), s		40.0		16.5		40.0		16.5				
Max Q Clear Time (g_c+l1), s		15.8		2.9		30.1		9.1				
Green Ext Time (p_c), s		19.7		0.8		8.8		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.3									
HCM 2010 LOS			A									

Future AM - No_Project
47: El Camino Real & Santa Fe Drive

1/26/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	↰↱	↱	↰	↑↑↑	↑↑	↱		
Volume (veh/h)	340	160	190	760	1230	850		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.95		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	370	174	207	826	1337	924		
Adj No. of Lanes	2	1	1	3	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	603	277	249	3383	1678	990		
Arrive On Green	0.18	0.18	0.14	0.67	0.47	0.47		
Sat Flow, veh/h	3442	1583	1774	5253	3632	1502		
Grp Volume(v), veh/h	370	174	207	826	1337	924		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1695	1770	1502		
Q Serve(g_s), s	6.9	7.0	7.8	4.5	22.0	32.7		
Cycle Q Clear(g_c), s	6.9	7.0	7.8	4.5	22.0	32.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	603	277	249	3383	1678	990		
V/C Ratio(X)	0.61	0.63	0.83	0.24	0.80	0.93		
Avail Cap(c_a), veh/h	1647	758	270	3392	1678	990		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.3	26.4	28.8	4.6	15.3	10.0		
Incr Delay (d2), s/veh	1.4	3.3	18.2	0.0	2.8	15.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.4	6.3	5.1	2.1	11.2	21.7		
LnGrp Delay(d),s/veh	27.7	29.7	47.0	4.7	18.2	25.3		
LnGrp LOS	C	C	D	A	B	C		
Approach Vol, veh/h	544			1033	2261			
Approach Delay, s/veh	28.3			13.1	21.1			
Approach LOS	C			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.9		17.1	13.2	38.7		
Change Period (Y+Rc), s		6.0		5.0	3.5	* 6		
Max Green Setting (Gmax), s		46.0		33.0	10.5	* 33		
Max Q Clear Time (g_c+l1), s		6.5		9.0	9.8	34.7		
Green Ext Time (p_c), s		33.2		3.1	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay		20.0						
HCM 2010 LOS		B						
Notes								

Future AM - No_Project
48: San Elijo Avenue & Birmingham Drive

1/26/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	190	90	265	235	195	635		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	207	98	288	255	212	690		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	282	251	383	339	269	1222		
Arrive On Green	0.16	0.16	0.43	0.43	0.15	0.66		
Sat Flow, veh/h	1774	1583	893	791	1774	1863		
Grp Volume(v), veh/h	207	98	0	543	212	690		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1684	1774	1863		
Q Serve(g_s), s	5.1	2.5	0.0	12.5	5.3	9.3		
Cycle Q Clear(g_c), s	5.1	2.5	0.0	12.5	5.3	9.3		
Prop In Lane	1.00	1.00		0.47	1.00			
Lane Grp Cap(c), veh/h	282	251	0	721	269	1222		
V/C Ratio(X)	0.74	0.39	0.00	0.75	0.79	0.56		
Avail Cap(c_a), veh/h	619	553	0	827	368	1442		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	18.4	17.3	0.0	11.1	18.7	4.3		
Incr Delay (d2), s/veh	1.4	0.4	0.0	3.1	8.6	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	1.1	0.0	6.4	3.2	4.8		
LnGrp Delay(d),s/veh	19.8	17.7	0.0	14.2	27.4	4.9		
LnGrp LOS	B	B		B	C	A		
Approach Vol, veh/h	305		543			902		
Approach Delay, s/veh	19.1		14.2			10.2		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.4	24.1		11.3		34.6		
Change Period (Y+Rc), s	3.5	4.5		4.0		4.5		
Max Green Setting (Gmax), s	9.5	22.5		16.0		35.5		
Max Q Clear Time (g_c+I), s	17.3	14.5		7.1		11.3		
Green Ext Time (p_c), s	0.2	5.1		0.3		10.6		
Intersection Summary								
HCM 2010 Ctrl Delay			13.0					
HCM 2010 LOS			B					

Intersection												
Int Delay, s/veh	35.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	410	530	530	320	0	0	0	0	50	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	446	576	576	348	0	0	0	0	54	0	141

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	348	0	-	446	0	0	1946	1946	348
Stage 1	-	-	-	-	-	-	1500	1500	-
Stage 2	-	-	-	-	-	-	446	446	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1211	-	0	1114	-	-	71	65	695
Stage 1	-	-	0	-	-	-	204	185	-
Stage 2	-	-	0	-	-	-	645	574	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1211	-	-	1114	-	-	~ 25	0	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 25	0	-
Stage 1	-	-	-	-	-	-	73	0	-
Stage 2	-	-	-	-	-	-	645	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7.3	250.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1211	-	1114	-	-	25	695
HCM Lane V/C Ratio	-	-	0.517	-	-	2.174	0.203
HCM Control Delay (s)	0	-	11.6	0	\$ 872.1	11.5	
HCM Lane LOS	A	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0	-	3.1	-	-	6.7	0.8

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Intersection Delay, s/veh	45.5											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	260	200	0	0	0	710	160	0	140	0	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	283	217	0	0	0	772	174	0	152	0	174
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	50.1	53.9	13.9
HCM LOS	F	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	57%	0%	0%
Vol Thru, %	0%	0%	43%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	160	460	710	160
LT Vol	140	0	260	0	0
Through Vol	0	0	200	710	0
RT Vol	0	160	0	0	160
Lane Flow Rate	152	174	500	772	174
Geometry Grp	7	7	6	7	7
Degree of Util (X)	0.343	0.333	0.934	1	0.281
Departure Headway (Hd)	8.103	6.902	6.722	6.527	5.812
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	523	540	563	619
Service Time	5.824	4.623	4.739	4.262	3.547
HCM Lane V/C Ratio	0.341	0.333	0.926	1.371	0.281
HCM Control Delay	15	13	50.1	63.6	10.8
HCM Lane LOS	B	B	F	F	B
HCM 95th-tile Q	1.5	1.4	11.7	14.3	1.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	0	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Lane

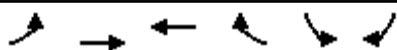
Future AM - No_Project
51: Manchester Avenue & I-5 SB On-Off Ramps

1/26/2016

Intersection									
Intersection Delay, s/veh54.5									
Intersection LOS F									
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	530	260	0	680	1500	0	40	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	576	283	0	739	1630	0	43	11
Number of Lanes	0	1	1	0	1	1	0	1	1
Approach									
	EB			WB			SB		
Opposing Approach	WB			EB					
Opposing Lanes	2			2			0		
Conflicting Approach Left	SB						WB		
Conflicting Lanes Left	2			0			2		
Conflicting Approach Right				SB			EB		
Conflicting Lanes Right	0			2			2		
HCM Control Delay	49			57.5			12.3		
HCM LOS	E			F			B		
Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2			
Vol Left, %	100%	0%	0%	0%	100%	0%			
Vol Thru, %	0%	100%	100%	0%	0%	0%			
Vol Right, %	0%	0%	0%	100%	0%	100%			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop			
Traffic Vol by Lane	530	260	680	1500	40	10			
LT Vol	530	0	0	0	40	0			
Through Vol	0	260	680	0	0	0			
RT Vol	0	0	0	1500	0	10			
Lane Flow Rate	576	283	739	1630	43	11			
Geometry Grp	7	7	7	7	7	7			
Degree of Util (X)	1	0.504	1	1	0.107	0.023			
Departure Headway (Hd)	6.914	6.415	5.826	5.128	8.882	7.683			
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes			
Cap	530	562	621	717	404	466			
Service Time	4.634	4.134	3.595	2.897	6.632	5.432			
HCM Lane V/C Ratio	1.087	0.504	1.19	2.273	0.106	0.024			
HCM Control Delay	65.5	15.5	60.1	56.3	12.7	10.6			
HCM Lane LOS	F	C	F	F	B	B			
HCM 95th-tile Q	14	2.8	15.1	16.1	0.4	0.1			

Future AM - No_Project
52: Manchester Avenue & I-5 NB On-Off Ramps

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	50	250	1940	340	880	230		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	54	272	2109	370	957	250		
Adj No. of Lanes	1	1	2	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	69	1217	2064	904	941	433		
Arrive On Green	0.04	0.65	0.58	0.58	0.27	0.27		
Sat Flow, veh/h	1774	1863	3632	1550	3442	1583		
Grp Volume(v), veh/h	54	272	2109	370	957	250		
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1550	1721	1583		
Q Serve(g_s), s	4.5	8.9	87.2	19.5	40.9	20.4		
Cycle Q Clear(g_c), s	4.5	8.9	87.2	19.5	40.9	20.4		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	69	1217	2064	904	941	433		
V/C Ratio(X)	0.78	0.22	1.02	0.41	1.02	0.58		
Avail Cap(c_a), veh/h	75	1223	2064	904	941	433		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	71.2	10.5	31.2	17.1	54.3	46.9		
Incr Delay (d2), s/veh	34.0	0.0	25.5	0.1	33.5	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.9	4.5	49.7	8.4	23.7	0.2		
LnGrp Delay(d),s/veh	105.2	10.5	56.7	17.2	87.8	48.1		
LnGrp LOS	F	B	F	B	F	D		
Approach Vol, veh/h		326	2479		1207			
Approach Delay, s/veh		26.2	50.8		79.6			
Approach LOS		C	D		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		103.5		46.0	10.5	93.0		
Change Period (Y+Rc), s		5.8		5.1	* 4.7	5.8		
Max Green Setting (Gmax), s		98.2		40.9	* 6.3	87.2		
Max Q Clear Time (g_c+1), s		10.9		42.9	6.5	89.2		
Green Ext Time (p_c), s		25.9		0.0	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			57.5					
HCM 2010 LOS			E					
Notes								

Future AM - No_Project
53: Manchester Avenue & El Camino Real

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	10	10	470	10	270	30	730	390	240	1090	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	11	11	408	156	293	33	793	0	261	1185	43
Adj No. of Lanes	0	1	1	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	16	56	518	168	316	43	1097	491	294	1563	684
Arrive On Green	0.04	0.04	0.04	0.29	0.29	0.29	0.02	0.31	0.00	0.17	0.44	0.44
Sat Flow, veh/h	1347	449	1583	1774	575	1080	1774	3539	1583	1774	3539	1549
Grp Volume(v), veh/h	44	0	11	408	0	449	33	793	0	261	1185	43
Grp Sat Flow(s),veh/h/ln	1795	0	1583	1774	0	1656	1774	1770	1583	1774	1770	1549
Q Serve(g_s), s	2.4	0.0	0.7	21.0	0.0	26.1	1.8	19.8	0.0	14.3	27.9	1.6
Cycle Q Clear(g_c), s	2.4	0.0	0.7	21.0	0.0	26.1	1.8	19.8	0.0	14.3	27.9	1.6
Prop In Lane	0.75		1.00	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	0	56	518	0	484	43	1097	491	294	1563	684
V/C Ratio(X)	0.70	0.00	0.20	0.79	0.00	0.93	0.77	0.72	0.00	0.89	0.76	0.06
Avail Cap(c_a), veh/h	290	0	255	554	0	517	286	1277	571	411	1563	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	0.0	46.5	32.3	0.0	34.1	48.1	30.4	0.0	40.5	23.2	15.9
Incr Delay (d2), s/veh	5.0	0.0	0.6	6.2	0.0	21.7	10.4	1.9	0.0	12.6	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	11.1	0.0	14.8	1.0	9.9	0.0	8.0	14.2	0.7
LnGrp Delay(d),s/veh	52.3	0.0	47.1	38.5	0.0	55.8	58.5	32.3	0.0	53.0	26.4	16.0
LnGrp LOS	D		D	D		E	E	C		D	C	B
Approach Vol, veh/h		55			857			826			1489	
Approach Delay, s/veh		51.3			47.5			33.3			30.8	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.5	37.2		8.0	7.4	50.3		33.5				
Change Period (Y+Rc), s	4.0	* 6.5		4.5	5.0	6.5		4.5				
Max Green Setting (Gmax), s	23.0	* 36		16.0	16.0	41.5		31.0				
Max Q Clear Time (g_c+10), s	10.3	21.8		4.4	3.8	29.9		28.1				
Green Ext Time (p_c), s	0.2	9.0		0.1	0.0	10.6		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay	36.2											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
1: Carlsbad Boulevard & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	10	240	0	210	5	970	370	200	670	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	0	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	22	11	261	0	228	5	1054	402	217	728	60
Adj No. of Lanes	1	1	1	2	0	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	202	212	169	0	0	0	9	1705	741	330	2024	862
Arrive On Green	0.11	0.11	0.11	0.00	0.00	0.00	0.01	0.48	0.48	0.10	0.57	0.57
Sat Flow, veh/h	1774	1863	1486		0		1774	3539	1539	3442	3539	1507
Grp Volume(v), veh/h	11	22	11		0.0		5	1054	402	217	728	60
Grp Sat Flow(s),veh/h/ln	1774	1863	1486				1774	1770	1539	1721	1770	1507
Q Serve(g_s), s	0.3	0.6	0.4				0.2	11.8	9.8	3.3	5.9	0.9
Cycle Q Clear(g_c), s	0.3	0.6	0.4				0.2	11.8	9.8	3.3	5.9	0.9
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	212	169				9	1705	741	330	2024	862
V/C Ratio(X)	0.05	0.10	0.06				0.53	0.62	0.54	0.66	0.36	0.07
Avail Cap(c_a), veh/h	1128	1185	945				133	2032	883	470	2251	959
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	21.2	21.1				26.5	10.2	9.7	23.3	6.2	5.1
Incr Delay (d2), s/veh	0.2	0.4	0.3				15.7	0.4	0.6	0.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.2				0.1	5.8	4.3	1.6	2.9	0.4
LnGrp Delay(d),s/veh	21.3	21.6	21.4				42.3	10.6	10.3	24.2	6.3	5.1
LnGrp LOS	C	C	C				D	B	B	C	A	A
Approach Vol, veh/h		44						1461			1005	
Approach Delay, s/veh		21.5						10.7			10.1	
Approach LOS		C						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.6	32.2		11.6	4.8	37.1						
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5						
Max Green Setting (Gmax), s	7.3	30.7		34.0	4.0	34.0						
Max Q Clear Time (g_c+I1), s	5.3	13.8		2.6	2.2	7.9						
Green Ext Time (p_c), s	0.1	11.6		0.2	0.0	15.5						
Intersection Summary												
HCM 2010 Ctrl Delay			10.6									
HCM 2010 LOS			B									

Future PM - No_Project
2: I-5 SB On-Ramp/I-5 SB Off-Ramp & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 							
Volume (veh/h)	0	850	230	770	900	0	0	0	0	340	5	220
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	924	250	837	978	0				374	0	239
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1153	498	942	2365	0				649	0	290
Arrive On Green	0.00	0.33	0.33	0.27	0.67	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3632	1530	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	924	250	837	978	0				374	0	239
Grp Sat Flow(s),veh/h/ln	0	1770	1530	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	16.3	9.0	16.0	8.7	0.0				6.6	0.0	10.0
Cycle Q Clear(g_c), s	0.0	16.3	9.0	16.0	8.7	0.0				6.6	0.0	10.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1153	498	942	2365	0				649	0	290
V/C Ratio(X)	0.00	0.80	0.50	0.89	0.41	0.00				0.58	0.00	0.82
Avail Cap(c_a), veh/h	0	1178	509	1070	2520	0				828	0	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	18.6	23.9	5.2	0.0				25.6	0.0	26.9
Incr Delay (d2), s/veh	0.0	3.7	0.3	7.9	0.2	0.0				0.3	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	3.9	8.6	4.3	0.0				3.2	0.0	5.1
LnGrp Delay(d),s/veh	0.0	24.7	18.9	31.8	5.5	0.0				25.9	0.0	36.1
LnGrp LOS		C	B	C	A					C		D
Approach Vol, veh/h	1174				1815						613	
Approach Delay, s/veh	23.5				17.6						29.9	
Approach LOS	C				B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	23.5	27.4	17.6		50.9							
Change Period (Y+Rc), s	4.7	5.1	5.1		5.1							
Max Green Setting (Gmax), s	21.5	22.8	16.0		48.8							
Max Q Clear Time (g_c+1.0), s	18.3	18.3	12.0		10.7							
Green Ext Time (p_c), s	0.8	4.0	0.6		23.7							
Intersection Summary												
HCM 2010 Ctrl Delay			21.6									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
3: I-5 NB Off-Ramp/I-5 NB On-Ramp & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  				 			
Volume (veh/h)	190	1000	0	0	1240	290	430	10	860	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	207	1087	0	0	1348	315	467	11	935			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	247	1855	0	0	1634	490	586	14	940			
Arrive On Green	0.14	0.52	0.00	0.00	0.32	0.32	0.34	0.34	0.34			
Sat Flow, veh/h	1774	3632	0	0	5253	1526	1735	41	2787			
Grp Volume(v), veh/h	207	1087	0	0	1348	315	478	0	935			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1526	1776	0	1393			
Q Serve(g_s), s	8.4	15.6	0.0	0.0	18.1	13.0	18.0	0.0	24.7			
Cycle Q Clear(g_c), s	8.4	15.6	0.0	0.0	18.1	13.0	18.0	0.0	24.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	247	1855	0	0	1634	490	599	0	940			
V/C Ratio(X)	0.84	0.59	0.00	0.00	0.82	0.64	0.80	0.00	0.99			
Avail Cap(c_a), veh/h	272	1914	0	0	1647	494	599	0	940			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.9	12.1	0.0	0.0	23.1	21.4	22.2	0.0	24.4			
Incr Delay (d2), s/veh	17.2	0.7	0.0	0.0	3.3	2.2	6.9	0.0	27.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	7.7	0.0	0.0	8.9	5.7	9.9	0.0	13.0			
LnGrp Delay(d),s/veh	48.1	12.8	0.0	0.0	26.4	23.6	29.1	0.0	52.2			
LnGrp LOS	D	B			C	C	C		D			
Approach Vol, veh/h	1294				1663			1413				
Approach Delay, s/veh	18.4				25.9			44.4				
Approach LOS	B				C			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5	6		8				
Phs Duration (G+Y+Rc), s	43.8				15.0	28.8		30.0				
Change Period (Y+Rc), s	5.1				* 4.7	5.1		5.1				
Max Green Setting (Gmax), s	39.9				* 11	23.9		24.9				
Max Q Clear Time (g_c+I1), s	17.6				10.4	20.1		26.7				
Green Ext Time (p_c), s	18.9				0.0	3.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			29.7									
HCM 2010 LOS			C									
Notes												

Future PM - No_Project
4: Aviara Parkway & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	270	480	270	30	380	110	300	230	30	130	350	440
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	293	522	293	33	413	120	326	250	25	141	380	128
Adj No. of Lanes	2	1	2	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	632	1255	46	714	205	407	800	79	176	592	197
Arrive On Green	0.11	0.34	0.34	0.03	0.26	0.26	0.12	0.25	0.25	0.10	0.23	0.23
Sat Flow, veh/h	3442	1863	2728	1774	2714	781	3442	3253	323	1774	2611	868
Grp Volume(v), veh/h	293	522	293	33	268	265	326	135	140	141	256	252
Grp Sat Flow(s),veh/h/ln	1721	1863	1364	1774	1770	1725	1721	1770	1806	1774	1770	1710
Q Serve(g_s), s	6.7	20.9	2.9	1.5	10.7	10.9	7.5	5.1	5.1	6.3	10.6	10.8
Cycle Q Clear(g_c), s	6.7	20.9	2.9	1.5	10.7	10.9	7.5	5.1	5.1	6.3	10.6	10.8
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.18	1.00		0.51
Lane Grp Cap(c), veh/h	373	632	1255	46	465	454	407	435	444	176	401	388
V/C Ratio(X)	0.78	0.83	0.23	0.72	0.58	0.58	0.80	0.31	0.32	0.80	0.64	0.65
Avail Cap(c_a), veh/h	403	811	1516	92	655	638	446	670	683	258	698	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	24.6	4.6	39.2	26.0	26.0	34.8	25.0	25.0	35.8	28.3	28.4
Incr Delay (d2), s/veh	9.2	6.3	0.1	14.4	1.6	1.7	8.9	0.5	0.5	9.0	2.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	11.8	1.4	0.9	5.4	5.4	4.0	2.5	2.6	3.5	5.4	5.3
LnGrp Delay(d),s/veh	44.4	30.9	4.7	53.7	27.6	27.7	43.8	25.5	25.5	44.7	30.4	30.7
LnGrp LOS	D	C	A	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1108			566			601			649		
Approach Delay, s/veh	27.5			29.2			35.4			33.6		
Approach LOS	C			C			D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	25.9	8.1	33.5	15.1	24.4	14.3	27.3				
Change Period (Y+Rc), s	5.5	6.0	6.0	* 6	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	11.8	30.7	4.2	* 35	10.5	32.0	9.5	30.0				
Max Q Clear Time (g_c+I), s	19.3	7.1	3.5	22.9	9.5	12.8	8.7	12.9				
Green Ext Time (p_c), s	0.1	6.0	0.3	4.7	0.1	5.6	0.1	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay	30.8											
HCM 2010 LOS	C											
Notes												

Future PM - No_Project
5: Highway 101/Carlsbad Boulevard & La Costa Avenue

1/26/2016

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	330	270	640	330	245	515		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	359	0	696	0	266	560		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	434	387	1097	491	319	1997		
Arrive On Green	0.24	0.00	0.31	0.00	0.18	0.56		
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632		
Grp Volume(v), veh/h	359	0	696	0	266	560		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770		
Q Serve(g_s), s	10.3	0.0	9.1	0.0	7.8	4.4		
Cycle Q Clear(g_c), s	10.3	0.0	9.1	0.0	7.8	4.4		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	434	387	1097	491	319	1997		
V/C Ratio(X)	0.83	0.00	0.63	0.00	0.83	0.28		
Avail Cap(c_a), veh/h	888	793	1424	637	395	2474		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	19.3	0.0	16.0	0.0	21.3	6.1		
Incr Delay (d2), s/veh	4.1	0.0	0.6	0.0	9.9	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.5	0.0	4.6	2.1		
LnGrp Delay(d),s/veh	23.3	0.0	16.6	0.0	31.3	6.2		
LnGrp LOS	C		B		C	A		
Approach Vol, veh/h	359		696			826		
Approach Delay, s/veh	23.3		16.6			14.2		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.7	22.0		18.2		35.7		
Change Period (Y+Rc), s	4.0	5.3		5.0		5.3		
Max Green Setting (Gmax), s	12.0	21.7		27.0		37.7		
Max Q Clear Time (g_c+1.8), s	19.8	11.1		12.3		6.4		
Green Ext Time (p_c), s	0.1	5.6		0.9		9.6		
Intersection Summary								
HCM 2010 Ctrl Delay			16.8					
HCM 2010 LOS			B					

Future PM - No_Project
6: Vulcan Avenue & La Costa Avenue

1/26/2016

Intersection						
Int Delay, s/veh	16.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	520	60	230	540	70	180
Conflicting Peds, #/hr	0	9	9	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	65	250	587	76	196
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	630	0	1685	607
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	952	-	103	496
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	945	-	~ 62	492
Mov Cap-2 Maneuver	-	-	-	-	~ 62	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	195	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3		96.4	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	62	492	-	-	945	-
HCM Lane V/C Ratio	1.227	0.398	-	-	0.265	-
HCM Control Delay (s)	\$ 300.4	17.1	-	-	10.2	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	6.3	1.9	-	-	1.1	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Future PM - No_Project
7: I-5 SB On-Ramp/I-5 SB Off-Ramp & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	650	220	790	560	0	0	0	0	550	5	190
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	707	239	859	609	0				602	0	207
Adj No. of Lanes	0	2	0	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	773	261	1100	2410	0				694	0	310
Arrive On Green	0.00	0.30	0.30	0.32	0.68	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2692	878	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	481	465	859	609	0				602	0	207
Grp Sat Flow(s),veh/h/ln	0	1770	1708	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	22.3	22.3	19.2	5.6	0.0				14.0	0.0	10.3
Cycle Q Clear(g_c), s	0.0	22.3	22.3	19.2	5.6	0.0				14.0	0.0	10.3
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	527	508	1100	2410	0				694	0	310
V/C Ratio(X)	0.00	0.91	0.91	0.78	0.25	0.00				0.87	0.00	0.67
Avail Cap(c_a), veh/h	0	554	534	1100	2410	0				789	0	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.8	28.8	26.2	5.2	0.0				33.1	0.0	31.6
Incr Delay (d2), s/veh	0.0	22.9	23.5	3.4	0.3	0.0				8.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	13.8	9.6	2.8	0.0				7.7	0.0	4.7
LnGrp Delay(d),s/veh	0.0	51.7	52.3	29.6	5.5	0.0				41.5	0.0	34.4
LnGrp LOS		D	D	C	A					D		C
Approach Vol, veh/h		946			1468						809	
Approach Delay, s/veh		52.0			19.6						39.7	
Approach LOS		D			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.6	30.7		21.7		63.3						
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4						
Max Green Setting (Gmax), s	24.3	* 27		18.9		55.6						
Max Q Clear Time (g_c+I1), s	21.2	24.3		16.0		7.6						
Green Ext Time (p_c), s	1.6	1.0		0.7		5.2						
Intersection Summary												
HCM 2010 Ctrl Delay			34.1									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
8: I-5 NB Off-Ramp/I-5 NB On-Ramp & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1000	0	0	1200	470	150	5	900	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	217	1087	0	0	1304	511	163	5	707			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	254	2057	0	0	1945	590	493	15	797			
Arrive On Green	0.14	0.58	0.00	0.00	0.13	0.13	0.29	0.29	0.29			
Sat Flow, veh/h	1774	3632	0	0	5253	1542	1724	53	2787			
Grp Volume(v), veh/h	217	1087	0	0	1304	511	168	0	707			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1542	1777	0	1393			
Q Serve(g_s), s	10.1	15.8	0.0	0.0	20.8	27.6	6.3	0.0	20.6			
Cycle Q Clear(g_c), s	10.1	15.8	0.0	0.0	20.8	27.6	6.3	0.0	20.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	254	2057	0	0	1945	590	508	0	797			
V/C Ratio(X)	0.85	0.53	0.00	0.00	0.67	0.87	0.33	0.00	0.89			
Avail Cap(c_a), veh/h	278	2057	0	0	1945	590	625	0	980			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.5	10.8	0.0	0.0	32.0	35.0	23.9	0.0	29.0			
Incr Delay (d2), s/veh	21.6	1.0	0.0	0.0	1.8	15.0	0.1	0.0	7.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	7.8	0.0	0.0	10.1	14.3	3.1	0.0	8.8			
LnGrp Delay(d),s/veh	57.2	11.7	0.0	0.0	33.8	50.0	24.1	0.0	36.6			
LnGrp LOS	E	B			C	D	C		D			
Approach Vol, veh/h	1304				1815				875			
Approach Delay, s/veh	19.3				38.3				34.2			
Approach LOS	B				D				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5	6	8					
Phs Duration (G+Y+Rc), s	55.6				16.9	38.7	29.4					
Change Period (Y+Rc), s	* 6.2				* 4.7	6.2	5.1					
Max Green Setting (Gmax), s	* 44				* 13	25.8	29.9					
Max Q Clear Time (g_c+I1), s	17.8				12.1	29.6	22.6					
Green Ext Time (p_c), s	16.2				0.1	0.0	1.7					
Intersection Summary												
HCM 2010 Ctrl Delay			31.2									
HCM 2010 LOS			C									
Notes												



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑↑↑	↱	↱		
Volume (veh/h)	1800	100	70	1550	90	70		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1957	100	76	1685	98	76		
Adj No. of Lanes	2	0	1	4	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1885	95	144	4591	246	220		
Arrive On Green	0.37	0.37	0.08	0.72	0.14	0.14		
Sat Flow, veh/h	3516	173	1774	6669	1774	1583		
Grp Volume(v), veh/h	1002	1055	76	1685	98	76		
Grp Sat Flow(s),veh/h/ln	1770	1826	1774	1602	1774	1583		
Q Serve(g_s), s	46.8	46.8	3.5	8.6	4.3	3.7		
Cycle Q Clear(g_c), s	46.8	46.8	3.5	8.6	4.3	3.7		
Prop In Lane		0.09	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	974	1006	144	4591	246	220		
V/C Ratio(X)	1.03	1.05	0.53	0.37	0.40	0.35		
Avail Cap(c_a), veh/h	974	1006	190	4591	253	225		
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.57	0.57	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.8	26.8	37.5	4.6	33.4	33.1		
Incr Delay (d2), s/veh	29.5	35.6	1.1	0.2	0.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	30.8	33.5	1.8	3.8	2.1	1.6		
LnGrp Delay(d),s/veh	56.3	62.4	38.6	4.9	33.7	33.5		
LnGrp LOS	F	F	D	A	C	C		
Approach Vol, veh/h	2057			1761	174			
Approach Delay, s/veh	59.4			6.3	33.6			
Approach LOS	E			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	34.1	54.0				68.1		16.9
Change Period (Y+Rc), s	7.2	* 7.2				7.2		5.1
Max Green Setting (Gmax), s	9.1	* 47				60.6		12.1
Max Q Clear Time (g_c+I), s	15.5	48.8				10.6		6.3
Green Ext Time (p_c), s	2.6	0.0				42.4		0.1
Intersection Summary								
HCM 2010 Ctrl Delay		34.9						
HCM 2010 LOS		C						
Notes								

Future PM - No_Project
10: Saxony Road & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑	↱	↱		
Volume (veh/h)	1740	130	195	1490	90	160		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1891	141	212	1620	98	174		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2023	149	227	2746	231	206		
Arrive On Green	0.61	0.61	0.13	0.78	0.13	0.13		
Sat Flow, veh/h	3436	246	1774	3632	1774	1583		
Grp Volume(v), veh/h	990	1042	212	1620	98	174		
Grp Sat Flow(s),veh/h/ln	1770	1819	1774	1770	1774	1583		
Q Serve(g_s), s	58.8	62.1	13.9	22.2	6.0	12.6		
Cycle Q Clear(g_c), s	58.8	62.1	13.9	22.2	6.0	12.6		
Prop In Lane		0.14	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1071	1101	227	2746	231	206		
V/C Ratio(X)	0.92	0.95	0.93	0.59	0.42	0.84		
Avail Cap(c_a), veh/h	1071	1101	227	2746	424	378		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.7	21.4	50.6	5.4	46.9	49.8		
Incr Delay (d2), s/veh	13.5	16.2	41.3	0.5	1.2	9.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	32.3	35.9	9.4	10.8	3.0	6.0		
LnGrp Delay(d),s/veh	34.2	37.6	92.0	6.0	48.2	58.8		
LnGrp LOS	C	D	F	A	D	E		
Approach Vol, veh/h	2032			1832	272			
Approach Delay, s/veh	35.9			15.9	55.0			
Approach LOS	D			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		20.3	20.0	77.0				97.0
Change Period (Y+Rc), s		5.0	5.0	6.0				6.0
Max Green Setting (Gmax), s		28.0	15.0	71.0				91.0
Max Q Clear Time (g_c+I1), s		14.6	15.9	64.1				24.2
Green Ext Time (p_c), s		0.7	0.0	6.9				66.2
Intersection Summary								
HCM 2010 Ctrl Delay			28.3					
HCM 2010 LOS			C					

Future PM - No_Project
11: El Camino Real & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	840	800	360	205	515	195	380	1250	95	290	1110	840
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	913	870	295	223	560	169	413	1359	89	315	1207	754
Adj No. of Lanes	2	2	1	1	2	1	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	988	1094	481	245	566	250	436	1429	94	385	1476	907
Arrive On Green	0.29	0.31	0.31	0.14	0.16	0.16	0.21	0.49	0.49	0.19	0.48	0.48
Sat Flow, veh/h	3442	3539	1555	1774	3539	1560	3442	4877	319	3442	5085	1559
Grp Volume(v), veh/h	913	870	295	223	560	169	413	945	503	315	1207	754
Grp Sat Flow(s),veh/h/ln	1721	1770	1555	1774	1770	1560	1721	1695	1806	1721	1695	1559
Q Serve(g_s), s	38.6	33.8	24.3	18.6	23.7	11.8	17.7	39.9	39.9	13.2	30.4	43.5
Cycle Q Clear(g_c), s	38.6	33.8	24.3	18.6	23.7	11.8	17.7	39.9	39.9	13.2	30.4	43.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	988	1094	481	245	566	250	436	993	529	385	1476	907
V/C Ratio(X)	0.92	0.79	0.61	0.91	0.99	0.68	0.95	0.95	0.95	0.82	0.82	0.83
Avail Cap(c_a), veh/h	1055	1102	484	278	566	250	436	1003	535	385	1476	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	47.5	44.2	63.8	62.9	35.3	58.6	37.3	37.3	59.5	35.3	22.6
Incr Delay (d2), s/veh	13.0	4.0	2.0	28.2	34.9	7.1	29.8	18.9	28.7	12.2	5.2	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.2	17.2	10.7	11.0	14.3	5.6	10.2	21.2	24.0	6.9	14.9	30.0
LnGrp Delay(d),s/veh	64.9	51.4	46.2	92.0	97.7	42.4	88.4	56.2	66.0	71.7	40.4	31.3
LnGrp LOS	E	D	D	F	F	D	F	E	E	E	D	C
Approach Vol, veh/h	2078			952			1861			2276		
Approach Delay, s/veh	56.6			86.6			66.0			41.7		
Approach LOS	E			F			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.8	49.9	24.9	52.4	23.2	49.5	47.3	30.0				
Change Period (Y+Rc), s	6.0	* 6	* 4.2	* 6	* 4.2	6.0	* 4.2	6.0				
Max Green Setting (Gmax), s	15.2	* 44	* 24	* 47	* 19	40.6	* 46	24.0				
Max Q Clear Time (g_c+1.2), s	15.2	41.9	20.6	35.8	19.7	45.5	40.6	25.7				
Green Ext Time (p_c), s	0.0	2.0	0.1	6.7	0.0	0.0	2.5	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	58.3											
HCM 2010 LOS	E											
Notes												

Future PM - No_Project
12: Highway 101 & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↕	↕	↔	↕	↕
Volume (veh/h)	30	70	30	230	50	230	40	830	250	300	700	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	33	76	33	250	54	250	43	902	272	326	761	33
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	94	41	382	62	288	54	1009	780	358	1483	64
Arrive On Green	0.10	0.10	0.10	0.22	0.22	0.22	0.03	0.28	0.28	0.20	0.43	0.43
Sat Flow, veh/h	404	930	404	1774	289	1338	1774	3539	1541	1774	3456	150
Grp Volume(v), veh/h	142	0	0	250	0	304	43	902	272	326	390	404
Grp Sat Flow(s),veh/h/ln	1738	0	0	1774	0	1627	1774	1770	1541	1774	1770	1836
Q Serve(g_s), s	7.5	0.0	0.0	12.0	0.0	16.8	2.2	22.8	10.0	16.7	15.0	15.0
Cycle Q Clear(g_c), s	7.5	0.0	0.0	12.0	0.0	16.8	2.2	22.8	10.0	16.7	15.0	15.0
Prop In Lane	0.23		0.23	1.00		0.82	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	175	0	0	382	0	350	54	1009	780	358	760	788
V/C Ratio(X)	0.81	0.00	0.00	0.66	0.00	0.87	0.79	0.89	0.35	0.91	0.51	0.51
Avail Cap(c_a), veh/h	298	0	0	533	0	489	114	1067	805	371	760	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	0.0	33.4	0.0	35.3	44.9	32.0	14.1	36.4	19.5	19.5
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.7	0.0	9.0	9.2	9.1	0.1	24.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0	6.0	0.0	8.4	1.2	12.4	6.1	10.6	7.3	7.6
LnGrp Delay(d),s/veh	44.4	0.0	0.0	34.1	0.0	44.3	54.1	41.0	14.2	61.1	19.7	19.7
LnGrp LOS	D			C		D	D	D	B	E	B	B
Approach Vol, veh/h	142			554			1217			1120		
Approach Delay, s/veh	44.4			39.7			35.5			31.8		
Approach LOS	D			D			D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.3	31.9		13.9	8.9	45.3		25.1				
Change Period (Y+Rc), s	3.5	5.3		4.5	6.0	5.3		5.1				
Max Green Setting (Gmax), s	19.5	28.1		16.0	6.0	39.1		28.0				
Max Q Clear Time (g_c+1.0), s	19.5	24.8		9.5	4.2	17.0		18.8				
Green Ext Time (p_c), s	0.1	1.8		0.2	0.0	8.8		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	35.3											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
13: Vulcan Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	470	80	80	410	40	80	190	140	40	180	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	76	511	87	87	446	43	87	207	77	43	196	65
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	817	139	393	1216	117	325	362	135	308	374	124
Arrive On Green	0.08	0.53	0.53	0.37	0.37	0.37	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	1550	264	814	3263	313	1107	1295	482	1090	1336	443
Grp Volume(v), veh/h	76	0	598	87	241	248	87	0	284	43	0	261
Grp Sat Flow(s),veh/h/ln	1774	0	1814	814	1770	1807	1107	0	1777	1090	0	1779
Q Serve(g_s), s	1.1	0.0	11.0	4.0	4.7	4.7	3.4	0.0	6.5	1.7	0.0	5.8
Cycle Q Clear(g_c), s	1.1	0.0	11.0	7.6	4.7	4.7	9.2	0.0	6.5	8.1	0.0	5.8
Prop In Lane	1.00		0.15	1.00		0.17	1.00		0.27	1.00		0.25
Lane Grp Cap(c), veh/h	542	0	956	393	660	673	325	0	497	308	0	498
V/C Ratio(X)	0.14	0.00	0.63	0.22	0.37	0.37	0.27	0.00	0.57	0.14	0.00	0.52
Avail Cap(c_a), veh/h	644	0	1263	483	856	874	559	0	871	538	0	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	7.9	13.1	10.7	10.7	18.2	0.0	14.6	18.0	0.0	14.3
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.4	0.5	0.5	0.2	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.6	0.9	2.4	2.4	1.1	0.0	3.2	0.5	0.0	2.9
LnGrp Delay(d),s/veh	6.8	0.0	8.8	13.5	11.2	11.2	18.4	0.0	14.9	18.1	0.0	14.6
LnGrp LOS	A		A	B	B	B	B		B	B		B
Approach Vol, veh/h	674				576		371				304	
Approach Delay, s/veh	8.6				11.6		15.7				15.1	
Approach LOS	A				B		B				B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	28.8		18.3		7.3		21.6		18.3			
Change Period (Y+Rc), s	4.0		5.1		3.5		4.0		5.1			
Max Green Setting (Gmax), s	32.8		23.1		6.5		22.8		23.1			
Max Q Clear Time (g_c+I1), s	13.0		10.1		3.1		9.6		11.2			
Green Ext Time (p_c), s	10.4		2.1		0.0		7.9		2.0			
Intersection Summary												
HCM 2010 Ctrl Delay	11.9											
HCM 2010 LOS	B											

Future PM - No_Project
14: Orpheus Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	570	80	200	720	170	30	30	200	140	30	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	620	87	217	783	185	33	33	174	152	33	33
Adj No. of Lanes	1	2	0	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	899	126	487	1337	577	478	75	394	349	247	247
Arrive On Green	0.05	0.29	0.29	0.14	0.38	0.38	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1774	3118	437	3442	3539	1528	1325	259	1364	1170	854	854
Grp Volume(v), veh/h	22	351	356	217	783	185	33	0	207	152	0	66
Grp Sat Flow(s),veh/h/ln	1774	1770	1786	1721	1770	1528	1325	0	1622	1170	0	1708
Q Serve(g_s), s	0.6	9.6	9.6	3.1	9.6	4.7	1.0	0.0	5.7	6.6	0.0	1.6
Cycle Q Clear(g_c), s	0.6	9.6	9.6	3.1	9.6	4.7	2.6	0.0	5.7	12.3	0.0	1.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.84	1.00		0.50
Lane Grp Cap(c), veh/h	92	510	515	487	1337	577	478	0	469	349	0	494
V/C Ratio(X)	0.24	0.69	0.69	0.45	0.59	0.32	0.07	0.00	0.44	0.44	0.00	0.13
Avail Cap(c_a), veh/h	326	705	712	506	1337	577	946	0	1043	763	0	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	17.2	17.2	21.4	13.5	12.0	15.3	0.0	15.8	20.8	0.0	14.3
Incr Delay (d2), s/veh	0.5	0.6	0.6	0.2	0.5	0.1	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.8	4.8	1.5	4.8	2.0	0.4	0.0	2.6	2.1	0.0	0.7
LnGrp Delay(d),s/veh	25.3	17.8	17.8	21.7	14.0	12.1	15.3	0.0	16.0	21.1	0.0	14.3
LnGrp LOS	C	B	B	C	B	B	B		B	C		B
Approach Vol, veh/h		729			1185			240			218	
Approach Delay, s/veh		18.1			15.1			15.9			19.0	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	20.8		20.8	7.9	25.7		20.8				
Change Period (Y+Rc), s	5.1	5.1		5.1	5.1	5.1		5.1				
Max Green Setting (Gmax), s	21.7	21.7		35.0	10.0	19.7		35.0				
Max Q Clear Time (g_c+I), s	11.6	11.6		14.3	2.6	11.6		7.7				
Green Ext Time (p_c), s	0.1	4.1		1.4	0.0	4.5		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	760	280	500	700	0	0	0	0	370	0	220
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	826	304	543	761	0				402	0	239
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1205	535	675	2212	0				703	0	314
Arrive On Green	0.00	0.34	0.34	0.20	0.63	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	3632	1572	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	826	304	543	761	0				402	0	239
Grp Sat Flow(s),veh/h/ln	0	1770	1572	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	11.6	9.1	8.7	5.9	0.0				5.9	0.0	8.2
Cycle Q Clear(g_c), s	0.0	11.6	9.1	8.7	5.9	0.0				5.9	0.0	8.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1205	535	675	2212	0				703	0	314
V/C Ratio(X)	0.00	0.69	0.57	0.80	0.34	0.00				0.57	0.00	0.76
Avail Cap(c_a), veh/h	0	1461	649	949	2749	0				2153	0	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.4	15.5	22.1	5.2	0.0				20.9	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.6	0.4	2.3	0.0	0.0				0.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	3.9	4.3	2.9	0.0				2.9	0.0	3.7
LnGrp Delay(d),s/veh	0.0	17.0	15.9	24.4	5.2	0.0				21.2	0.0	23.3
LnGrp LOS		B	B	C	A					C		C
Approach Vol, veh/h		1130			1304						641	
Approach Delay, s/veh		16.7			13.2						22.0	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	16.4	24.7		16.5		41.1		
Change Period (Y+Rc), s	5.1	5.1		5.1		5.1		
Max Green Setting (Gmax), s	15.9	23.8		35.0		44.8		
Max Q Clear Time (g_c+10), s	10.7	13.6		10.2		7.9		
Green Ext Time (p_c), s	0.6	6.0		1.2		10.8		

Intersection Summary

HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	880	0	0	1000	590	200	75	715	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863			
Adj Flow Rate, veh/h	272	957	0	0	1087	641	150	176	777			
Adj No. of Lanes	1	2	0	0	3	0	1	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	307	2265	0	0	1390	649	432	453	754			
Arrive On Green	0.17	0.64	0.00	0.00	0.41	0.41	0.24	0.24	0.24			
Sat Flow, veh/h	1774	3632	0	0	3558	1583	1774	1863	3099			
Grp Volume(v), veh/h	272	957	0	0	1087	641	150	176	777			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1583	1774	1863	1549			
Q Serve(g_s), s	13.5	12.0	0.0	0.0	25.1	36.1	6.3	7.1	21.9			
Cycle Q Clear(g_c), s	13.5	12.0	0.0	0.0	25.1	36.1	6.3	7.1	21.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	307	2265	0	0	1390	649	432	453	754			
V/C Ratio(X)	0.88	0.42	0.00	0.00	0.78	0.99	0.35	0.39	1.03			
Avail Cap(c_a), veh/h	365	2265	0	0	1390	649	432	453	754			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00	0.00	0.51	0.51	1.00	1.00	1.00			
Uniform Delay (d), s/veh	36.3	8.0	0.0	0.0	23.1	26.3	28.1	28.5	34.0			
Incr Delay (d2), s/veh	12.8	0.4	0.0	0.0	2.3	22.3	0.2	0.2	40.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.7	6.0	0.0	0.0	12.1	19.7	3.1	3.7	13.6			
LnGrp Delay(d),s/veh	49.1	8.4	0.0	0.0	25.4	48.6	28.3	28.7	74.9			
LnGrp LOS	D	A			C	D	C	C	F			
Approach Vol, veh/h	1229				1728				1103			
Approach Delay, s/veh	17.4				34.0				61.2			
Approach LOS	B				C				E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5		6		8			
Phs Duration (G+Y+Rc), s	63.0				20.7		42.3		27.0			
Change Period (Y+Rc), s	5.4				5.1		5.4		5.1			
Max Green Setting (Gmax), s	57.6				18.5		34.0		21.9			
Max Q Clear Time (g_c+I1), s	14.0				15.5		38.1		23.9			
Green Ext Time (p_c), s	23.1				0.1		0.0		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay			36.4									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
17: Saxony Road & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	1410	260	200	1180	70	210	160	260	60	150	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	1533	268	217	1283	71	228	174	283	65	163	54
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	1461	250	195	1795	99	207	163	266	65	235	78
Arrive On Green	0.07	0.48	0.48	0.11	0.53	0.53	0.12	0.26	0.26	0.04	0.18	0.18
Sat Flow, veh/h	1774	3023	518	1774	3411	188	1774	639	1040	1774	1340	444
Grp Volume(v), veh/h	98	884	917	217	665	689	228	0	457	65	0	217
Grp Sat Flow(s),veh/h/ln	1774	1770	1771	1774	1770	1829	1774	0	1679	1774	0	1784
Q Serve(g_s), s	8.2	72.5	72.5	16.5	42.7	42.9	17.5	0.0	38.3	5.5	0.0	17.1
Cycle Q Clear(g_c), s	8.2	72.5	72.5	16.5	42.7	42.9	17.5	0.0	38.3	5.5	0.0	17.1
Prop In Lane	1.00		0.29	1.00		0.10	1.00		0.62	1.00		0.25
Lane Grp Cap(c), veh/h	119	855	856	195	932	963	207	0	429	65	0	313
V/C Ratio(X)	0.83	1.03	1.07	1.11	0.71	0.72	1.10	0.00	1.07	1.00	0.00	0.69
Avail Cap(c_a), veh/h	148	855	856	195	932	963	207	0	429	65	0	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.1	38.8	38.8	66.8	26.9	27.0	66.3	0.0	55.9	72.2	0.0	58.1
Incr Delay (d2), s/veh	21.4	39.6	51.7	97.7	2.5	2.4	92.4	0.0	62.1	111.3	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	44.8	47.7	13.4	21.5	22.3	13.9	0.0	25.1	4.7	0.0	8.9
LnGrp Delay(d),s/veh	90.6	78.4	90.4	164.4	29.4	29.4	158.6	0.0	117.9	183.6	0.0	63.1
LnGrp LOS	F	F	F	F	C	C	F		F	F		E
Approach Vol, veh/h	1899			1571			685			282		
Approach Delay, s/veh	84.8			48.0			131.5			90.9		
Approach LOS	F			D			F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	77.8	21.0	31.2	13.5	84.3	9.0	43.2				
Change Period (Y+Rc), s	3.5	5.3	3.5	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	10.5	72.5	17.5	* 27	12.5	76.5	5.5	38.3				
Max Q Clear Time (g_c+1.0), s	10.5	74.5	19.5	19.1	10.2	44.9	7.5	40.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	25.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	79.4											
HCM 2010 LOS	E											
Notes												

Future PM - No_Project
18: Quail Gardens Drive & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	1730	120	230	1100	110	130	80	330	80	70	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	1880	123	250	1196	109	141	87	158	87	76	65
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1936	125	256	2132	194	221	318	265	200	318	269
Arrive On Green	0.07	0.57	0.57	0.14	0.65	0.65	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	3375	218	1774	3281	299	1238	1863	1552	1127	1863	1575
Grp Volume(v), veh/h	98	976	1027	250	644	661	141	87	158	87	76	65
Grp Sat Flow(s),veh/h/ln	1774	1770	1824	1774	1770	1810	1238	1863	1552	1127	1863	1575
Q Serve(g_s), s	7.4	70.9	74.3	19.0	27.1	27.2	15.0	5.5	12.7	9.8	4.8	4.8
Cycle Q Clear(g_c), s	7.4	70.9	74.3	19.0	27.1	27.2	19.8	5.5	12.7	15.3	4.8	4.8
Prop In Lane	1.00		0.12	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	1015	1046	256	1150	1176	221	318	265	200	318	269
V/C Ratio(X)	0.81	0.96	0.98	0.98	0.56	0.56	0.64	0.27	0.60	0.44	0.24	0.24
Avail Cap(c_a), veh/h	190	1024	1056	256	1150	1176	258	373	311	233	373	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	27.4	28.1	57.7	13.0	13.1	57.1	48.8	51.8	55.5	48.5	48.5
Incr Delay (d2), s/veh	6.6	19.5	23.3	49.6	0.7	0.7	2.4	0.2	1.0	0.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	39.9	43.9	12.8	13.3	13.8	5.3	2.8	5.5	3.1	2.5	2.1
LnGrp Delay(d),s/veh	68.8	47.0	51.4	107.3	13.7	13.7	59.4	49.0	52.7	56.0	48.6	48.7
LnGrp LOS	E	D	D	F	B	B	E	D	D	E	D	D
Approach Vol, veh/h	2101			1555			386			228		
Approach Delay, s/veh	50.2			28.8			54.3			51.5		
Approach LOS	D			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	84.3		28.0	12.7	94.6		28.0				
Change Period (Y+Rc), s	3.5	6.7		4.9	3.5	6.7		4.9				
Max Green Setting (Gmax), s	19.5	78.3		27.1	14.5	83.3		27.1				
Max Q Clear Time (g_c+Y), s	21.0	76.3		17.3	9.4	29.2		21.8				
Green Ext Time (p_c), s	0.0	1.3		1.1	0.0	52.1		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay	42.8											
HCM 2010 LOS	D											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↱↰		↰↱	↱↰		↰↱	↱↰		↰↱	↱↰	
Volume (veh/h)	410	1390	370	150	1110	220	310	140	80	110	120	340
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	446	1511	337	163	1207	223	337	152	74	120	130	305
Adj No. of Lanes	2	2	0	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	1622	351	275	1515	278	370	203	94	447	193	172
Arrive On Green	0.25	0.94	0.94	0.16	1.00	1.00	0.11	0.09	0.09	0.13	0.11	0.11
Sat Flow, veh/h	3442	2895	627	3442	2987	548	3442	2349	1091	3442	1770	1583
Grp Volume(v), veh/h	446	906	942	163	712	718	337	113	113	120	130	305
Grp Sat Flow(s),veh/h/ln	1721	1770	1752	1721	1770	1766	1721	1770	1670	1721	1770	1583
Q Serve(g_s), s	16.8	30.7	45.9	5.9	0.0	0.0	13.1	8.4	9.0	4.2	9.5	14.7
Cycle Q Clear(g_c), s	16.8	30.7	45.9	5.9	0.0	0.0	13.1	8.4	9.0	4.2	9.5	14.7
Prop In Lane	1.00		0.36	1.00		0.31	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	514	991	982	275	897	895	370	153	144	447	193	172
V/C Ratio(X)	0.87	0.91	0.96	0.59	0.79	0.80	0.91	0.74	0.78	0.27	0.67	1.77
Avail Cap(c_a), veh/h	854	1039	1029	275	897	895	370	258	244	447	193	172
HCM Platoon Ratio	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	2.9	3.4	54.7	0.0	0.0	59.6	60.2	60.4	53.0	57.9	60.2
Incr Delay (d2), s/veh	5.3	14.1	20.5	2.3	4.9	5.2	26.1	6.7	9.0	0.3	8.9	368.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	16.4	23.9	2.9	1.2	1.3	7.6	4.4	4.5	2.0	5.1	24.1
LnGrp Delay(d),s/veh	54.6	17.0	23.9	56.9	4.9	5.2	85.7	66.9	69.4	53.3	66.8	428.8
LnGrp LOS	D	B	C	E	A	A	F	E	E	D	E	F
Approach Vol, veh/h	2294		1593				563			555		
Approach Delay, s/veh	27.2		10.3				78.7			262.8		
Approach LOS	C		B				E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.7	77.3	18.0	20.0	23.7	73.3	21.0	17.0				
Change Period (Y+Rc), s	5.7	* 5.7	3.5	5.3	3.5	5.7	3.5	5.3				
Max Green Setting (Gmax), s	8.5	* 79	14.5	14.7	33.5	54.3	9.5	19.7				
Max Q Clear Time (g_c+I), s	17.9	47.9	15.1	16.7	18.8	2.0	6.2	11.0				
Green Ext Time (p_c), s	0.0	19.7	0.0	0.0	1.4	16.9	0.6	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay	53.7											
HCM 2010 LOS	D											
Notes												

Future PM - No_Project
20: Town Center Place & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	160	1200	330	340	810	280	380	100	400	200	70	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	174	1304	158	370	880	261	261	322	359	146	175	141
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	763	1583	697	415	1177	697	355	373	310	191	201	167
Arrive On Green	0.44	0.89	0.89	0.20	0.56	0.56	0.20	0.20	0.20	0.11	0.11	0.11
Sat Flow, veh/h	3442	3539	1559	3442	3539	1583	1774	1863	1549	1774	1863	1550
Grp Volume(v), veh/h	174	1304	158	370	880	261	261	322	359	146	175	141
Grp Sat Flow(s),veh/h/ln	1721	1770	1559	1721	1770	1583	1774	1863	1549	1774	1863	1550
Q Serve(g_s), s	4.2	20.0	1.8	14.1	25.5	11.4	18.6	22.6	27.0	10.8	12.5	12.0
Cycle Q Clear(g_c), s	4.2	20.0	1.8	14.1	25.5	11.4	18.6	22.6	27.0	10.8	12.5	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	763	1583	697	415	1177	697	355	373	310	191	201	167
V/C Ratio(X)	0.23	0.82	0.23	0.89	0.75	0.37	0.74	0.86	1.16	0.76	0.87	0.84
Avail Cap(c_a), veh/h	763	1583	697	446	1696	930	355	373	310	197	207	172
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.31	0.31	0.31	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	5.0	4.0	53.1	25.7	16.2	50.7	52.2	54.0	58.5	59.3	59.1
Incr Delay (d2), s/veh	0.0	1.6	0.2	12.4	2.8	1.0	6.9	17.9	101.3	14.0	28.8	27.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.8	0.8	7.4	12.9	6.1	9.8	13.5	20.3	6.1	8.0	6.4
LnGrp Delay(d),s/veh	30.4	6.6	4.3	65.5	28.5	17.2	57.5	70.1	155.3	72.5	88.1	86.7
LnGrp LOS	C	A	A	E	C	B	E	E	F	E	F	F
Approach Vol, veh/h	1636				1511				942		462	
Approach Delay, s/veh	8.9				35.6				99.1		82.8	
Approach LOS	A				D				F		F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6			8		
Phs Duration (G+Y+Rc), s	19.8	65.7			18.6	35.2	50.2			31.0		
Change Period (Y+Rc), s	3.5	5.3			4.0	5.3	* 5.3			4.0		
Max Green Setting (Gmax), s	17.5	58.7			15.0	11.5	* 65			27.0		
Max Q Clear Time (g_c+10), s	10.5	22.0			14.5	6.2	27.5			29.0		
Green Ext Time (p_c), s	0.1	24.7			0.1	4.7	17.4			0.0		
Intersection Summary												
HCM 2010 Ctrl Delay			43.9									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Volume (veh/h)	340	1190	240	920	810	200	400	1590	830	250	740	200
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	370	1293	261	1000	880	217	435	1728	790	272	804	162
Adj No. of Lanes	2	3	1	2	3	0	2	3	1	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	1074	328	801	1370	336	1104	2319	1074	265	1073	211
Arrive On Green	0.20	0.35	0.35	0.23	0.34	0.34	0.54	0.76	0.76	0.13	0.33	0.33
Sat Flow, veh/h	3442	5085	1552	3442	4076	1000	3442	5085	1549	3442	5414	1066
Grp Volume(v), veh/h	370	1293	261	1000	731	366	435	1728	790	272	712	254
Grp Sat Flow(s),veh/h/ln	1721	1695	1552	1721	1695	1686	1721	1695	1549	1721	1602	1675
Q Serve(g_s), s	14.1	28.5	20.4	31.4	24.6	24.8	10.0	25.3	22.7	10.4	17.8	18.4
Cycle Q Clear(g_c), s	14.1	28.5	20.4	31.4	24.6	24.8	10.0	25.3	22.7	10.4	17.8	18.4
Prop In Lane	1.00		1.00	1.00		0.59	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	418	1074	328	801	1140	567	1104	2319	1074	265	952	332
V/C Ratio(X)	0.88	1.20	0.80	1.25	0.64	0.65	0.39	0.75	0.74	1.03	0.75	0.77
Avail Cap(c_a), veh/h	510	1074	328	801	1140	567	1104	2319	1074	265	1371	478
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	43.7	41.1	51.8	37.9	38.0	23.6	11.8	3.5	58.8	42.2	42.4
Incr Delay (d2), s/veh	6.7	96.4	6.5	122.5	1.3	2.7	0.1	1.4	2.9	62.1	5.3	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	22.8	9.4	28.5	11.8	12.0	4.7	11.7	8.2	7.2	8.3	9.9
LnGrp Delay(d),s/veh	59.6	140.1	47.6	174.3	39.2	40.7	23.7	13.2	6.3	121.0	47.5	57.9
LnGrp LOS	E	F	D	F	D	D	C	B	A	F	D	E
Approach Vol, veh/h	1924			2097			2953			1238		
Approach Delay, s/veh	112.0			103.9			12.9			65.8		
Approach LOS	F			F			B			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.9	35.0	49.8	33.3	21.0	51.9	15.0	68.1				
Change Period (Y+Rc), s	6.5	* 6.5	6.5	* 6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	31.4	* 29	14.4	* 39	20.0	39.9	10.4	42.5				
Max Q Clear Time (g_c+Rc), s	33.4	30.5	12.0	20.4	16.1	26.8	12.4	27.3				
Green Ext Time (p_c), s	0.0	0.0	2.3	6.4	0.3	8.5	0.0	13.3				
Intersection Summary												
HCM 2010 Ctrl Delay	67.3											
HCM 2010 LOS	E											
Notes												

Future PM - No_Project
22: El Camino Real & Town Center Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	410	70	200	140	70	140	295	2005	55	175	1475	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	500	0	217	114	129	152	321	2179	60	190	1603	232
Adj No. of Lanes	2	0	1	1	1	1	2	4	0	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	591	0	258	198	207	174	368	2579	71	565	2674	387
Arrive On Green	0.17	0.00	0.17	0.11	0.11	0.11	0.21	0.80	0.80	0.33	0.94	0.94
Sat Flow, veh/h	3548	0	1548	1774	1863	1558	3442	6459	178	3442	5699	825
Grp Volume(v), veh/h	500	0	217	114	129	152	321	1621	618	190	1352	483
Grp Sat Flow(s),veh/h/ln	1774	0	1548	1774	1863	1558	1721	1602	1831	1721	1602	1717
Q Serve(g_s), s	18.5	0.0	18.3	8.2	8.9	13.0	12.2	28.2	28.2	5.6	5.4	5.4
Cycle Q Clear(g_c), s	18.5	0.0	18.3	8.2	8.9	13.0	12.2	28.2	28.2	5.6	5.4	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.48
Lane Grp Cap(c), veh/h	591	0	258	198	207	174	368	1919	731	565	2255	806
V/C Ratio(X)	0.85	0.00	0.84	0.58	0.62	0.88	0.87	0.84	0.85	0.34	0.60	0.60
Avail Cap(c_a), veh/h	802	0	350	204	214	179	472	2058	784	565	2255	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.31	0.31	0.31	0.24	0.24	0.24
Uniform Delay (d), s/veh	54.6	0.0	54.5	57.0	57.3	59.1	52.2	11.0	11.0	39.8	2.4	2.4
Incr Delay (d2), s/veh	6.3	0.0	12.7	2.3	3.8	33.2	4.0	1.5	3.9	0.0	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	8.8	4.2	4.8	7.2	6.0	12.1	14.3	2.7	1.9	2.2
LnGrp Delay(d),s/veh	60.8	0.0	67.2	59.3	61.0	92.3	56.2	12.6	15.0	39.8	2.7	3.2
LnGrp LOS	E		E	E	E	F	E	B	B	D	A	A
Approach Vol, veh/h	717				395		2560				2025	
Approach Delay, s/veh	62.8				72.6		18.6				6.3	
Approach LOS	E				E		B				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	28.4	60.1			27.0	18.9	69.5	19.5				
Change Period (Y+Rc), s	6.2	* 6.2			4.5	4.5	6.2	4.5				
Max Green Setting (Gmax), s	11.5	* 58			30.5	18.5	50.8	15.5				
Max Q Clear Time (g_c+I), s	17.6	30.2			20.5	14.2	7.4	15.0				
Green Ext Time (p_c), s	2.2	23.7			2.0	0.3	29.2	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
23: El Camino Real & Garden View Road

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	210	270	190	260	320	245	1815	155	315	1425	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	228	58	207	283	348	266	1973	168	342	1549	147
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	335	83	217	277	247	461	2178	668	360	1820	567
Arrive On Green	0.09	0.12	0.12	0.12	0.16	0.16	0.52	0.86	0.86	0.34	0.60	0.60
Sat Flow, veh/h	1774	2809	700	1774	1770	1583	1774	5085	1560	1774	5085	1583
Grp Volume(v), veh/h	141	142	144	207	283	348	266	1973	168	342	1549	147
Grp Sat Flow(s),veh/h/ln	1774	1770	1739	1774	1770	1583	1774	1695	1560	1774	1695	1583
Q Serve(g_s), s	10.7	10.4	10.7	15.7	21.1	21.1	13.9	33.6	2.7	25.4	33.7	4.6
Cycle Q Clear(g_c), s	10.7	10.4	10.7	15.7	21.1	21.1	13.9	33.6	2.7	25.4	33.7	4.6
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	211	207	217	277	247	461	2178	668	360	1820	567
V/C Ratio(X)	0.93	0.67	0.70	0.95	1.02	1.41	0.58	0.91	0.25	0.95	0.85	0.26
Avail Cap(c_a), veh/h	151	211	207	217	277	247	461	2178	668	361	2098	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	0.72	0.72	0.72
Uniform Delay (d), s/veh	61.4	56.9	57.1	58.9	57.0	57.0	27.3	8.0	5.7	44.0	24.2	10.9
Incr Delay (d2), s/veh	52.8	7.5	9.1	47.9	60.2	205.2	1.0	4.0	0.5	27.9	3.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.5	5.7	10.6	14.9	23.3	6.8	15.2	1.2	15.1	16.2	2.1
LnGrp Delay(d),s/veh	114.2	64.4	66.1	106.8	117.2	262.2	28.3	12.0	6.2	71.9	28.1	11.7
LnGrp LOS	F	E	E	F	F	F	C	B	A	E	C	B
Approach Vol, veh/h	427				838		2407				2038	
Approach Delay, s/veh	81.4				174.8		13.4				34.2	
Approach LOS	F				F		B				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	63.1	20.0	21.0	40.4	53.6	15.0	26.0				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	5.3	* 5.3	3.5	4.9				
Max Green Setting (Gmax), s	27.5	57.7	16.5	16.1	29.5	* 56	11.5	21.1				
Max Q Clear Time (g_c+T), s	27.4	35.6	17.7	12.7	15.9	35.7	12.7	23.1				
Green Ext Time (p_c), s	0.0	18.0	0.0	1.6	11.8	12.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	49.6											
HCM 2010 LOS	D											
Notes												

Future PM - No_Project
24: El Camino Real & Mountain Vista Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	90	90	310	100	250	185	1475	295	390	1760	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	54	138	71	223	269	272	201	1603	321	424	1913	98
Adj No. of Lanes	0	2	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	187	106	315	331	275	223	1877	373	576	2464	126
Arrive On Green	0.07	0.07	0.07	0.18	0.18	0.18	0.21	0.74	0.74	0.28	0.83	0.83
Sat Flow, veh/h	980	2696	1526	1774	1863	1549	1774	4257	847	3442	4955	253
Grp Volume(v), veh/h	100	92	71	223	269	272	201	1275	649	424	1307	704
Grp Sat Flow(s),veh/h/ln	1814	1863	1526	1774	1863	1549	1774	1695	1713	1721	1695	1818
Q Serve(g_s), s	7.3	6.5	6.1	16.0	18.7	23.7	14.9	35.9	36.7	15.1	24.8	25.0
Cycle Q Clear(g_c), s	7.3	6.5	6.1	16.0	18.7	23.7	14.9	35.9	36.7	15.1	24.8	25.0
Prop In Lane	0.54		1.00	1.00		1.00	1.00		0.49	1.00		0.14
Lane Grp Cap(c), veh/h	126	129	106	315	331	275	223	1495	756	576	1686	904
V/C Ratio(X)	0.79	0.71	0.67	0.71	0.81	0.99	0.90	0.85	0.86	0.74	0.78	0.78
Avail Cap(c_a), veh/h	128	131	107	315	331	275	283	1570	793	576	1686	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.49	0.49	0.51	0.51	0.51
Uniform Delay (d), s/veh	61.9	61.5	61.3	52.2	53.3	55.4	52.5	14.7	14.8	45.9	7.8	7.9
Incr Delay (d2), s/veh	29.4	17.9	16.6	6.1	13.3	50.7	12.9	3.2	6.5	2.2	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.0	3.1	8.3	10.9	14.0	8.1	16.9	18.2	7.3	11.3	12.9
LnGrp Delay(d),s/veh	91.3	79.4	77.9	58.3	66.6	106.0	65.4	17.9	21.3	48.2	9.7	11.3
LnGrp LOS	F	E	E	E	E	F	E	B	C	D	A	B
Approach Vol, veh/h	263				764		2125				2435	
Approach Delay, s/veh	83.5				78.2		23.4				16.9	
Approach LOS	F				E		C				B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	12.9		20.5	72.6	29.0		28.1	65.0				
Change Period (Y+Rc), s	3.5		3.5	5.5	5.0		5.5	* 5.5				
Max Green Setting (Gmax), s	9.5		21.5	62.5	24.0		21.5	* 63				
Max Q Clear Time (g_c+I1), s	9.3		16.9	27.0	25.7		17.1	38.7				
Green Ext Time (p_c), s	0.0		0.1	30.9	0.0		1.4	20.8				
Intersection Summary												
HCM 2010 Ctrl Delay			30.9									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
25: Rancho Santa Fe Road & Lone Jack Road

1/26/2016

Intersection																
Intersection Delay, s/veh41.1																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	10	20	0	180	20	130	0	10	560	140	0	160	420	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	11	22	0	196	22	141	0	11	609	152	0	174	457	11
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12	15.9	56	39.3
HCM LOS	B	C	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	0%	50%	0%	100%	0%	100%	0%
Vol Thru, %	98%	0%	50%	0%	0%	13%	0%	98%
Vol Right, %	0%	100%	0%	100%	0%	87%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	570	140	20	20	180	150	160	430
LT Vol	10	0	10	0	180	0	160	0
Through Vol	560	0	10	0	0	20	0	420
RT Vol	0	140	0	20	0	130	0	10
Lane Flow Rate	620	152	22	22	196	163	174	467
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	1	0.273	0.055	0.05	0.452	0.331	0.366	0.918
Departure Headway (Hd)	7.173	6.447	9.19	8.243	8.454	7.309	7.585	7.069
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	557	390	435	428	492	475	514
Service Time	4.917	4.191	6.938	5.99	6.154	5.051	5.311	4.795
HCM Lane V/C Ratio	1.22	0.273	0.056	0.051	0.458	0.331	0.366	0.909
HCM Control Delay	66.9	11.6	12.5	11.4	17.9	13.6	14.6	48.5
HCM Lane LOS	F	B	B	B	C	B	B	E
HCM 95th-tile Q	13.7	1.1	0.2	0.2	2.3	1.4	1.7	10.9

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (veh/h)	240	20	150	70	30	60	330	1700	100	165	1545	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	261	22	103	76	33	65	359	1848	109	179	1679	179
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	23	255	66	29	56	370	2414	142	202	1811	193
Arrive On Green	0.16	0.16	0.16	0.09	0.09	0.09	0.35	0.82	0.82	0.19	0.65	0.65
Sat Flow, veh/h	1642	138	1566	742	322	634	1774	4912	289	1774	4657	495
Grp Volume(v), veh/h	283	0	103	174	0	0	359	1274	683	179	1221	637
Grp Sat Flow(s),veh/h/ln	1781	0	1566	1698	0	0	1774	1695	1811	1774	1695	1762
Q Serve(g_s), s	21.4	0.0	8.0	12.0	0.0	0.0	26.9	24.5	24.7	13.3	42.7	43.2
Cycle Q Clear(g_c), s	21.4	0.0	8.0	12.0	0.0	0.0	26.9	24.5	24.7	13.3	42.7	43.2
Prop In Lane	0.92		1.00	0.44		0.37	1.00		0.16	1.00		0.28
Lane Grp Cap(c), veh/h	290	0	255	151	0	0	370	1666	890	202	1319	685
V/C Ratio(X)	0.98	0.00	0.40	1.15	0.00	0.00	0.97	0.76	0.77	0.89	0.93	0.93
Avail Cap(c_a), veh/h	290	0	255	151	0	0	370	1666	890	237	1356	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.54	0.54	0.54
Uniform Delay (d), s/veh	56.2	0.0	50.6	61.5	0.0	0.0	43.5	8.4	8.4	53.8	21.9	22.0
Incr Delay (d2), s/veh	45.7	0.0	0.4	120.2	0.0	0.0	8.2	0.3	0.6	17.3	7.5	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	0.0	3.5	10.7	0.0	0.0	14.0	11.0	11.8	7.4	20.9	23.1
LnGrp Delay(d),s/veh	101.9	0.0	51.0	181.7	0.0	0.0	51.8	8.7	9.0	71.1	29.4	35.2
LnGrp LOS	F		D	F			D	A	A	E	C	D
Approach Vol, veh/h	386				174				2316		2037	
Approach Delay, s/veh	88.3				181.7				15.4		34.9	
Approach LOS	F				F				B		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	19.4	71.6			27.0	33.5	57.5	17.0				
Change Period (Y+Rc), s	4.0	5.3			5.0	5.3	* 5	5.0				
Max Green Setting (Gmax), s	18.0	63.7			22.0	28.0	* 54	12.0				
Max Q Clear Time (g_c+1.3	15.3	26.7			23.4	28.9	45.2	14.0				
Green Ext Time (p_c), s	0.1	25.4			0.0	0.0	7.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			35.1									
HCM 2010 LOS			D									
Notes												

Future PM - No_Project
27: Rancho Santa Fe Road & El Camino Del Norte

1/26/2016

Intersection																
Intersection Delay, s/veh41.9																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	10	10	0	110	20	300	0	10	415	85	0	160	420	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	11	11	0	120	22	326	0	11	451	92	0	174	457	5
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	13.6	23.1	53.9	46.6
HCM LOS	B	C	F	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	2%	0%	33%	100%	0%	100%	0%
Vol Thru, %	98%	0%	33%	0%	6%	0%	99%
Vol Right, %	0%	100%	33%	0%	94%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	425	85	30	110	320	160	425
LT Vol	10	0	10	110	0	160	0
Through Vol	415	0	10	0	20	0	420
RT Vol	0	85	10	0	300	0	5
Lane Flow Rate	462	92	33	120	348	174	462
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.973	0.176	0.087	0.283	0.707	0.385	0.957
Departure Headway (Hd)	7.583	6.85	9.645	8.514	7.322	7.979	7.455
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	476	522	374	422	494	450	485
Service Time	5.344	4.611	7.645	6.27	5.077	5.741	5.217
HCM Lane V/C Ratio	0.971	0.176	0.088	0.284	0.704	0.387	0.953
HCM Control Delay	62.4	11.1	13.6	14.6	26	15.7	58.3
HCM Lane LOS	F	B	B	B	D	C	F
HCM 95th-tile Q	12.3	0.6	0.3	1.1	5.5	1.8	11.9

Future PM - No_Project
28: Highway 101 & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	250	40	330	190	340	50	760	500	240	660	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	65	272	43	359	207	370	54	826	543	261	717	65
Adj No. of Lanes	0	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	335	55	427	448	627	70	1137	876	286	1454	132
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.07	0.54	0.54	0.27	0.74	0.74
Sat Flow, veh/h	594	2598	428	1774	1863	1545	1774	3539	1542	1774	3282	297
Grp Volume(v), veh/h	200	0	180	359	207	370	54	826	543	261	386	396
Grp Sat Flow(s),veh/h/ln	1833	0	1787	1774	1863	1545	1774	1770	1542	1774	1770	1810
Q Serve(g_s), s	12.8	0.0	11.7	24.0	12.7	22.6	3.6	21.3	30.7	17.1	10.7	10.7
Cycle Q Clear(g_c), s	12.8	0.0	11.7	24.0	12.7	22.6	3.6	21.3	30.7	17.1	10.7	10.7
Prop In Lane	0.32		0.24	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	236	0	230	427	448	627	70	1137	876	286	784	802
V/C Ratio(X)	0.85	0.00	0.78	0.84	0.46	0.59	0.78	0.73	0.62	0.91	0.49	0.49
Avail Cap(c_a), veh/h	307	0	299	548	576	733	386	1137	876	386	784	802
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	50.6	53.0	47.8	34.3	55.5	23.8	12.5	43.0	10.1	10.1
Incr Delay (d2), s/veh	12.9	0.0	6.8	7.9	0.6	0.8	6.7	4.1	3.3	18.3	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	6.2	12.7	6.7	9.8	1.9	11.0	18.6	9.8	5.6	5.8
LnGrp Delay(d),s/veh	64.0	0.0	57.4	60.9	48.5	35.0	62.3	27.9	15.8	61.3	12.3	12.3
LnGrp LOS	E		E	E	D	D	E	C	B	E	B	B
Approach Vol, veh/h	380				936		1423				1043	
Approach Delay, s/veh	60.9				47.9		24.6				24.6	
Approach LOS	E				D		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.3	43.4		19.5	8.7	58.1		33.7				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	26.1	18.9		20.1	26.1	18.9		37.1				
Max Q Clear Time (g_c+1/9), s	19.1	32.7		14.8	5.6	12.7		26.0				
Green Ext Time (p_c), s	0.2	0.0		0.6	0.0	5.1		2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									

Future PM - No_Project
29: Vulcan Avenue & Encinitas Boulevard

1/26/2016

	           											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	760	80	380	690	140	150	320	340	150	250	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	826	87	413	750	113	163	348	370	163	272	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	1029	108	434	1571	237	266	591	880	177	591	491
Arrive On Green	0.09	0.53	0.53	0.41	0.85	0.85	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	3232	340	1774	3086	465	1026	1863	1549	730	1863	1547
Grp Volume(v), veh/h	76	452	461	413	430	433	163	348	370	163	272	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1803	1774	1770	1781	1026	1863	1549	730	1863	1547
Q Serve(g_s), s	5.0	25.0	25.0	27.0	7.3	7.4	18.1	18.8	16.5	19.3	14.0	4.2
Cycle Q Clear(g_c), s	5.0	25.0	25.0	27.0	7.3	7.4	32.1	18.8	16.5	38.1	14.0	4.2
Prop In Lane	1.00		0.19	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	564	574	434	901	907	266	591	880	177	591	491
V/C Ratio(X)	0.79	0.80	0.80	0.95	0.48	0.48	0.61	0.59	0.42	0.92	0.46	0.15
Avail Cap(c_a), veh/h	170	564	574	466	901	907	266	591	880	177	591	491
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	25.0	25.0	34.8	5.0	5.0	45.6	34.4	15.1	53.1	32.7	29.4
Incr Delay (d2), s/veh	3.5	7.7	7.6	25.5	1.5	1.5	4.1	1.5	0.3	45.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	13.3	13.6	16.3	3.7	3.7	5.4	9.9	7.1	7.6	7.3	1.8
LnGrp Delay(d),s/veh	57.5	32.7	32.6	60.2	6.5	6.5	49.7	35.9	15.4	98.1	33.3	29.5
LnGrp LOS	E	C	C	E	A	A	D	D	B	F	C	C
Approach Vol, veh/h	989				1276				881		511	
Approach Delay, s/veh	34.6				23.9				29.8		53.4	
Approach LOS	C				C				C		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	32.9	44.1			43.0	10.0	67.0	43.0				
Change Period (Y+Rc), s	3.5	5.9			4.9	3.5	5.9	4.9				
Max Green Setting (Gmax), s	31.5	36.1			38.1	11.5	56.1	38.1				
Max Q Clear Time (g_c+29.0), s	29.0	27.0			40.1	7.0	9.4	34.1				
Green Ext Time (p_c), s	0.4	6.3			0.0	0.0	15.9	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay			32.3									
HCM 2010 LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
Volume (veh/h)	0	1080	510	440	990	0	0	0	0	400	10	350
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	1174	518	478	1076	0				435	11	193
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1113	472	611	2977	0				393	10	356
Arrive On Green	0.00	0.77	0.77	0.69	1.00	0.00				0.23	0.23	0.23
Sat Flow, veh/h	0	2516	1028	1774	3632	0				1732	44	1569
Grp Volume(v), veh/h	0	845	847	478	1076	0				446	0	193
Grp Sat Flow(s),veh/h/ln	0	1770	1681	1774	1770	0				1776	0	1569
Q Serve(g_s), s	0.0	66.6	66.6	26.3	0.0	0.0				32.9	0.0	15.7
Cycle Q Clear(g_c), s	0.0	66.6	66.6	26.3	0.0	0.0				32.9	0.0	15.7
Prop In Lane	0.00		0.61	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	813	772	611	2977	0				403	0	356
V/C Ratio(X)	0.00	1.04	1.10	0.78	0.36	0.00				1.11	0.00	0.54
Avail Cap(c_a), veh/h	0	813	772	611	2977	0				403	0	356
HCM Platoon Ratio	1.00	1.67	1.67	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.65	0.16	0.16	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	16.9	18.9	0.0	0.0				56.1	0.0	49.4
Incr Delay (d2), s/veh	0.0	36.1	56.9	1.0	0.1	0.0				76.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	39.4	41.9	12.8	0.0	0.0				24.7	0.0	6.9
LnGrp Delay(d),s/veh	0.0	53.0	73.8	19.9	0.1	0.0				133.0	0.0	50.4
LnGrp LOS		F	F	B	A					F		D
Approach Vol, veh/h		1692			1554						639	
Approach Delay, s/veh		63.4			6.2						108.0	
Approach LOS		E			A						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	55.5	72.0		38.0		127.5		
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4		
Max Green Setting (Gmax), s	30.3	* 67		32.9		101.6		
Max Q Clear Time (g_c+20), s	29.3	68.6		34.9		2.0		
Green Ext Time (p_c), s	1.4	0.0		0.0		23.1		

Intersection Summary

HCM 2010 Ctrl Delay	47.8
HCM 2010 LOS	D

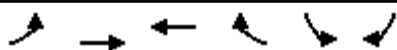
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	280	1180	0	0	1070	480	380	0	610	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	304	1283	0	0	1163	413	413	0	478			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	307	2118	0	0	1381	618	584	0	513			
Arrive On Green	0.29	1.00	0.00	0.00	0.65	0.65	0.33	0.00	0.33			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1560			
Grp Volume(v), veh/h	304	1283	0	0	1163	413	413	0	478			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1560			
Q Serve(g_s), s	24.7	0.1	0.0	0.0	36.8	23.4	29.5	0.0	43.0			
Cycle Q Clear(g_c), s	24.7	0.1	0.0	0.0	36.8	23.4	29.5	0.0	43.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	307	2118	0	0	1381	618	584	0	513			
V/C Ratio(X)	0.99	0.61	0.00	0.00	0.84	0.67	0.71	0.00	0.93			
Avail Cap(c_a), veh/h	307	2118	0	0	1381	618	674	0	593			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	51.4	0.0	0.0	0.0	21.8	19.5	42.5	0.0	47.0			
Incr Delay (d2), s/veh	13.1	0.1	0.0	0.0	5.1	4.5	2.6	0.0	19.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	18.2	0.1	0.0	0.0	18.7	10.9	14.9	0.0	21.2			
LnGrp Delay(d),s/veh	64.5	0.1	0.0	0.0	27.0	24.0	45.1	0.0	66.6			
LnGrp LOS	E	A			C	C	D		E			
Approach Vol, veh/h		1587			1576			891				
Approach Delay, s/veh		12.5			26.2			56.6				
Approach LOS		B			C			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		92.2			30.2	62.0		52.8				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		79.4			25.1	49.2		55.1				
Max Q Clear Time (g_c+I1), s		2.1			26.7	38.8		45.0				
Green Ext Time (p_c), s		23.8			0.0	8.1		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay				27.5								
HCM 2010 LOS				C								

Future PM - No_Project
32: Encinitas Boulevard & Saxony Road

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations			 		 			
Volume (veh/h)	360	1390	1170	280	430	400		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	391	1511	1272	250	467	144		
Adj No. of Lanes	1	2	3	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	410	2731	2571	777	537	247		
Arrive On Green	0.46	1.00	0.84	0.84	0.16	0.16		
Sat Flow, veh/h	1774	3632	5253	1537	3442	1583		
Grp Volume(v), veh/h	391	1511	1272	250	467	144		
Grp Sat Flow(s),veh/h/ln	1774	1770	1695	1537	1721	1583		
Q Serve(g_s), s	30.7	0.0	9.7	5.0	19.2	12.2		
Cycle Q Clear(g_c), s	30.7	0.0	9.7	5.0	19.2	12.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	410	2731	2571	777	537	247		
V/C Ratio(X)	0.95	0.55	0.49	0.32	0.87	0.58		
Avail Cap(c_a), veh/h	586	2731	2571	777	757	348		
HCM Platoon Ratio	2.00	2.00	1.67	1.67	1.00	1.00		
Upstream Filter(I)	0.51	0.51	0.18	0.18	1.00	1.00		
Uniform Delay (d), s/veh	38.3	0.0	6.3	6.0	59.8	56.8		
Incr Delay (d2), s/veh	12.6	0.4	0.1	0.2	7.2	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	16.3	0.2	4.3	2.1	9.7	10.8		
LnGrp Delay(d),s/veh	50.9	0.4	6.5	6.2	66.9	58.4		
LnGrp LOS	D	A	A	A	E	E		
Approach Vol, veh/h		1902	1522		611			
Approach Delay, s/veh		10.8	6.4		64.9			
Approach LOS		B	A		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		117.3		27.7	38.6	78.7		
Change Period (Y+Rc), s		5.4		5.1	5.1	5.4		
Max Green Setting (Gmax), s		102.6		31.9	47.9	49.6		
Max Q Clear Time (g_c+I1), s		2.0		21.2	32.7	11.7		
Green Ext Time (p_c), s		31.4		1.4	0.8	22.0		
Intersection Summary								
HCM 2010 Ctrl Delay			17.3					
HCM 2010 LOS			B					

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	230	1200	170	240	1560	100	250	320	340	110	180	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	250	1304	185	261	1696	109	272	348	370	120	196	141
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	649	2484	1319	283	1704	744	266	358	304	116	201	166
Arrive On Green	0.37	0.70	0.70	0.27	0.80	0.80	0.15	0.19	0.19	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1541	1774	3539	1544	1774	1863	1581	1774	1863	1545
Grp Volume(v), veh/h	250	1304	185	261	1696	109	272	348	370	120	196	141
Grp Sat Flow(s),veh/h/ln	1774	1770	1541	1774	1770	1544	1774	1863	1581	1774	1863	1545
Q Serve(g_s), s	13.5	22.6	3.3	18.6	61.1	2.0	19.5	24.1	25.0	8.5	13.6	11.7
Cycle Q Clear(g_c), s	13.5	22.6	3.3	18.6	61.1	2.0	19.5	24.1	25.0	8.5	13.6	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	649	2484	1319	283	1704	744	266	358	304	116	201	166
V/C Ratio(X)	0.39	0.52	0.14	0.92	1.00	0.15	1.02	0.97	1.22	1.03	0.98	0.85
Avail Cap(c_a), veh/h	649	2484	1319	321	1704	744	266	358	304	116	201	166
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	9.1	4.0	46.9	12.6	6.8	55.3	52.1	59.9	60.8	57.8	57.0
Incr Delay (d2), s/veh	0.1	0.6	0.2	27.9	20.7	0.4	61.0	39.8	123.9	93.1	56.7	31.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	11.1	1.5	11.2	33.2	0.9	14.0	16.3	10.5	7.2	10.2	6.4
LnGrp Delay(d),s/veh	30.5	9.7	4.2	74.8	33.3	7.2	116.3	92.0	183.8	154.4	114.6	88.3
LnGrp LOS	C	A	A	E	C	A	F	F	F	F	F	F
Approach Vol, veh/h	1739		2066				990			457		
Approach Delay, s/veh	12.1		37.1				133.0			116.9		
Approach LOS	B		D				F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	96.6	23.0	18.1	52.9	67.9	12.0	29.1				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.1	5.3	* 5.3	3.5	4.1				
Max Green Setting (Gmax), s	23.5	56.6	19.5	14.0	17.5	* 63	8.5	25.0				
Max Q Clear Time (g_c+20), s	20.6	24.6	21.5	15.6	15.5	63.1	10.5	27.0				
Green Ext Time (p_c), s	0.1	15.3	0.0	0.0	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			53.9									
HCM 2010 LOS			D									
Notes												

Future PM - No_Project
34: Balour Drive & Encinitas Boulevard

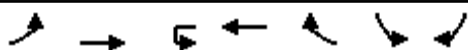
1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↔		↔↔	↑↑	↔	↔		
Volume (veh/h)	1670	140	500	2020	180	400		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1815	140	543	2196	196	435		
Adj No. of Lanes	2	0	2	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1849	141	697	2824	238	1091		
Arrive On Green	0.93	0.93	0.41	1.00	0.13	0.13		
Sat Flow, veh/h	3427	254	3442	3632	1774	1583		
Grp Volume(v), veh/h	952	1003	543	2196	196	435		
Grp Sat Flow(s),veh/h/ln	1770	1818	1721	1770	1774	1583		
Q Serve(g_s), s	51.0	66.9	17.8	0.0	14.0	15.3		
Cycle Q Clear(g_c), s	51.0	66.9	17.8	0.0	14.0	15.3		
Prop In Lane		0.14	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	981	1008	697	2824	238	1091		
V/C Ratio(X)	0.97	0.99	0.78	0.78	0.82	0.40		
Avail Cap(c_a), veh/h	983	1010	697	2824	341	1183		
HCM Platoon Ratio	1.67	1.67	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.23	0.23	1.00	1.00		
Uniform Delay (d), s/veh	4.0	4.6	36.1	0.0	54.8	8.7		
Incr Delay (d2), s/veh	22.4	27.0	1.6	0.5	7.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	27.2	35.9	8.6	0.2	7.3	15.6		
LnGrp Delay(d),s/veh	26.4	31.6	37.7	0.5	61.8	8.8		
LnGrp LOS	C	C	D	A	E	A		
Approach Vol, veh/h	1955			2739	631			
Approach Delay, s/veh	29.1			7.9	25.2			
Approach LOS	C			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		109.0			31.6	77.4		21.0
Change Period (Y+Rc), s		5.3			5.3	* 5.3		3.5
Max Green Setting (Gmax), s		96.2			20.5	* 72		25.0
Max Q Clear Time (g_c+I1), s		2.0			19.8	68.9		17.3
Green Ext Time (p_c), s		84.6			0.1	3.2		0.1
Intersection Summary								
HCM 2010 Ctrl Delay		17.7						
HCM 2010 LOS		B						
Notes								

Future PM - No_Project
35: Encinitas Boulevard & Via Cantebria

1/26/2016



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Volume (veh/h)	800	1260	5	1620	150	130	730	
Number	1	6		2	12	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	870	1370		1761	147	141	793	
Adj No. of Lanes	2	2		2	0	1	2	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	900	2976		1829	151	162	1794	
Arrive On Green	0.52	1.00		0.92	0.92	0.09	0.09	
Sat Flow, veh/h	3442	3632		3404	273	1774	2787	
Grp Volume(v), veh/h	870	1370		931	977	141	793	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1815	1774	1393	
Q Serve(g_s), s	31.7	0.0		43.5	54.1	10.2	11.9	
Cycle Q Clear(g_c), s	31.7	0.0		43.5	54.1	10.2	11.9	
Prop In Lane	1.00				0.15	1.00	1.00	
Lane Grp Cap(c), veh/h	900	2976		977	1002	162	1794	
V/C Ratio(X)	0.97	0.46		0.95	0.98	0.87	0.44	
Avail Cap(c_a), veh/h	919	2976		977	1002	162	1794	
HCM Platoon Ratio	2.00	2.00		1.67	1.67	1.00	1.00	
Upstream Filter(I)	0.28	0.28		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.5	0.0		3.9	4.4	58.3	11.5	
Incr Delay (d2), s/veh	9.1	0.1		19.3	23.0	34.9	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	15.9	0.1		23.3	29.5	6.6	19.3	
LnGrp Delay(d),s/veh	39.5	0.1		23.2	27.4	93.1	11.6	
LnGrp LOS	D	A		C	C	F	B	
Approach Vol, veh/h		2240		1908		934		
Approach Delay, s/veh		15.4		25.4		23.9		
Approach LOS		B		C		C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	37.5	77.1		15.4		114.6		
Change Period (Y+Rc), s	3.5	5.3		3.5		5.3		
Max Green Setting (Gmax), s	34.7	71.1		11.9		100.3		
Max Q Clear Time (g_c+Rc), s	33.7	56.1		13.9		2.0		
Green Ext Time (p_c), s	0.3	14.9		0.0		94.5		
Intersection Summary								
HCM 2010 Ctrl Delay			20.7					
HCM 2010 LOS			C					
Notes								
User approved ignoring U-Turning movement.								

Future PM - No_Project
36: El Camino Real & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	410	555	170	340	640	340	210	1040	300	635	1145	455
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	446	603	185	370	696	296	228	1130	326	690	1245	495
Adj No. of Lanes	2	2	0	2	2	0	1	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	657	201	531	662	282	288	1068	308	664	1540	470
Arrive On Green	0.21	0.41	0.41	0.26	0.46	0.46	0.27	0.45	0.45	0.32	0.51	0.51
Sat Flow, veh/h	3442	2670	818	3442	2421	1030	1774	3922	1131	3442	5085	1551
Grp Volume(v), veh/h	446	399	389	370	509	483	228	977	479	690	1245	495
Grp Sat Flow(s),veh/h/ln	1721	1770	1718	1721	1770	1681	1774	1695	1663	1721	1695	1551
Q Serve(g_s), s	18.2	30.7	30.9	14.0	39.4	39.4	17.2	39.2	39.2	27.8	29.5	43.6
Cycle Q Clear(g_c), s	18.2	30.7	30.9	14.0	39.4	39.4	17.2	39.2	39.2	27.8	29.5	43.6
Prop In Lane	1.00		0.48	1.00		0.61	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	435	435	422	531	484	460	288	923	453	664	1540	470
V/C Ratio(X)	1.03	0.92	0.92	0.70	1.05	1.05	0.79	1.06	1.06	1.04	0.81	1.05
Avail Cap(c_a), veh/h	435	474	461	531	484	460	288	923	453	664	1540	470
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	0.87	0.87	0.87	0.35	0.35	0.35
Uniform Delay (d), s/veh	56.8	41.1	41.1	50.4	39.1	39.1	50.2	39.3	39.3	48.8	32.1	35.6
Incr Delay (d2), s/veh	49.8	22.1	23.0	1.4	40.3	40.9	11.3	44.5	55.9	31.3	1.7	40.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	17.5	17.2	6.7	24.6	23.4	9.3	24.0	24.9	16.0	14.0	23.7
LnGrp Delay(d),s/veh	106.6	63.2	64.1	51.8	79.4	80.0	61.5	83.8	95.2	80.1	33.8	75.6
LnGrp LOS	F	E	E	D	F	F	E	F	F	F	C	F
Approach Vol, veh/h	1234			1362			1684			2430		
Approach Delay, s/veh	79.2			72.1			84.0			55.5		
Approach LOS	E			E			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	44.5	26.4	41.1	27.6	48.9	22.4	45.1				
Change Period (Y+Rc), s	4.2	* 5.3	4.2	* 5.7	4.2	* 5.3	4.2	* 5.7				
Max Green Setting (Gmax), s	27.8	* 39	19.0	* 39	23.4	* 44	18.2	* 39				
Max Q Clear Time (g_c+29.8), s	41.2	41.2	16.0	32.9	19.2	45.6	20.2	41.4				
Green Ext Time (p_c), s	0.0	0.0	0.6	2.5	0.9	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	70.4											
HCM 2010 LOS	E											
Notes												

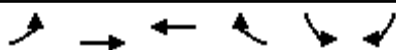
Future PM - No_Project
37: Village Square Drive & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	760	20	80	1090	180	40	10	30	240	10	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	239	826	21	87	1185	170	43	11	33	261	11	337
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1937	49	110	1303	186	44	11	34	296	8	257
Arrive On Green	0.28	0.92	0.92	0.10	0.70	0.70	0.05	0.05	0.05	0.17	0.17	0.17
Sat Flow, veh/h	1774	3527	90	1774	3109	444	843	216	647	1774	50	1541
Grp Volume(v), veh/h	239	414	433	87	672	683	87	0	0	261	0	348
Grp Sat Flow(s),veh/h/ln	1774	1770	1847	1774	1770	1784	1706	0	0	1774	0	1591
Q Serve(g_s), s	12.0	3.1	3.1	4.6	30.0	30.5	4.9	0.0	0.0	13.8	0.0	16.0
Cycle Q Clear(g_c), s	12.0	3.1	3.1	4.6	30.0	30.5	4.9	0.0	0.0	13.8	0.0	16.0
Prop In Lane	1.00		0.05	1.00		0.25	0.49		0.38	1.00		0.97
Lane Grp Cap(c), veh/h	299	972	1014	110	742	748	89	0	0	296	0	265
V/C Ratio(X)	0.80	0.43	0.43	0.79	0.91	0.91	0.98	0.00	0.00	0.88	0.00	1.31
Avail Cap(c_a), veh/h	299	972	1014	185	806	812	89	0	0	296	0	265
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.19	0.19	0.19	0.46	0.46	0.46	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	1.9	1.9	42.4	12.9	12.9	45.4	0.0	0.0	39.1	0.0	40.0
Incr Delay (d2), s/veh	2.8	0.3	0.3	2.2	8.9	9.3	88.0	0.0	0.0	24.5	0.0	164.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.3	1.4	2.3	16.0	16.3	4.5	0.0	0.0	8.8	0.0	19.1
LnGrp Delay(d),s/veh	35.8	2.2	2.2	44.6	21.7	22.2	133.4	0.0	0.0	63.6	0.0	204.9
LnGrp LOS	D	A	A	D	C	C	F			E		F
Approach Vol, veh/h	1086			1442			87			609		
Approach Delay, s/veh	9.6			23.3			133.4			144.4		
Approach LOS	A			C			F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	58.0		20.0	21.5	45.5		9.0				
Change Period (Y+Rc), s	3.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	10.0	48.7		16.0	14.5	* 44		5.0				
Max Q Clear Time (g_c+I), s	10.6	5.1		18.0	14.0	32.5		6.9				
Green Ext Time (p_c), s	0.0	8.5		0.0	0.1	7.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	44.5											
HCM 2010 LOS	D											
Notes												

Future PM - No_Project
38: Encinitas Boulevard & Village Park Way

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	350	680	910	220	140	370		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	380	739	989	214	152	402		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	392	2165	1017	220	488	435		
Arrive On Green	0.22	0.61	0.35	0.35	0.27	0.27		
Sat Flow, veh/h	1774	3632	2990	625	1774	1583		
Grp Volume(v), veh/h	380	739	603	600	152	402		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1752	1774	1583		
Q Serve(g_s), s	18.7	9.0	29.6	29.8	6.0	21.8		
Cycle Q Clear(g_c), s	18.7	9.0	29.6	29.8	6.0	21.8		
Prop In Lane	1.00			0.36	1.00	1.00		
Lane Grp Cap(c), veh/h	392	2165	621	615	488	435		
V/C Ratio(X)	0.97	0.34	0.97	0.97	0.31	0.92		
Avail Cap(c_a), veh/h	392	2165	621	615	523	466		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	34.1	8.4	28.2	28.2	25.4	31.1		
Incr Delay (d2), s/veh	37.4	0.2	29.1	30.0	0.4	23.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	18.3	4.5	19.4	19.4	3.0	19.8		
LnGrp Delay(d),s/veh	71.5	8.6	57.3	58.2	25.7	54.4		
LnGrp LOS	E	A	E	E	C	D		
Approach Vol, veh/h		1119	1203		554			
Approach Delay, s/veh		30.0	57.8		46.5			
Approach LOS		C	E		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.5		27.8	23.0	37.5		
Change Period (Y+Rc), s		6.5		3.5	3.5	6.5		
Max Green Setting (Gmax), s		54.0		26.0	19.5	31.0		
Max Q Clear Time (g_c+l1), s		11.0		23.8	20.7	31.8		
Green Ext Time (p_c), s		32.3		0.5	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay	44.8							
HCM 2010 LOS	D							

Future PM - No_Project
39: Rancho Santa Fe Road & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	530	100	110	745	165	230	280	80	180	270	230
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	207	576	89	120	810	145	250	304	87	196	293	200
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	1066	164	134	910	163	258	483	404	220	442	371
Arrive On Green	0.12	0.35	0.35	0.08	0.30	0.30	0.15	0.26	0.26	0.12	0.24	0.24
Sat Flow, veh/h	1774	3075	474	1774	3000	537	1774	1863	1560	1774	1863	1561
Grp Volume(v), veh/h	207	331	334	120	478	477	250	304	87	196	293	200
Grp Sat Flow(s),veh/h/ln	1774	1770	1779	1774	1770	1768	1774	1863	1560	1774	1863	1561
Q Serve(g_s), s	10.7	13.9	14.0	6.2	23.9	23.9	13.0	13.4	4.1	10.1	13.2	10.4
Cycle Q Clear(g_c), s	10.7	13.9	14.0	6.2	23.9	23.9	13.0	13.4	4.1	10.1	13.2	10.4
Prop In Lane	1.00		0.27	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	613	617	134	537	536	258	483	404	220	442	371
V/C Ratio(X)	0.94	0.54	0.54	0.90	0.89	0.89	0.97	0.63	0.22	0.89	0.66	0.54
Avail Cap(c_a), veh/h	220	618	621	134	542	541	258	622	521	220	582	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	24.4	24.4	42.5	30.8	30.8	39.4	30.4	27.0	40.0	32.0	30.9
Incr Delay (d2), s/veh	44.8	1.7	1.7	48.1	17.5	17.5	46.9	2.9	0.6	32.4	3.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	7.1	7.2	4.8	14.3	14.3	9.7	7.3	1.8	6.9	7.2	4.8
LnGrp Delay(d),s/veh	85.1	26.1	26.1	90.6	48.3	48.3	86.4	33.3	27.5	72.4	35.6	33.5
LnGrp LOS	F	C	C	F	D	D	F	C	C	E	D	C
Approach Vol, veh/h		872			1075			641			689	
Approach Delay, s/veh		40.1			53.0			53.2			45.5	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	37.9	17.0	26.9	15.0	33.9	15.0	28.9				
Change Period (Y+Rc), s	4.0	5.7	3.5	4.9	3.5	5.7	3.5	4.9				
Max Green Setting (Gmax), s	7.0	32.4	13.5	29.0	11.5	28.4	11.5	31.0				
Max Q Clear Time (g_c+I), s	19.2	16.0	15.0	15.2	12.7	25.9	12.1	15.4				
Green Ext Time (p_c), s	0.0	12.8	0.0	6.6	0.0	2.3	0.0	7.2				
Intersection Summary												
HCM 2010 Ctrl Delay			48.0									
HCM 2010 LOS			D									

Intersection

Intersection Delay, s/veh18.8

Intersection LOS C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	160	210	0	320	30	0	250	270
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	174	228	0	348	33	0	272	293
Number of Lanes	0	1	0	0	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	20.8	19.8	16.8
HCM LOS	C	C	C

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	43%	100%	0%
Vol Thru, %	91%	0%	0%	100%
Vol Right, %	9%	57%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	350	370	250	270
LT Vol	0	160	250	0
Through Vol	320	0	0	270
RT Vol	30	210	0	0
Lane Flow Rate	380	402	272	293
Geometry Grp	5	2	7	7
Degree of Util (X)	0.646	0.674	0.526	0.526
Departure Headway (Hd)	6.115	6.03	6.964	6.454
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	595	514	555
Service Time	4.192	4.1	4.747	4.237
HCM Lane V/C Ratio	0.648	0.676	0.529	0.528
HCM Control Delay	19.8	20.8	17.3	16.3
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	4.6	5.1	3	3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑↑						↑	↗
Volume (veh/h)	0	700	310	185	555	0	0	0	0	240	10	250
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	761	337	201	603	0				261	11	272
Adj No. of Lanes	0	1	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	760	621	367	2402	0				331	14	307
Arrive On Green	0.00	0.82	0.82	0.07	0.22	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	1863	1520	1774	3632	0				1706	72	1583
Grp Volume(v), veh/h	0	761	337	201	603	0				272	0	272
Grp Sat Flow(s),veh/h/ln	0	1863	1520	1774	1770	0				1777	0	1583
Q Serve(g_s), s	0.0	32.7	5.8	8.8	11.2	0.0				11.7	0.0	13.4
Cycle Q Clear(g_c), s	0.0	32.7	5.8	8.8	11.2	0.0				11.7	0.0	13.4
Prop In Lane	0.00		1.00	1.00		0.00				0.96		1.00
Lane Grp Cap(c), veh/h	0	760	621	367	2402	0				345	0	307
V/C Ratio(X)	0.00	1.00	0.54	0.55	0.25	0.00				0.79	0.00	0.89
Avail Cap(c_a), veh/h	0	880	718	367	2402	0				355	0	317
HCM Platoon Ratio	1.00	2.00	2.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.3	4.9	33.7	14.3	0.0				30.7	0.0	31.4
Incr Delay (d2), s/veh	0.0	32.8	3.4	0.9	0.2	0.0				10.0	0.0	23.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.7	2.8	4.4	5.6	0.0				6.6	0.0	7.8
LnGrp Delay(d),s/veh	0.0	40.2	8.3	34.6	14.6	0.0				40.7	0.0	54.6
LnGrp LOS		F	A	C	B					D		D
Approach Vol, veh/h		1098			804						544	
Approach Delay, s/veh		30.4			19.6						47.7	
Approach LOS		C			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.9	39.5		20.6		59.4		
Change Period (Y+Rc), s	5.1	* 5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.3	* 38		16.0		53.8		
Max Q Clear Time (g_c+10), s	10.8	34.7		15.4		13.2		
Green Ext Time (p_c), s	0.2	1.4		0.1		3.0		

Intersection Summary

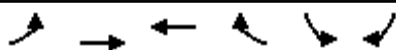
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Future PM - No_Project
42: Santa Fe Drive & I-5 NB On-Ramp

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↰	↑	↗↖	↱				
Volume (veh/h)	340	630	740	350	0	0		
Number	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00			0.97				
Parking Bus, Adj	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863				
Adj Flow Rate, veh/h	370	685	804	380				
Adj No. of Lanes	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2				
Cap, veh/h	402	1737	2290	990				
Arrive On Green	0.45	1.00	1.00	1.00				
Sat Flow, veh/h	1774	1863	3632	1529				
Grp Volume(v), veh/h	370	685	804	380				
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1529				
Q Serve(g_s), s	15.6	0.0	0.0	0.0				
Cycle Q Clear(g_c), s	15.6	0.0	0.0	0.0				
Prop In Lane	1.00			1.00				
Lane Grp Cap(c), veh/h	402	1737	2290	990				
V/C Ratio(X)	0.92	0.39	0.35	0.38				
Avail Cap(c_a), veh/h	783	1737	2290	990				
HCM Platoon Ratio	2.00	2.00	2.00	2.00				
Upstream Filter(I)	0.45	0.45	0.77	0.77				
Uniform Delay (d), s/veh	21.2	0.0	0.0	0.0				
Incr Delay (d2), s/veh	1.8	0.3	0.3	0.9				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	7.6	0.1	0.1	0.2				
LnGrp Delay(d),s/veh	22.9	0.3	0.3	0.9				
LnGrp LOS	C	A	A	A				
Approach Vol, veh/h		1055	1184					
Approach Delay, s/veh		8.2	0.5					
Approach LOS		A	A					
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		80.0			22.8	57.2		
Change Period (Y+Rc), s		5.4			* 4.7	5.4		
Max Green Setting (Gmax), s		74.6			* 35	34.6		
Max Q Clear Time (g_c+1), s		2.0			17.6	2.0		
Green Ext Time (p_c), s		9.9			0.5	9.2		
Intersection Summary								
HCM 2010 Ctrl Delay			4.1					
HCM 2010 LOS			A					
Notes								

Future PM - No_Project
43: I-5 NB Off-Ramp/Regal Road & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  						 	
Volume (veh/h)	135	495	0	0	615	75	270	200	200	40	0	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	147	538	0	0	668	82	255	270	184	43	0	239
Adj No. of Lanes	1	1	0	0	3	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	380	874	0	0	862	105	332	348	292	37	0	203
Arrive On Green	0.43	0.94	0.00	0.00	0.19	0.19	0.19	0.19	0.19	0.15	0.00	0.15
Sat Flow, veh/h	1774	1863	0	0	4763	559	1774	1863	1562	245	0	1364
Grp Volume(v), veh/h	147	538	0	0	491	259	255	270	184	282	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1695	1764	1774	1863	1562	1610	0	0
Q Serve(g_s), s	4.5	3.4	0.0	0.0	11.0	11.2	10.9	11.0	8.7	11.9	0.0	0.0
Cycle Q Clear(g_c), s	4.5	3.4	0.0	0.0	11.0	11.2	10.9	11.0	8.7	11.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.32	1.00		1.00	0.15		0.85
Lane Grp Cap(c), veh/h	380	874	0	0	636	331	332	348	292	239	0	0
V/C Ratio(X)	0.39	0.62	0.00	0.00	0.77	0.78	0.77	0.78	0.63	1.18	0.00	0.00
Avail Cap(c_a), veh/h	380	874	0	0	831	432	397	417	350	239	0	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.77	0.77	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	1.4	0.0	0.0	30.9	30.9	30.9	30.9	30.0	34.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.0	0.0	0.0	6.9	13.2	8.4	8.4	3.5	114.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.9	0.0	0.0	5.7	6.7	6.1	6.4	4.0	12.9	0.0	0.0
LnGrp Delay(d),s/veh	19.5	4.4	0.0	0.0	37.8	44.1	39.3	39.3	33.5	148.8	0.0	0.0
LnGrp LOS	B	A			D	D	D	D	C	F		
Approach Vol, veh/h	685				750				709		282	
Approach Delay, s/veh	7.7				40.0				37.8		148.8	
Approach LOS	A				D				D		F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	42.9		17.0		22.5		20.4		20.1			
Change Period (Y+Rc), s	5.4		5.1		5.4		* 5.4		5.1			
Max Green Setting (Gmax), s	34.6		11.9		10.3		* 20		17.9			
Max Q Clear Time (g_c+I1), s	5.4		13.9		6.5		13.2		13.0			
Green Ext Time (p_c), s	2.4		0.0		1.0		1.8		1.9			
Intersection Summary												
HCM 2010 Ctrl Delay			42.9									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - No_Project
 44: MacKinnon Avenue/Nardo Road & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	545	125	145	505	65	90	80	100	40	80	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	54	592	136	158	549	71	98	87	64	43	87	22
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	719	165	197	910	118	191	139	86	139	241	52
Arrive On Green	0.04	0.49	0.49	0.11	0.56	0.56	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	1466	337	1774	1617	209	534	668	416	317	1162	250
Grp Volume(v), veh/h	54	0	728	158	0	620	249	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1803	1774	0	1826	1618	0	0	1729	0	0
Q Serve(g_s), s	1.9	0.0	21.7	5.5	0.0	14.1	4.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	21.7	5.5	0.0	14.1	8.7	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.11	0.39		0.26	0.28		0.14
Lane Grp Cap(c), veh/h	69	0	884	197	0	1027	416	0	0	433	0	0
V/C Ratio(X)	0.78	0.00	0.82	0.80	0.00	0.60	0.60	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	127	0	990	212	0	1089	607	0	0	633	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.0	0.0	13.7	27.3	0.0	9.1	23.0	0.0	0.0	21.5	0.0	0.0
Incr Delay (d2), s/veh	17.3	0.0	5.4	18.4	0.0	1.0	1.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	12.0	3.7	0.0	7.3	4.2	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	47.3	0.0	19.1	45.6	0.0	10.1	24.7	0.0	0.0	22.1	0.0	0.0
LnGrp LOS	D		B	D		B	C			C		
Approach Vol, veh/h	782			778			249			152		
Approach Delay, s/veh	21.1			17.3			24.7			22.1		
Approach LOS	C			B			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	35.3		17.1	5.9	39.9		17.1				
Change Period (Y+Rc), s	3.5	4.5		4.0	3.5	4.5		4.0				
Max Green Setting (Gmax), s	7.5	34.5		21.0	4.5	37.5		21.0				
Max Q Clear Time (g_c+I), s	17.5	23.7		6.6	3.9	16.1		10.7				
Green Ext Time (p_c), s	0.0	7.1		2.5	0.0	11.4		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay	20.1											
HCM 2010 LOS	C											

Intersection						
Int Delay, s/veh	9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	250	500	515	125	70	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	272	543	560	136	76	174
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	696	0	-	0	1715	628
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	900	-	-	-	99	483
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	900	-	-	-	~ 69	483
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	225	-
Approach	EB		WB		SB	
HCM Control Delay, s	3.6		0		51.7	
HCM LOS					F	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	900	-	-	-	309	
HCM Lane V/C Ratio	0.302	-	-	-	0.809	
HCM Control Delay (s)	10.7	-	-	-	51.7	
HCM Lane LOS	B	-	-	-	F	
HCM 95th %tile Q(veh)	1.3	-	-	-	6.7	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Future PM - No_Project
46: Lake Drive & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	445	100	225	475	5	70	10	180	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	484	109	245	516	5	76	11	158	11	11	11
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	937	211	518	1172	11	166	35	196	166	152	112
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	877	1472	332	821	1842	18	373	176	998	366	773	570
Grp Volume(v), veh/h	16	0	593	245	0	521	245	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	877	0	1804	821	0	1860	1547	0	0	1709	0	0
Q Serve(g_s), s	0.5	0.0	9.1	11.7	0.0	7.2	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	9.1	20.8	0.0	7.2	7.6	0.0	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.01	0.31		0.64	0.33		0.33
Lane Grp Cap(c), veh/h	576	0	1148	518	0	1184	396	0	0	430	0	0
V/C Ratio(X)	0.03	0.00	0.52	0.47	0.00	0.44	0.62	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	621	0	1241	560	0	1280	591	0	0	622	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	5.0	10.6	0.0	4.7	19.4	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.4	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.7	2.8	0.0	3.8	3.3	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	6.6	0.0	5.8	12.1	0.0	5.2	20.0	0.0	0.0	16.8	0.0	0.0
LnGrp LOS	A		A	B		A	C			B		
Approach Vol, veh/h		609			766			245			33	
Approach Delay, s/veh		5.8			7.4			20.0			16.8	
Approach LOS		A			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.4		13.5		37.4		13.5				
Change Period (Y+Rc), s		5.0		3.5		5.0		3.5				
Max Green Setting (Gmax), s		35.0		16.5		35.0		16.5				
Max Q Clear Time (g_c+l1), s		11.1		2.8		22.8		9.6				
Green Ext Time (p_c), s		16.5		0.9		9.6		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			8.9									
HCM 2010 LOS			A									

Future PM - No_Project
47: El Camino Real & Santa Fe Drive

1/26/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	↰↱	↱	↰	↑↑↑	↑↑	↱		
Volume (veh/h)	570	170	160	1030	930	680		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	620	185	174	1120	1011	739		
Adj No. of Lanes	2	1	1	3	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	913	420	125	2859	1546	1112		
Arrive On Green	0.27	0.27	0.07	0.56	0.44	0.44		
Sat Flow, veh/h	3442	1583	1774	5253	3632	1583		
Grp Volume(v), veh/h	620	185	174	1120	1011	739		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1695	1770	1583		
Q Serve(g_s), s	10.3	6.2	4.5	7.9	14.4	16.6		
Cycle Q Clear(g_c), s	10.3	6.2	4.5	7.9	14.4	16.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	913	420	125	2859	1546	1112		
V/C Ratio(X)	0.68	0.44	1.39	0.39	0.65	0.66		
Avail Cap(c_a), veh/h	1780	819	125	2869	1592	1132		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.0	19.5	29.7	7.8	14.2	5.3		
Incr Delay (d2), s/veh	1.3	1.0	217.4	0.1	1.0	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.0	5.8	9.7	3.7	7.1	13.2		
LnGrp Delay(d),s/veh	22.3	20.5	247.0	7.9	15.2	6.8		
LnGrp LOS	C	C	F	A	B	A		
Approach Vol, veh/h	805			1294	1750			
Approach Delay, s/veh	21.9			40.1	11.7			
Approach LOS	C			D	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		41.9		21.9	8.0	33.9		
Change Period (Y+Rc), s		6.0		5.0	3.5	* 6		
Max Green Setting (Gmax), s		36.0		33.0	4.5	* 29		
Max Q Clear Time (g_c+l1), s		9.9		12.3	6.5	18.6		
Green Ext Time (p_c), s		21.8		4.6	0.0	9.3		
Intersection Summary								
HCM 2010 Ctrl Delay		23.4						
HCM 2010 LOS		C						
Notes								

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48: Vulcan Avenue & Birmingham Drive

1/26/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	200	100	545	345	110	250		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	217	109	592	375	120	272		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	262	234	653	414	150	1382		
Arrive On Green	0.15	0.15	0.61	0.61	0.08	0.74		
Sat Flow, veh/h	1774	1583	1067	676	1774	1863		
Grp Volume(v), veh/h	217	109	0	967	120	272		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1743	1774	1863		
Q Serve(g_s), s	9.2	4.9	0.0	37.2	5.1	3.4		
Cycle Q Clear(g_c), s	9.2	4.9	0.0	37.2	5.1	3.4		
Prop In Lane	1.00	1.00		0.39	1.00			
Lane Grp Cap(c), veh/h	262	234	0	1067	150	1382		
V/C Ratio(X)	0.83	0.47	0.00	0.91	0.80	0.20		
Avail Cap(c_a), veh/h	368	329	0	1256	150	1583		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.9	30.0	0.0	13.0	34.6	3.0		
Incr Delay (d2), s/veh	7.3	0.5	0.0	8.4	26.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.0	2.2	0.0	19.9	3.6	1.8		
LnGrp Delay(d),s/veh	39.2	30.6	0.0	21.4	61.2	3.1		
LnGrp LOS	D	C		C	E	A		
Approach Vol, veh/h	326		967			392		
Approach Delay, s/veh	36.3		21.4			20.9		
Approach LOS	D		C			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.0	51.7		15.4		61.7		
Change Period (Y+Rc), s	3.5	4.5		4.0		4.5		
Max Green Setting (Gmax), s	65.5	55.5		16.0		65.5		
Max Q Clear Time (g_c+I1), s	39.2	39.2		11.2		5.4		
Green Ext Time (p_c), s	0.0	7.9		0.3		12.3		
Intersection Summary								
HCM 2010 Ctrl Delay			24.2					
HCM 2010 LOS			C					

Intersection												
Int Delay, s/veh	13.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	560	200	140	370	0	0	0	0	120	5	280
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	609	217	152	402	0	0	0	0	130	5	304
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	402	0	-	609	0	0	1316	1316	402			
Stage 1	-	-	-	-	-	-	707	707	-			
Stage 2	-	-	-	-	-	-	609	609	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1157	-	0	970	-	-	174	158	648			
Stage 1	-	-	0	-	-	-	489	438	-			
Stage 2	-	-	0	-	-	-	543	485	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1157	-	-	970	-	-	139	0	648			
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	0	-			
Stage 1	-	-	-	-	-	-	390	0	-			
Stage 2	-	-	-	-	-	-	543	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			2.6			47.5					
HCM LOS							E					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2					
Capacity (veh/h)	1157	-	970	-	-	139	648					
HCM Lane V/C Ratio	-	-	0.157	-	-	0.938	0.47					
HCM Control Delay (s)	0	-	9.4	0	-	122.5	15.4					
HCM Lane LOS	A	-	A	A	-	F	C					
HCM 95th %tile Q(veh)	0	-	0.6	-	-	6.5	2.5					

Intersection												
Intersection Delay, s/veh	41.1											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	240	440	0	0	0	300	110	0	210	5	390
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	261	478	0	0	0	326	120	0	228	5	424
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	67.6	20.6	25.3
HCM LOS	F	C	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	98%	0%	35%	0%	0%
Vol Thru, %	2%	0%	65%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	390	680	300	110
LT Vol	210	0	240	0	0
Through Vol	5	0	440	300	0
RT Vol	0	390	0	0	110
Lane Flow Rate	234	424	739	326	120
Geometry Grp	7	7	6	7	7
Degree of Util (X)	0.507	0.781	1	0.671	0.223
Departure Headway (Hd)	7.817	6.63	7.253	7.411	6.71
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	463	547	503	489	537
Service Time	5.538	4.351	5.292	5.136	4.435
HCM Lane V/C Ratio	0.505	0.775	1.469	0.667	0.223
HCM Control Delay	18.3	29.1	67.6	24	11.4
HCM Lane LOS	C	D	F	C	B
HCM 95th-tile Q	2.8	7.2	13.6	4.9	0.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	0	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Lane

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51: Manchester Avenue & I-5 SB On-Off Ramps

1/26/2016

Intersection

Intersection Delay, s/veh35.5

Intersection LOS E

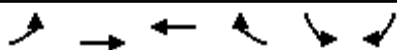
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	150	190	0	475	915	0	40	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	163	207	0	516	995	0	43	43
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	12.3	42.6	10.9
HCM LOS	B	E	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	190	475	915	40	40
LT Vol	150	0	0	0	40	0
Through Vol	0	190	475	0	0	0
RT Vol	0	0	0	915	0	40
Lane Flow Rate	163	207	516	995	43	43
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.302	0.354	0.757	1	0.096	0.082
Departure Headway (Hd)	6.673	6.174	5.281	4.576	7.958	6.761
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	578	682	796	449	527
Service Time	4.451	3.952	3.043	2.338	5.732	4.535
HCM Lane V/C Ratio	0.304	0.358	0.757	1.25	0.096	0.082
HCM Control Delay	12.3	12.3	22.7	53	11.6	10.1
HCM Lane LOS	B	B	C	F	B	B
HCM 95th-tile Q	1.3	1.6	7	17.1	0.3	0.3

Future PM - No_Project
52: Manchester Avenue & I-5 NB On-Off Ramps

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	50	210	1040	220	1540	450		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	54	228	1130	239	1674	489		
Adj No. of Lanes	1	1	2	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	69	774	1180	516	1668	767		
Arrive On Green	0.04	0.42	0.33	0.33	0.48	0.48		
Sat Flow, veh/h	1774	1863	3632	1548	3442	1583		
Grp Volume(v), veh/h	54	228	1130	239	1674	489		
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1548	1721	1583		
Q Serve(g_s), s	3.3	8.9	34.1	13.3	52.9	25.1		
Cycle Q Clear(g_c), s	3.3	8.9	34.1	13.3	52.9	25.1		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	69	774	1180	516	1668	767		
V/C Ratio(X)	0.78	0.29	0.96	0.46	1.00	0.64		
Avail Cap(c_a), veh/h	81	788	1183	518	1668	767		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	52.0	21.2	35.6	28.7	28.1	21.0		
Incr Delay (d2), s/veh	27.5	0.1	16.8	0.2	22.9	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	4.6	19.4	5.7	30.3	22.7		
LnGrp Delay(d),s/veh	79.5	21.3	52.4	28.9	51.0	22.3		
LnGrp LOS	E	C	D	C	F	C		
Approach Vol, veh/h		282	1369		2163			
Approach Delay, s/veh		32.5	48.3		44.6			
Approach LOS		C	D		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.2		58.0	9.0	42.2		
Change Period (Y+Rc), s		5.8		5.1	* 4.7	5.8		
Max Green Setting (Gmax), s		46.2		52.9	* 5	36.5		
Max Q Clear Time (g_c+l1), s		10.9		54.9	5.3	36.1		
Green Ext Time (p_c), s		7.4		0.0	0.0	0.3		
Intersection Summary								
HCM 2010 Ctrl Delay			45.0					
HCM 2010 LOS			D					
Notes								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	10	380	5	220	5	1440	430	140	740	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	5	11	328	123	239	5	1565	0	152	804	5
Adj No. of Lanes	0	1	1	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	11	32	410	131	255	9	1706	763	179	2014	877
Arrive On Green	0.02	0.02	0.02	0.23	0.23	0.23	0.01	0.48	0.00	0.10	0.57	0.57
Sat Flow, veh/h	1238	563	1583	1774	567	1101	1774	3539	1583	1774	3539	1542
Grp Volume(v), veh/h	16	0	11	328	0	362	5	1565	0	152	804	5
Grp Sat Flow(s),veh/h/ln	1801	0	1583	1774	0	1668	1774	1770	1583	1774	1770	1542
Q Serve(g_s), s	1.0	0.0	0.8	20.5	0.0	25.0	0.3	48.2	0.0	9.9	14.9	0.2
Cycle Q Clear(g_c), s	1.0	0.0	0.8	20.5	0.0	25.0	0.3	48.2	0.0	9.9	14.9	0.2
Prop In Lane	0.69		1.00	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	0	32	410	0	386	9	1706	763	179	2014	877
V/C Ratio(X)	0.45	0.00	0.35	0.80	0.00	0.94	0.55	0.92	0.00	0.85	0.40	0.01
Avail Cap(c_a), veh/h	245	0	216	416	0	391	242	1818	813	181	2014	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	0.0	56.8	42.6	0.0	44.3	58.3	28.2	0.0	51.9	14.1	10.9
Incr Delay (d2), s/veh	3.2	0.0	2.4	9.7	0.0	29.7	17.8	7.7	0.0	28.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	11.1	0.0	14.7	0.2	25.3	0.0	6.3	7.4	0.1
LnGrp Delay(d),s/veh	60.1	0.0	59.2	52.2	0.0	74.0	76.1	35.9	0.0	80.4	14.6	10.9
LnGrp LOS	E		E	D		E	E	D		F	B	B
Approach Vol, veh/h	27		690				1570			961		
Approach Delay, s/veh	59.7		63.7				36.0			25.0		
Approach LOS	E		E				D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	15.8	63.1	6.8		5.6	73.3	31.6					
Change Period (Y+Rc), s	4.0	* 6.5	4.5		5.0	6.5	4.5					
Max Green Setting (Gmax), s	12.0	* 60	16.0		16.0	55.0	27.5					
Max Q Clear Time (g_c+1), s	11.9	50.2	3.0		2.3	16.9	27.0					
Green Ext Time (p_c), s	0.0	6.4	0.0		0.0	31.8	0.1					
Intersection Summary												
HCM 2010 Ctrl Delay			38.8									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												



Appendix H

Future Year 2035 – No-Project Freeway Segment Mainline Volumes vs. HOV Volumes

Freeway Segment Mainline Volumes vs. HOV Volumes - No Project

Freeway / State Highway	Segment	HIGHWAY COV				Existing	No Project						
		SB	SB HOV	NB HOV	NB		SB	SB HOV	NB HOV	NB	Total main	D	TOTAL
I-5	Palomar Airport Road and Poinsettia Lane	13282A	29644A	29642A	13279A	201,000	98374	20501	19466	103455	201,800	0.512661051	241796
	Poinsettia Lane and La Costa Avenue	8771A	29638A	29636A	8770A	204,000	96226	22915	25546	103749	200,000	0.518745	248436
	La Costa Avenue and Leucadia Boulevard	8772A	29628A	29629A	16291A	208,000	95645	23850	26121	101078	196,700	0.513868836	246694
	Leucadia Boulevard and Encinitas Boulevard	19272A	29622A	29620A	16275A	211,000	15149	22878	24497	102063	117,200	0.87084471	164587
	Encinitas Boulevard and Santa Fe Drive	13580A	29615A	29612A	13579A	210,000	96012	23808	28306	100882	196,900	0.512351447	249008
	Santa Fe Drive and Birmingham Drive	13585A	29605A	29607A	13586A	201,000	93662	26305	29760	102588	196,300	0.522608253	252315
	Birmingham Drive and Manchester Avenue	13590A	29599A	29597A	13593A	203,000	90984	27379	35369	107477	198,500	0.541445844	261209
	Manchester Avenue and Lomas Santa Fe Drive	13594A	594A	29588A	9872A	231000	123531	39167	39155	124132	247,700	0.501138474	325985
	Lomas Santa Fe Drive and Via De La Valle	13597A	29580A	29582A	13600A	230000	126242	31156	36938	123928	250,200	0.504564349	318264

Total Mainline Volumes

Freeway / State Highway	Segment	Existing	No Project
I-5	Palomar Airport Road and Poinsettia Lane	201,000	201,829
	Poinsettia Lane and La Costa Avenue	204,000	199,975
	La Costa Avenue and Leucadia Boulevard	208,000	196,723
	Leucadia Boulevard and Encinitas Boulevard	211,000	117,212
	Encinitas Boulevard and Santa Fe Drive	210,000	196,894
	Santa Fe Drive and Birmingham Drive	201,000	196,250
	Birmingham Drive and Manchester Avenue	203,000	198,461
	Manchester Avenue and Lomas Santa Fe Drive	231,000	247,663
	Lomas Santa Fe Drive and Via De La Valle	230,000	250,170



Appendix I

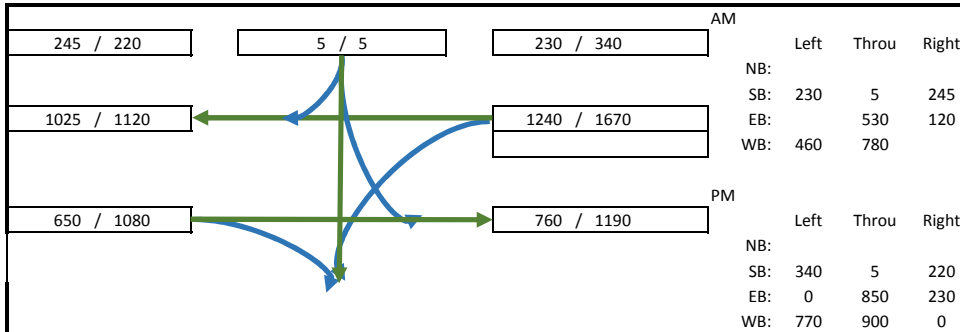
Ramp Intersection Capacity Analysis – No-Project Conditions

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

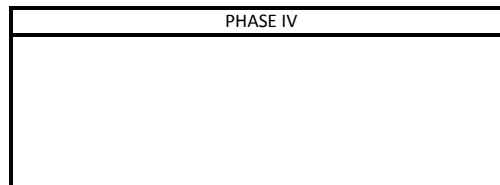
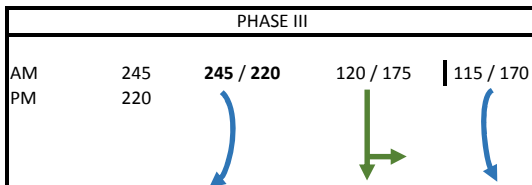
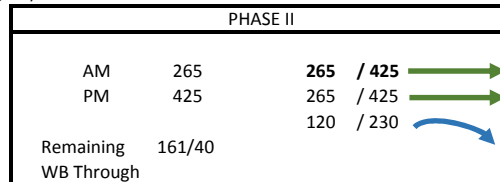
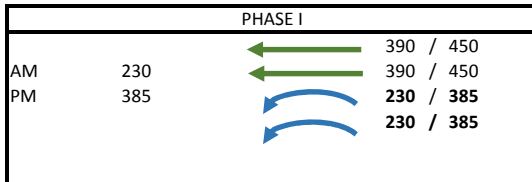
INTERSECTION: Poinsettia Lan / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
740

PM
1030

TOTAL OPERATING LEVEL (ILV/HR):

AM:	740	Under Capacity
PM:	1030	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

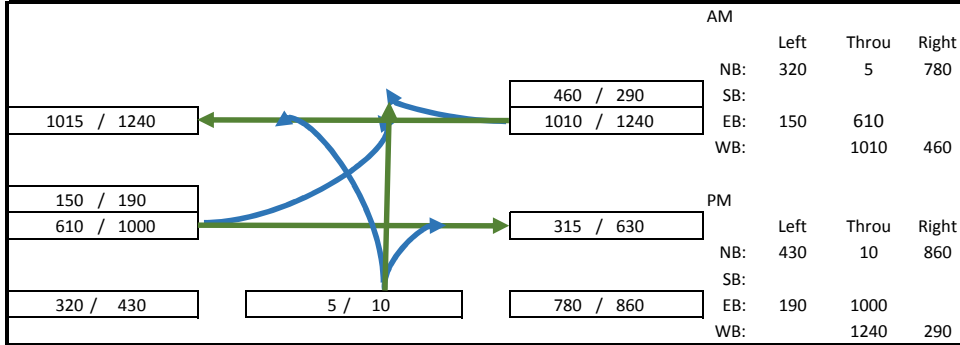
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

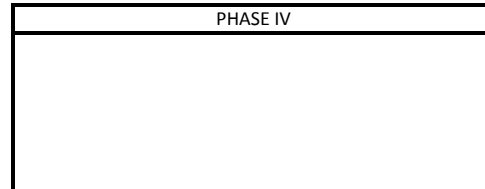
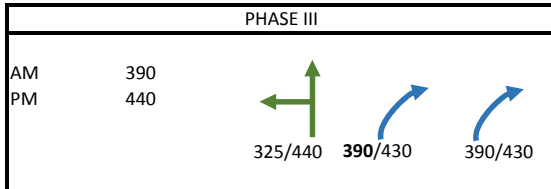
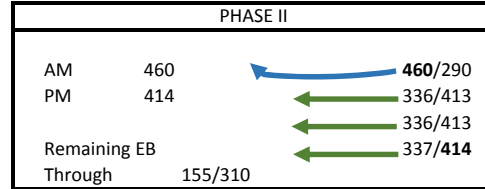
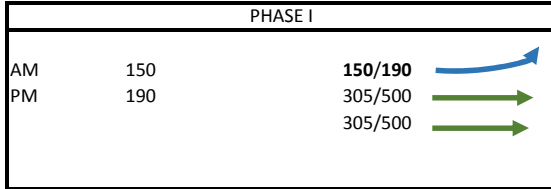
INTERSECTION: Poinsettia Lane / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1000

PHASE II
1044

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1000	Under Capacity
PM:	1044	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

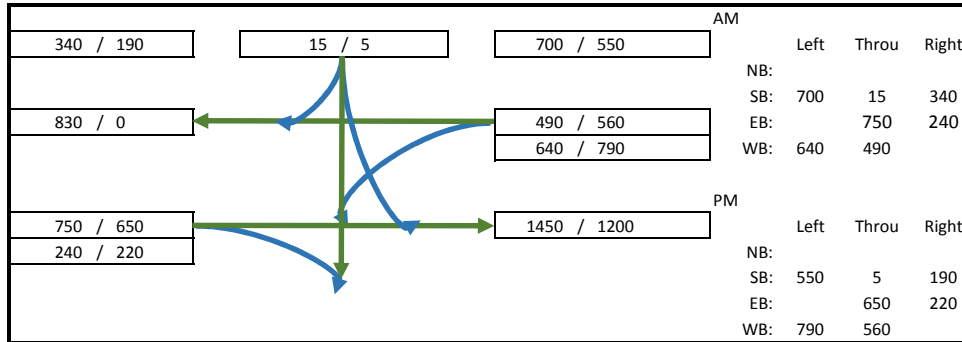
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

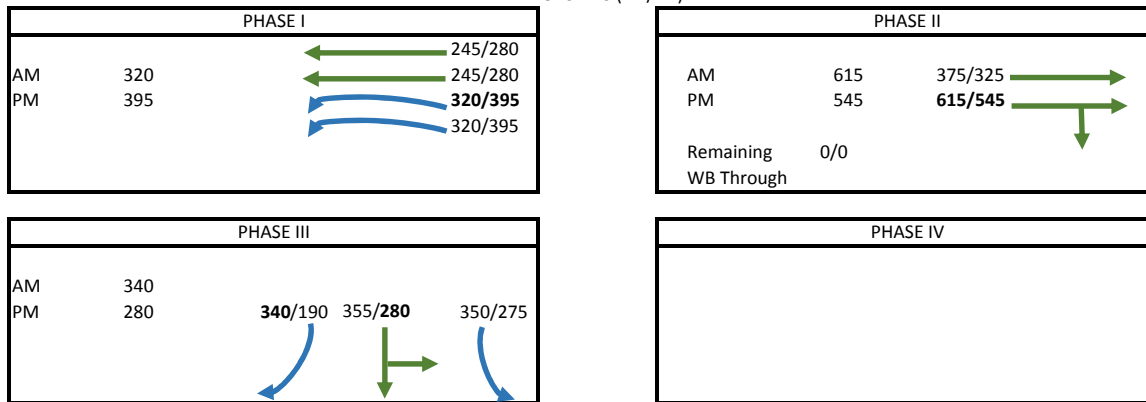
INTERSECTION: La Costa Avenue / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1275	1220

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1275	At Capacity
PM:	1220	At Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

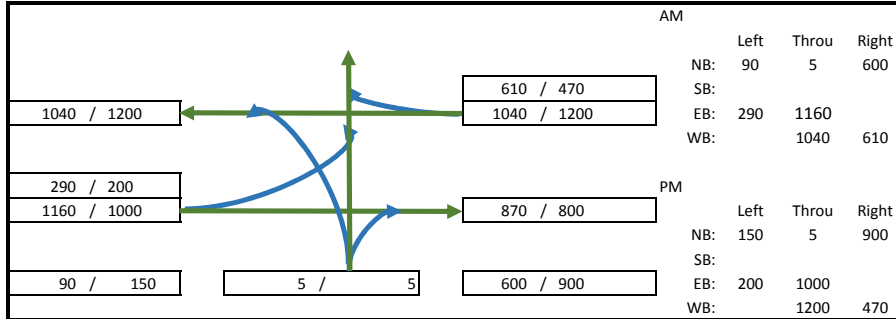
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: La Costa Avenue / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	290	290/200	→
PM	200	580/500	→
		580/500	→

PHASE II			
AM	610	610/470	→
PM	470	346/406	→
Remaining	290/290	346/406	→
EB Through		347/407	→

PHASE III			
AM	305	95/155	→
PM	455	300/450	→
		300/450	→

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1205

PHASE II
1125

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1205	At Capacity
PM:	1125	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 > 1,500 ILV/HR (CAPACITY)

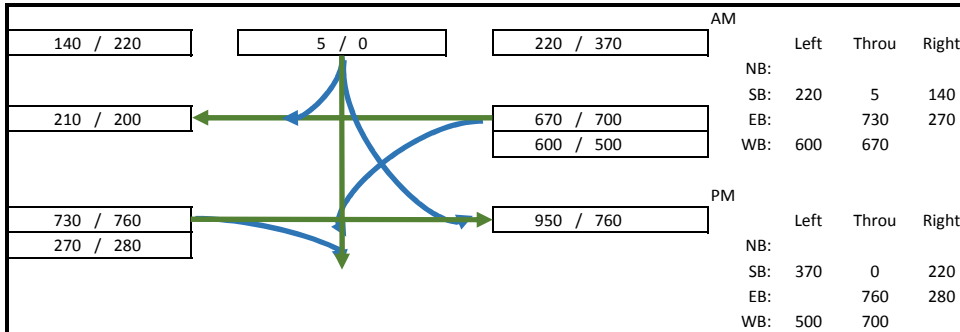
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

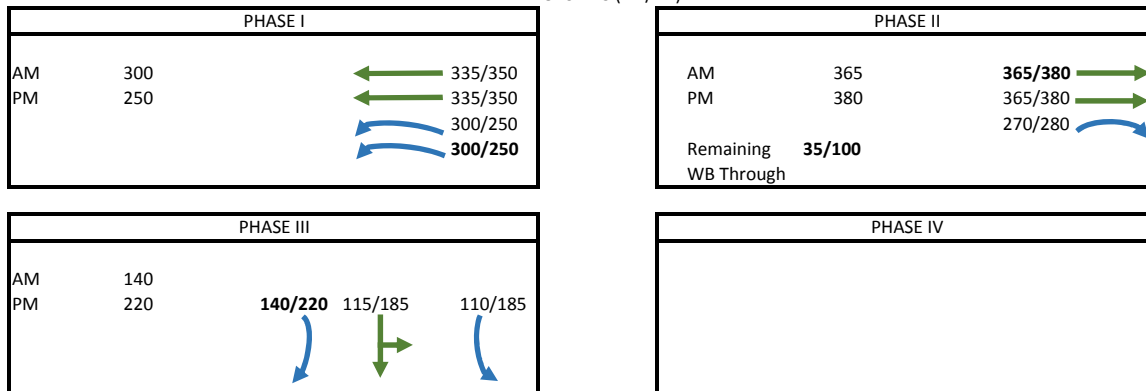
INTERSECTION: Leucadia Blvd / I-5 SB Ramps
ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
PM: _____
DATE: 11/5/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
805	850

TOTAL OPERATING LEVEL (ILV/HR):

AM:	805	Under Capacity
PM:	850	Under Capacity

< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

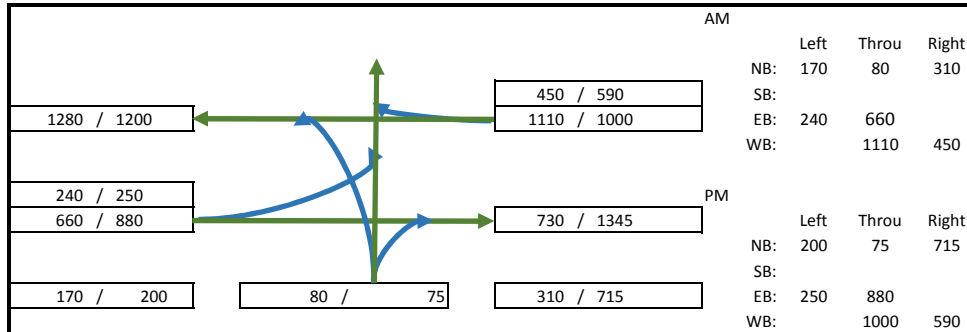
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

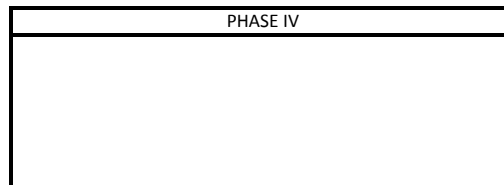
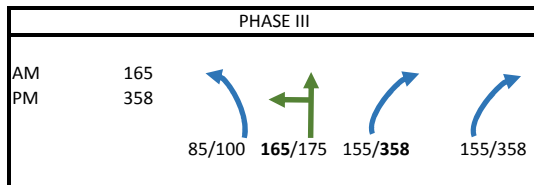
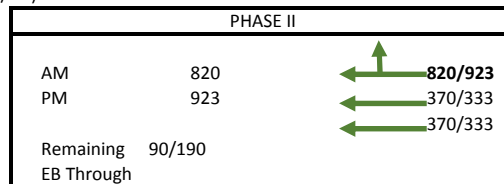
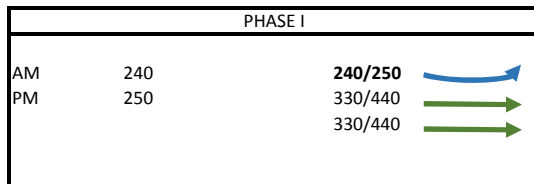
INTERSECTION: Leucadia Blvd / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1225

PHASE II
1531

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1225	At Capacity
PM:	1531	Over Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

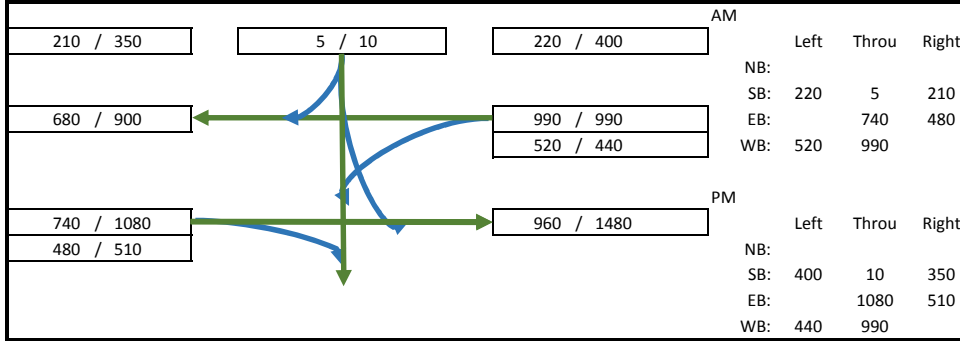
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Encinitas Blvd / I-5 SB Ramps
ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
PM: _____
DATE: 11/5/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I		
AM	520	495/495
PM	440	495/495
		520/440

PHASE II		
AM	850	370/540
PM	1050	850/1050
Remaining	0/55	
WB Through		

PHASE III		
AM	225	210/350
PM	410	225/410

PHASE IV		

CRITICAL LANE VOLUMES PER HOUR

AM
1595

PHASE II
1900

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1595	Over Capacity
PM:	1900	Over Capacity

< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

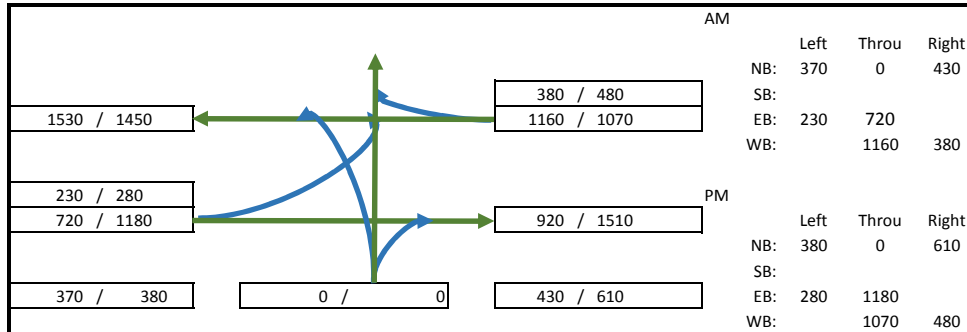
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Encinitas Blvd / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	230	230/280	→
PM	280	360/590	→
		360/590	→

PHASE II			
AM	580	380/480	→
PM	535	580/535	→
		580/535	→
Remaning	125/300		
EB Through			

PHASE III			
AM	430	370/380	→
PM	610	430/610	→

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1240

PHASE II
1425

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1240	At Capacity
PM:	1425	At Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

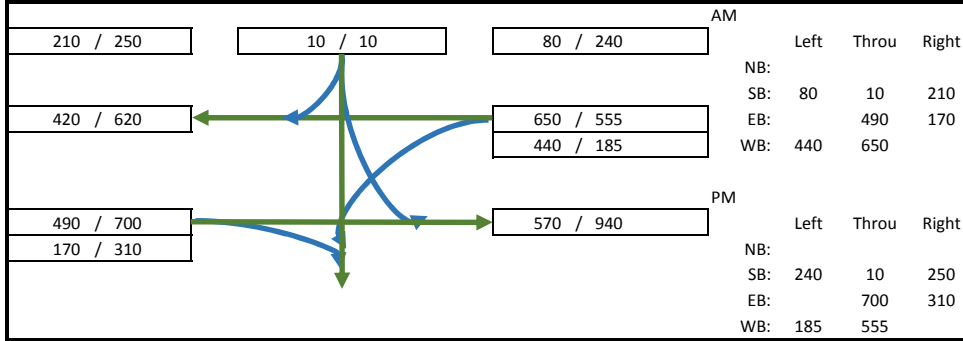
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Santa Fe Drive / I-5 SB Ramps
ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
PM: _____
DATE: 11/5/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I		
AM	440	325/278
PM	185	325/278
		440/185

PHASE II		
AM	490	490/700
PM	700	170/310
Remaining	0/90	
WB Through		

PHASE III		
AM	210	210/250
PM	250	90/250

PHASE IV		

CRITICAL LANE VOLUMES PER HOUR

AM
1140

PHASE II
1135

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1140	Under Capacity
PM:	1135	Under Capacity

< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

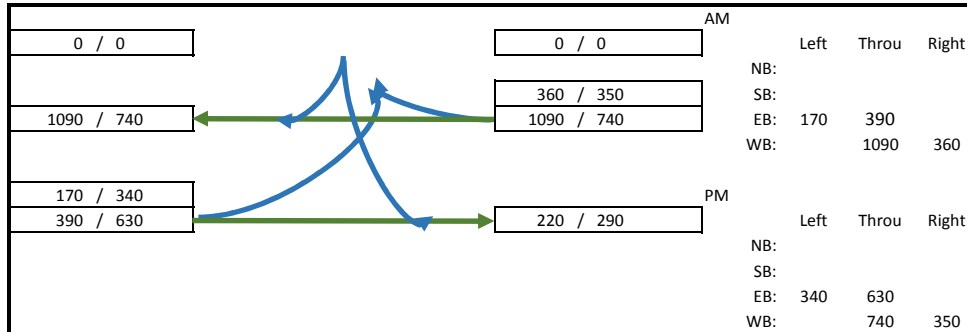
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

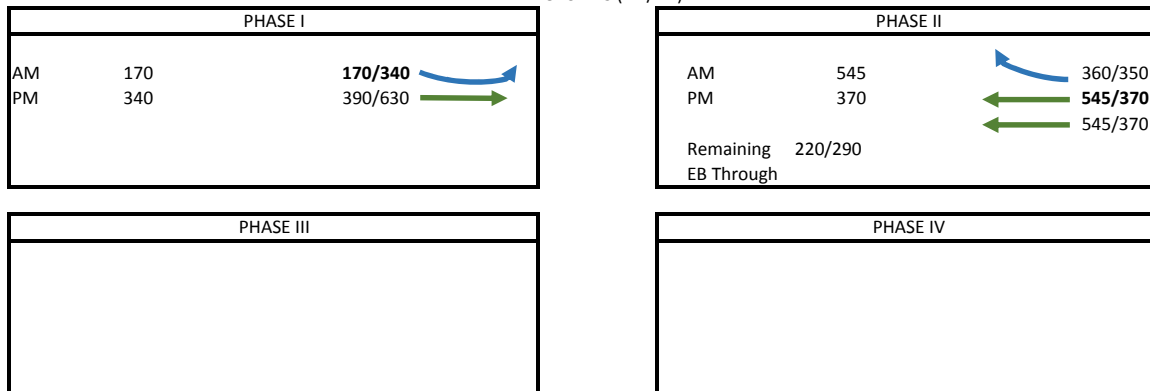
INTERSECTION: Santa Fe Drive / I-5 NB Ramps
ALTERNATIVE: Future Conditions

DIST. CO. RTE _____
PM: _____
DATE: 11/5/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
715	710

TOTAL OPERATING LEVEL (ILV/HR):

AM:	715	Under Capacity
PM:	710	Under Capacity

< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

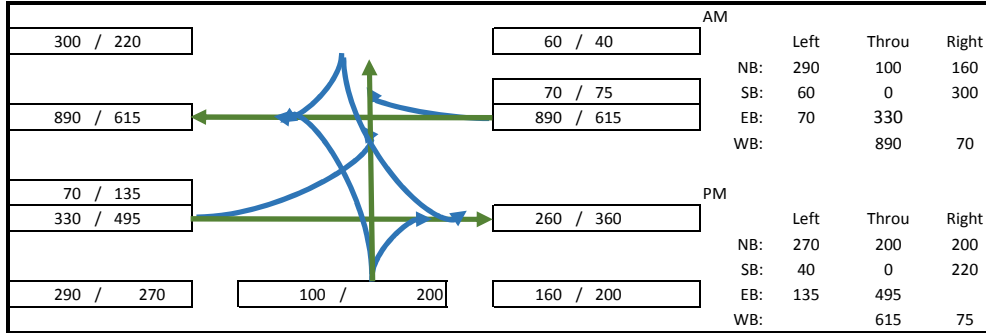
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

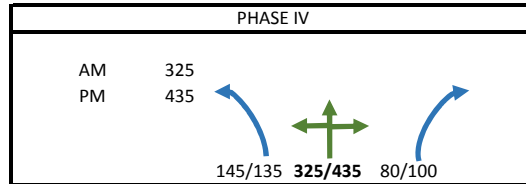
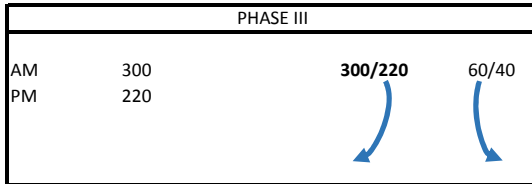
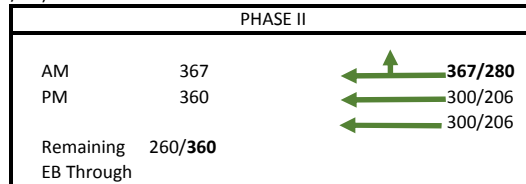
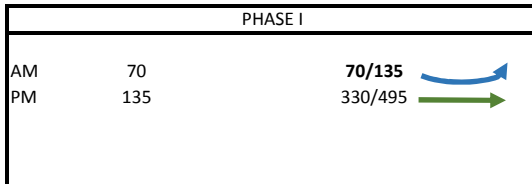
INTERSECTION: Santa Fe / I-5 NB Off-Ramp / Regal Road
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1061.666667

PHASE II
1150

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1062	Under Capacity
PM:	1150	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

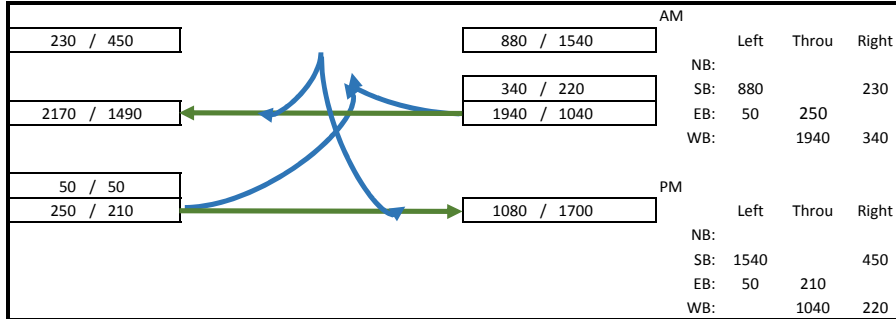
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Manchester Avenue / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 11/5/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	50	50/50	
PM	50	250/210	

PHASE II			
AM	970	340/220	
PM	520	970/520	
Remaining EB Through	200/160		

PHASE III			
AM	440	230/450	440/770
PM	770		440/770

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1460

PHASE II
1340

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1460	At Capacity
PM:	1340	At Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

Under Capacity
 At Capacity
 Over Capacity



Appendix J

Future Year 2035 – Ready Made Freeway Segment Mainline Volumes vs. HOV Volumes

Freeway Segment Mainline Volumes vs. HOV Volumes - Ready-Made

Freeway / State Highway	Segment	HIGHWAY COV				Existing	RM						
		SB	SB HOV	NB HOV	NB		SB	SB HOV	NB HOV	NB	Total Main	D	TOTAL
I-5	Palomar Airport Road and Poinsettia Lane	13282A	29644A	29642A	13279A	201,000	98494	20521	19603	103459	202,000	0.5121733	242077
	Poinsettia Lane and La Costa Avenue	8771A	29638A	29636A	8770A	204,000	96073	23325	25569	104086	200,200	0.5199101	249053
	La Costa Avenue and Leucadia Boulevard	8772A	29628A	29629A	16291A	208,000	95666	23845	25972	101282	196,900	0.5143829	246765
	Leucadia Boulevard and Encinitas Boulevard	19272A	29622A	29620A	16275A	211,000	15062	22641	24406	102531	117,600	0.8718622	164640
	Encinitas Boulevard and Santa Fe Drive	13580A	29615A	29612A	13579A	210,000	95957	24198	27965	101326	197,300	0.5135631	249446
	Santa Fe Drive and Birmingham Drive	13585A	29605A	29607A	13586A	201,000	94447	25871	29763	102683	197,100	0.5209691	252764
	Birmingham Drive and Manchester Avenue	13590A	29599A	29597A	13593A	203,000	90998	27739	35040	107925	198,900	0.5426094	261702
	Manchester Avenue and Lomas Santa Fe Drive	13594A	594A	29588A	9872A	231000	123467	39192	39399	123855	247,300	0.500829	325913
	Lomas Santa Fe Drive and Via De La Valle	13597A	29580A	29582A	13600A	230000	125637	31627	37852	122956	248,600	0.5053781	318072

Total Mainline Volumes

Freeway / State Highway	Segment	Existing	Ready Made
I-5	Palomar Airport Road and Poinsettia Lane	201,000	201,953
	Poinsettia Lane and La Costa Avenue	204,000	200,159
	La Costa Avenue and Leucadia Boulevard	208,000	196,948
	Leucadia Boulevard and Encinitas Boulevard	211,000	117,593
	Encinitas Boulevard and Santa Fe Drive	210,000	197,283
	Santa Fe Drive and Birmingham Drive	201,000	197,130
	Birmingham Drive and Manchester Avenue	203,000	198,923
	Manchester Avenue and Lomas Santa Fe Drive	231,000	247,322
	Lomas Santa Fe Drive and Via De La Valle	230,000	248,593



Appendix K

Future Year 2035 – Build Your Own Freeway Segment Mainline Volumes vs. HOV Volumes

Freeway Segment Mainline Volumes vs. HOV Volumes - Build Your Own

Freeway / State Highway	Segment	HIGHWAY COV				Existing	BYO						
		SB	SB HOV	NB HOV	NB		SB	SB HOV	NB HOV	NB	Total Main	D	TOTAL
I-5	Palomar Airport Road and Poinsettia Lane	13282A	29644A	29642A	13279A	201,000	98282	20563	19619	103564	201,800	0.513201	242028
	Poinsettia Lane and La Costa Avenue	8771A	29638A	29636A	8770A	204,000	96133	23168	25622	103950	200,100	0.51949	248873
	La Costa Avenue and Leucadia Boulevard	8772A	29628A	29629A	16291A	208,000	95822	23761	26185	101260	197,100	0.513749	247028
	Leucadia Boulevard and Encinitas Boulevard	19272A	29622A	29620A	16275A	211,000	15044	23249	25224	101895	116,900	0.871642	165412
	Encinitas Boulevard and Santa Fe Drive	13580A	29615A	29612A	13579A	210,000	95510	24464	28678	100692	196,200	0.513211	249344
	Santa Fe Drive and Birmingham Drive	13585A	29605A	29607A	13586A	201,000	94802	25562	30419	102170	197,000	0.518629	252953
	Birmingham Drive and Manchester Avenue	13590A	29599A	29597A	13593A	203,000	91314	27592	36003	107215	198,500	0.540126	262124
	Manchester Avenue and Lomas Santa Fe Drive	13594A	594A	29588A	9872A	231000	123690	39531	38158	125614	249,300	0.503867	326993
	Lomas Santa Fe Drive and Via De La Valle	13597A	29580A	29582A	13600A	230000	125007	32671	37603	123520	248,500	0.503046	318801

Total Mainline Volumes

Freeway / State Highway	Segment	Existing	Build Your Own
I-5	Palomar Airport Road and Poinsettia Lane	201,000	201,846
	Poinsettia Lane and La Costa Avenue	204,000	200,083
	La Costa Avenue and Leucadia Boulevard	208,000	197,082
	Leucadia Boulevard and Encinitas Boulevard	211,000	116,939
	Encinitas Boulevard and Santa Fe Drive	210,000	196,202
	Santa Fe Drive and Birmingham Drive	201,000	196,972
	Birmingham Drive and Manchester Avenue	203,000	198,529
	Manchester Avenue and Lomas Santa Fe Drive	231,000	249,304
	Lomas Santa Fe Drive and Via De La Valle	230,000	248,527



Appendix L AM / PM Peak Hour Intersection LOS Worksheets – Modified Mixed Use Plan Strategy

Future AM - MMUP

1: Carlsbad Boulevard & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	10	370	0	90	10	280	130	160	1050	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	0	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	22	11	402	0	98	11	304	141	174	1141	27
Adj No. of Lanes	1	1	1	2	0	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	319	335	271	0	0	0	20	1455	634	282	1704	738
Arrive On Green	0.18	0.18	0.18	0.00	0.00	0.00	0.01	0.41	0.41	0.08	0.48	0.48
Sat Flow, veh/h	1774	1863	1509		0		1774	3539	1543	3442	3539	1533
Grp Volume(v), veh/h	11	22	11		0.0		11	304	141	174	1141	27
Grp Sat Flow(s),veh/h/ln	1774	1863	1509				1774	1770	1543	1721	1770	1533
Q Serve(g_s), s	0.3	0.5	0.3				0.3	2.8	3.0	2.5	12.4	0.5
Cycle Q Clear(g_c), s	0.3	0.5	0.3				0.3	2.8	3.0	2.5	12.4	0.5
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	335	271				20	1455	634	282	1704	738
V/C Ratio(X)	0.03	0.07	0.04				0.55	0.21	0.22	0.62	0.67	0.04
Avail Cap(c_a), veh/h	1197	1257	1018				141	2206	962	451	2389	1035
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.2	17.1				24.8	9.6	9.6	22.4	10.0	6.9
Incr Delay (d2), s/veh	0.1	0.1	0.1				8.3	0.1	0.2	0.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.1				0.2	1.4	1.3	1.2	6.1	0.2
LnGrp Delay(d),s/veh	17.1	17.3	17.2				33.1	9.6	9.8	23.2	10.5	6.9
LnGrp LOS	B	B	B				C	A	A	C	B	A
Approach Vol, veh/h		44						456			1342	
Approach Delay, s/veh		17.2						10.2			12.0	
Approach LOS		B						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	8.6	27.2		14.5	5.1	30.8						
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5						
Max Green Setting (Gmax), s	6.6	31.4		34.0	4.0	34.0						
Max Q Clear Time (g_c+l1), s	4.5	5.0		2.5	2.3	14.4						
Green Ext Time (p_c), s	0.1	11.3		0.2	0.0	9.8						
Intersection Summary												
HCM 2010 Ctrl Delay			11.7									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	530	120	460	780	0	0	0	0	230	5	245
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	576	130	500	848	0				254	0	266
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1144	494	617	2100	0				744	0	332
Arrive On Green	0.00	0.32	0.32	0.18	0.59	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3632	1528	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	576	130	500	848	0				254	0	266
Grp Sat Flow(s),veh/h/ln	0	1770	1528	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	6.8	3.3	7.2	6.6	0.0				3.2	0.0	8.3
Cycle Q Clear(g_c), s	0.0	6.8	3.3	7.2	6.6	0.0				3.2	0.0	8.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1144	494	617	2100	0				744	0	332
V/C Ratio(X)	0.00	0.50	0.26	0.81	0.40	0.00				0.34	0.00	0.80
Avail Cap(c_a), veh/h	0	1326	573	645	2311	0				1097	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	13.0	20.4	5.6	0.0				17.4	0.0	19.4
Incr Delay (d2), s/veh	0.0	0.1	0.1	6.8	0.3	0.0				0.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	1.4	4.0	3.3	0.0				1.6	0.0	3.9
LnGrp Delay(d),s/veh	0.0	14.3	13.1	27.2	5.9	0.0				17.5	0.0	22.8
LnGrp LOS		B	B	C	A					B		C
Approach Vol, veh/h		706			1348						520	
Approach Delay, s/veh		14.1			13.8						20.2	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.0	21.8		16.0		35.8		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	19.4	19.4		16.0		33.8		
Max Q Clear Time (g_c+1.2), s	19.2	8.8		10.3		8.6		
Green Ext Time (p_c), s	0.1	7.6		0.6		14.1		

Intersection Summary

HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	610	0	0	1010	460	320	5	780	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	163	663	0	0	1098	500	348	5	848			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	205	1886	0	0	1710	513	510	7	812			
Arrive On Green	0.12	0.53	0.00	0.00	0.34	0.34	0.29	0.29	0.29			
Sat Flow, veh/h	1774	3632	0	0	5253	1526	1750	25	2787			
Grp Volume(v), veh/h	163	663	0	0	1098	500	353	0	848			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1695	1526	1775	0	1393			
Q Serve(g_s), s	5.2	6.2	0.0	0.0	10.6	18.8	10.2	0.0	16.9			
Cycle Q Clear(g_c), s	5.2	6.2	0.0	0.0	10.6	18.8	10.2	0.0	16.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	205	1886	0	0	1710	513	517	0	812			
V/C Ratio(X)	0.80	0.35	0.00	0.00	0.64	0.97	0.68	0.00	1.04			
Avail Cap(c_a), veh/h	266	2008	0	0	1710	513	517	0	812			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.0	7.8	0.0	0.0	16.3	19.0	18.2	0.0	20.6			
Incr Delay (d2), s/veh	8.9	0.2	0.0	0.0	0.6	33.1	3.0	0.0	43.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), veh/ln	8.0	3.1	0.0	0.0	5.0	12.5	5.4	0.0	11.4			
LnGrp Delay(d), s/veh	33.9	8.0	0.0	0.0	16.9	52.1	21.2	0.0	64.3			
LnGrp LOS	C	A			B	D	C		F			
Approach Vol, veh/h		826			1598			1201				
Approach Delay, s/veh		13.1			27.9			51.7				
Approach LOS		B			C			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		36.0			11.4	24.6		22.0				
Change Period (Y+Rc), s		5.1			* 4.7	5.1		5.1				
Max Green Setting (Gmax), s		32.9			* 8.7	19.5		16.9				
Max Q Clear Time (g_c+I1), s		8.2			7.2	20.8		18.9				
Green Ext Time (p_c), s		15.6			0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.4									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Future AM - MMUP
4: Aviara Parkway & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	390	360	230	20	400	190	250	270	30	110	230	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	424	391	250	22	435	207	272	293	26	120	250	34
Adj No. of Lanes	2	1	2	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	524	1051	225	617	291	357	594	52	153	512	69
Arrive On Green	0.15	0.28	0.28	0.13	0.27	0.27	0.10	0.18	0.18	0.09	0.16	0.16
Sat Flow, veh/h	3442	1863	2709	1774	2322	1093	3442	3284	289	1774	3130	420
Grp Volume(v), veh/h	424	391	250	22	331	311	272	157	162	120	140	144
Grp Sat Flow(s),veh/h/ln	1721	1863	1354	1774	1770	1645	1721	1770	1804	1774	1770	1781
Q Serve(g_s), s	8.7	13.8	1.8	0.8	12.2	12.4	5.6	5.8	5.9	4.8	5.2	5.3
Cycle Q Clear(g_c), s	8.7	13.8	1.8	0.8	12.2	12.4	5.6	5.8	5.9	4.8	5.2	5.3
Prop In Lane	1.00		1.00	1.00		0.66	1.00		0.16	1.00		0.24
Lane Grp Cap(c), veh/h	514	524	1051	225	471	437	357	320	326	153	289	291
V/C Ratio(X)	0.83	0.75	0.24	0.10	0.70	0.71	0.76	0.49	0.50	0.79	0.48	0.49
Avail Cap(c_a), veh/h	547	965	1692	225	734	682	357	758	773	233	807	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	23.7	4.2	27.9	24.0	24.1	31.6	26.6	26.7	32.4	27.5	27.6
Incr Delay (d2), s/veh	9.6	3.0	0.2	0.1	2.7	3.1	9.0	1.4	1.4	7.4	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.5	1.0	0.4	6.3	6.0	3.1	2.9	3.1	2.6	2.6	2.7
LnGrp Delay(d),s/veh	39.4	26.7	4.3	28.1	26.7	27.1	40.6	28.0	28.1	39.9	29.0	29.1
LnGrp LOS	D	C	A	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1065			664			591			404		
Approach Delay, s/veh	26.5			26.9			33.8			32.3		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	19.1	15.2	26.4	13.0	17.8	16.3	25.2				
Change Period (Y+Rc), s	5.5	6.0	6.0	* 6	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	9.5	31.0	4.0	* 38	7.5	33.0	11.5	30.0				
Max Q Clear Time (g_c+I), s	10.8	7.9	2.8	15.8	7.6	7.3	10.7	14.4				
Green Ext Time (p_c), s	0.0	4.4	0.6	4.5	0.0	4.5	0.2	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay	29.1											
HCM 2010 LOS	C											
Notes												



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	400	150	250	240	360	1250		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	435	0	272	0	391	1359		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	499	445	867	388	437	1964		
Arrive On Green	0.28	0.00	0.24	0.00	0.25	0.55		
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632		
Grp Volume(v), veh/h	435	0	272	0	391	1359		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770		
Q Serve(g_s), s	14.7	0.0	4.0	0.0	13.4	17.5		
Cycle Q Clear(g_c), s	14.7	0.0	4.0	0.0	13.4	17.5		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	499	445	867	388	437	1964		
V/C Ratio(X)	0.87	0.00	0.31	0.00	0.89	0.69		
Avail Cap(c_a), veh/h	761	679	1221	546	479	2402		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	21.5	0.0	19.4	0.0	22.9	10.1		
Incr Delay (d2), s/veh	7.1	0.0	0.2	0.0	17.0	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.1	0.0	2.0	0.0	8.6	8.5		
LnGrp Delay(d),s/veh	28.7	0.0	19.6	0.0	39.9	10.8		
LnGrp LOS	C		B		D	B		
Approach Vol, veh/h	435		272			1750		
Approach Delay, s/veh	28.7		19.6			17.3		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.5	20.7		22.7		40.2		
Change Period (Y+Rc), s	4.0	5.3		5.0		5.3		
Max Green Setting (Gmax), s	17.0	21.7		27.0		42.7		
Max Q Clear Time (g_c+1/5), s	15.4	6.0		16.7		19.5		
Green Ext Time (p_c), s	0.1	9.5		1.0		12.0		
Intersection Summary								
HCM 2010 Ctrl Delay			19.6					
HCM 2010 LOS			B					

Future AM - MMUP
6: Vulcan Avenue & La Costa Avenue

1/26/2016

Intersection

Int Delay, s/veh 12.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	470	130	245	490	60	230
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	511	141	266	533	65	250

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	652	0	1647	585
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	1065	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	935	-	109	511
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	933	-	~ 65	510
Mov Cap-2 Maneuver	-	-	-	-	~ 65	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	196	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	60.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	510	-	-	933	-
HCM Lane V/C Ratio	1.003	0.49	-	-	0.285	-
HCM Control Delay (s)	219.3	18.7	-	-	10.4	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	5	2.7	-	-	1.2	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	760	250	640	490	0	0	0	0	700	15	340
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	826	272	696	533	0				772	0	207
Adj No. of Lanes	0	2	0	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	876	288	987	2365	0				853	0	381
Arrive On Green	0.00	0.33	0.33	0.29	0.67	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	2712	862	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	558	540	696	533	0				772	0	207
Grp Sat Flow(s),veh/h/ln	0	1770	1711	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	35.2	35.3	20.8	6.8	0.0				24.3	0.0	13.1
Cycle Q Clear(g_c), s	0.0	35.2	35.3	20.8	6.8	0.0				24.3	0.0	13.1
Prop In Lane	0.00		0.50	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	592	572	987	2365	0				853	0	381
V/C Ratio(X)	0.00	0.94	0.94	0.71	0.23	0.00				0.90	0.00	0.54
Avail Cap(c_a), veh/h	0	609	589	987	2365	0				1006	0	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.2	37.2	36.7	7.5	0.0				42.4	0.0	38.2
Incr Delay (d2), s/veh	0.0	25.3	26.1	2.0	0.2	0.0				9.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.4	20.8	10.1	3.3	0.0				13.0	0.0	5.8
LnGrp Delay(d),s/veh	0.0	62.5	63.3	38.6	7.7	0.0				51.8	0.0	38.6
LnGrp LOS		E	E	D	A					D		D
Approach Vol, veh/h		1098			1229						979	
Approach Delay, s/veh		62.9			25.2						49.0	
Approach LOS		E			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.4	43.9		32.8		82.2						
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4						
Max Green Setting (Gmax), s	27.6	* 40		32.6		71.9						
Max Q Clear Time (g_c+I1), s	22.8	37.3		26.3		8.8						
Green Ext Time (p_c), s	1.9	1.1		1.4		3.8						
Intersection Summary												
HCM 2010 Ctrl Delay			44.8									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  				 			
Volume (veh/h)	290	1170	0	0	1040	610	90	5	600	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	315	1272	0	0	1130	89	98	5	390			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	350	2614	0	0	2544	792	276	14	454			
Arrive On Green	0.20	0.74	0.00	0.00	0.17	0.17	0.16	0.16	0.16			
Sat Flow, veh/h	1774	3632	0	0	5253	1583	1692	86	2787			
Grp Volume(v), veh/h	315	1272	0	0	1130	89	103	0	390			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1583	1778	0	1393			
Q Serve(g_s), s	19.9	16.9	0.0	0.0	23.0	5.5	5.9	0.0	15.7			
Cycle Q Clear(g_c), s	19.9	16.9	0.0	0.0	23.0	5.5	5.9	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	350	2614	0	0	2544	792	290	0	454			
V/C Ratio(X)	0.90	0.49	0.00	0.00	0.44	0.11	0.36	0.00	0.86			
Avail Cap(c_a), veh/h	437	2614	0	0	2544	792	462	0	725			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.94	0.94	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.0	6.1	0.0	0.0	33.6	26.3	42.8	0.0	46.8			
Incr Delay (d2), s/veh	19.6	0.7	0.0	0.0	0.5	0.3	0.3	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.7	8.4	0.0	0.0	11.0	2.5	2.9	0.0	6.2			
LnGrp Delay(d),s/veh	64.6	6.8	0.0	0.0	34.1	26.6	43.0	0.0	50.3			
LnGrp LOS	E	A			C	C	D		D			
Approach Vol, veh/h	1587				1219		493					
Approach Delay, s/veh	18.3				33.6		48.8					
Approach LOS	B				C		D					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5	6	8					
Phs Duration (G+Y+Rc), s	91.2				27.4	63.7	23.8					
Change Period (Y+Rc), s	* 6.2				* 4.7	6.2	5.1					
Max Green Setting (Gmax), s	* 74				* 28	40.8	29.9					
Max Q Clear Time (g_c+1), s	18.9				21.9	25.0	17.7					
Green Ext Time (p_c), s	17.5				0.8	10.0	1.1					
Intersection Summary												
HCM 2010 Ctrl Delay			28.5									
HCM 2010 LOS			C									
Notes												

Future AM - MMUP
9: Piraeus Street & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑↑↑	↱	↱		
Volume (veh/h)	1550	220	85	1475	130	90		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1685	212	92	1603	141	98		
Adj No. of Lanes	2	0	1	4	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1837	226	258	5054	185	165		
Arrive On Green	0.58	0.58	0.15	0.79	0.10	0.10		
Sat Flow, veh/h	3256	389	1774	6669	1774	1583		
Grp Volume(v), veh/h	926	971	92	1603	141	98		
Grp Sat Flow(s),veh/h/ln	1770	1782	1774	1602	1774	1583		
Q Serve(g_s), s	53.0	57.7	5.4	8.1	8.9	6.8		
Cycle Q Clear(g_c), s	53.0	57.7	5.4	8.1	8.9	6.8		
Prop In Lane		0.22	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1028	1035	258	5054	185	165		
V/C Ratio(X)	0.90	0.94	0.36	0.32	0.76	0.59		
Avail Cap(c_a), veh/h	1136	1144	258	5054	214	191		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.72	0.72	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.2	22.2	44.3	3.4	50.1	49.2		
Incr Delay (d2), s/veh	9.4	12.9	0.3	0.2	10.5	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	28.4	31.7	2.7	3.6	4.9	3.0		
LnGrp Delay(d),s/veh	30.6	35.1	44.6	3.6	60.6	50.8		
LnGrp LOS	C	D	D	A	E	D		
Approach Vol, veh/h	1897			1695	239			
Approach Delay, s/veh	32.9			5.8	56.6			
Approach LOS	C			A	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	23.9	74.0				97.9		17.1
Change Period (Y+Rc), s	7.2	* 7.2				7.2		5.1
Max Green Setting (Gmax), s	10.3	* 74				88.8		13.9
Max Q Clear Time (g_c+I), s	17.4	59.7				10.1		10.9
Green Ext Time (p_c), s	2.8	7.1				58.5		0.1
Intersection Summary								
HCM 2010 Ctrl Delay		22.4						
HCM 2010 LOS		C						
Notes								

Future AM - MMUP
10: Saxony Road & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑	↱	↱		
Volume (veh/h)	1460	180	175	1490	70	120		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1587	196	190	1620	76	130		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1800	219	219	2668	196	175		
Arrive On Green	0.57	0.57	0.12	0.75	0.11	0.11		
Sat Flow, veh/h	3261	385	1774	3632	1774	1583		
Grp Volume(v), veh/h	875	908	190	1620	76	130		
Grp Sat Flow(s),veh/h/ln	1770	1783	1774	1770	1774	1583		
Q Serve(g_s), s	34.1	36.3	8.5	16.8	3.2	6.4		
Cycle Q Clear(g_c), s	34.1	36.3	8.5	16.8	3.2	6.4		
Prop In Lane		0.22	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1006	1013	219	2668	196	175		
V/C Ratio(X)	0.87	0.90	0.87	0.61	0.39	0.74		
Avail Cap(c_a), veh/h	1006	1014	219	2669	614	548		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.9	15.4	34.8	4.5	33.4	34.9		
Incr Delay (d2), s/veh	8.9	11.0	27.5	0.6	1.3	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	19.0	20.8	5.8	8.3	1.7	3.1		
LnGrp Delay(d),s/veh	23.8	26.4	62.3	5.1	34.7	41.0		
LnGrp LOS	C	C	E	A	C	D		
Approach Vol, veh/h	1783			1810	206			
Approach Delay, s/veh	25.1			11.1	38.7			
Approach LOS	C			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		13.9	15.0	52.0				67.0
Change Period (Y+Rc), s		5.0	5.0	6.0				6.0
Max Green Setting (Gmax), s		28.0	10.0	46.0				61.0
Max Q Clear Time (g_c+11), s		8.4	10.5	38.3				18.8
Green Ext Time (p_c), s		0.6	0.0	7.7				41.5
Intersection Summary								
HCM 2010 Ctrl Delay			19.2					
HCM 2010 LOS			B					

Future AM - MMUP
11: El Camino Real & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	 		 	 	
Volume (veh/h)	720	320	380	220	800	270	255	940	90	100	1220	590
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	783	348	304	239	870	239	277	1022	87	109	1326	641
Adj No. of Lanes	2	2	1	1	2	1	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	819	1259	554	262	897	395	317	1222	104	534	1686	894
Arrive On Green	0.24	0.36	0.36	0.15	0.25	0.25	0.15	0.43	0.43	0.26	0.55	0.55
Sat Flow, veh/h	3442	3539	1558	1774	3539	1561	3442	4765	405	3442	5085	1559
Grp Volume(v), veh/h	783	348	304	239	870	239	277	727	382	109	1326	641
Grp Sat Flow(s),veh/h/ln	1721	1770	1558	1774	1770	1561	1721	1695	1779	1721	1695	1559
Q Serve(g_s), s	33.7	10.5	23.4	19.9	36.5	20.2	11.8	28.6	28.7	3.7	30.9	15.8
Cycle Q Clear(g_c), s	33.7	10.5	23.4	19.9	36.5	20.2	11.8	28.6	28.7	3.7	30.9	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	819	1259	554	262	897	395	317	869	456	534	1686	894
V/C Ratio(X)	0.96	0.28	0.55	0.91	0.97	0.60	0.87	0.84	0.84	0.20	0.79	0.72
Avail Cap(c_a), veh/h	821	1259	554	375	897	395	317	1049	550	534	1686	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	34.5	38.7	63.0	55.4	49.4	62.6	40.1	40.1	48.3	29.3	7.3
Incr Delay (d2), s/veh	21.4	0.1	0.9	16.8	23.0	2.6	22.0	9.4	16.6	0.1	3.8	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	5.2	10.2	11.0	20.7	9.0	6.5	14.4	16.1	1.8	14.9	8.2
LnGrp Delay(d),s/veh	77.7	34.6	39.6	79.7	78.4	52.0	84.6	49.4	56.7	48.4	33.1	12.2
LnGrp LOS	E	C	D	E	E	D	F	D	E	D	C	B
Approach Vol, veh/h	1435			1348			1386			2076		
Approach Delay, s/veh	59.2			74.0			58.5			27.4		
Approach LOS	E			E			E			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.3	44.5	26.3	59.2	18.0	55.7	41.5	44.0				
Change Period (Y+Rc), s	6.0	* 6	* 4.2	5.8	* 4.2	6.0	5.8	* 6				
Max Green Setting (Gmax), s	45.4	* 46	* 32	42.3	* 14	42.0	35.8	* 38				
Max Q Clear Time (g_c+I), s	15.7	30.7	21.9	25.4	13.8	32.9	35.7	38.5				
Green Ext Time (p_c), s	3.3	7.7	0.2	6.5	0.0	7.6	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	51.7											
HCM 2010 LOS	D											
Notes												

Future AM - MMUP
12: Highway 101 & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	70	20	220	70	140	15	200	90	400	1290	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.94	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	33	76	22	234	84	152	16	217	98	435	1402	54
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	96	28	366	118	214	26	789	660	471	1545	59
Arrive On Green	0.09	0.09	0.09	0.21	0.21	0.21	0.01	0.22	0.22	0.27	0.45	0.45
Sat Flow, veh/h	443	1020	295	1774	572	1035	1774	3539	1493	1774	3470	133
Grp Volume(v), veh/h	131	0	0	234	0	236	16	217	98	435	714	742
Grp Sat Flow(s),veh/h/ln	1758	0	0	1774	0	1608	1774	1770	1493	1774	1770	1833
Q Serve(g_s), s	6.4	0.0	0.0	10.5	0.0	11.9	0.8	4.4	3.5	20.8	32.7	32.9
Cycle Q Clear(g_c), s	6.4	0.0	0.0	10.5	0.0	11.9	0.8	4.4	3.5	20.8	32.7	32.9
Prop In Lane	0.25		0.17	1.00		0.64	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	165	0	0	366	0	332	26	789	660	471	788	816
V/C Ratio(X)	0.79	0.00	0.00	0.64	0.00	0.71	0.61	0.27	0.15	0.92	0.91	0.91
Avail Cap(c_a), veh/h	323	0	0	570	0	516	81	816	671	559	834	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	0.0	31.6	0.0	32.2	42.7	28.0	15.2	31.2	22.5	22.6
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.7	0.0	1.1	8.3	0.1	0.0	17.9	12.5	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	0.0	5.2	0.0	5.3	0.4	2.2	2.0	12.5	18.6	19.3
LnGrp Delay(d),s/veh	41.9	0.0	0.0	32.3	0.0	33.2	51.0	28.1	15.2	49.1	35.0	35.1
LnGrp LOS	D			C		C	D	C	B	D	C	D
Approach Vol, veh/h	131			470			331			1891		
Approach Delay, s/veh	41.9			32.8			25.4			38.3		
Approach LOS	D			C			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.7	24.8		12.7	7.3	44.1		23.1				
Change Period (Y+Rc), s	3.5	5.3		4.5	6.0	5.3		5.1				
Max Green Setting (Gmax), s	27.5	20.1		16.0	4.0	41.1		28.0				
Max Q Clear Time (g_c+Q), s	22.8	6.4		8.4	2.8	34.9		13.9				
Green Ext Time (p_c), s	0.4	6.7		0.2	0.0	3.9		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	36.0											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	290	210	130	335	45	40	60	100	50	350	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	315	228	141	364	49	43	65	87	54	380	60
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	503	364	375	1153	154	234	230	308	447	500	79
Arrive On Green	0.07	0.51	0.51	0.37	0.37	0.37	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	995	720	855	3127	417	943	721	965	1225	1566	247
Grp Volume(v), veh/h	65	0	543	141	205	208	43	0	152	54	0	440
Grp Sat Flow(s),veh/h/ln	1774	0	1715	855	1770	1774	943	0	1686	1225	0	1813
Q Serve(g_s), s	1.0	0.0	11.9	7.4	4.3	4.4	2.2	0.0	3.5	1.8	0.0	11.4
Cycle Q Clear(g_c), s	1.0	0.0	11.9	12.2	4.3	4.4	13.6	0.0	3.5	5.3	0.0	11.4
Prop In Lane	1.00		0.42	1.00		0.24	1.00		0.57	1.00		0.14
Lane Grp Cap(c), veh/h	537	0	868	375	653	654	234	0	539	447	0	579
V/C Ratio(X)	0.12	0.00	0.63	0.38	0.31	0.32	0.18	0.00	0.28	0.12	0.00	0.76
Avail Cap(c_a), veh/h	974	0	1381	420	747	748	365	0	773	617	0	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.8	0.0	9.3	16.3	11.7	11.8	22.1	0.0	13.3	15.3	0.0	15.9
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.9	0.4	0.4	0.1	0.0	0.1	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.8	1.8	2.2	2.2	0.6	0.0	1.6	0.6	0.0	5.8
LnGrp Delay(d),s/veh	7.9	0.0	10.4	17.2	12.1	12.2	22.2	0.0	13.4	15.3	0.0	17.3
LnGrp LOS	A		B	B	B	B	C		B	B		B
Approach Vol, veh/h		608			554			195			494	
Approach Delay, s/veh		10.1			13.4			15.3			17.0	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		30.4		21.8	7.2	23.2		21.8				
Change Period (Y+Rc), s		4.0		5.1	3.5	4.0		5.1				
Max Green Setting (Gmax), s		42.0		23.9	16.5	22.0		23.9				
Max Q Clear Time (g_c+I1), s		13.9		13.4	3.0	14.2		15.6				
Green Ext Time (p_c), s		11.7		2.0	0.0	5.0		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				13.5								
HCM 2010 LOS				B								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	550	35	160	490	160	15	20	170	195	60	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	598	38	174	533	174	16	22	151	212	65	43
Adj No. of Lanes	1	2	0	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	926	59	466	1195	519	471	64	439	407	324	215
Arrive On Green	0.07	0.27	0.27	0.14	0.34	0.34	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	3376	214	3442	3539	1537	1279	205	1408	1206	1041	689
Grp Volume(v), veh/h	33	313	323	174	533	174	16	0	173	212	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1821	1721	1770	1537	1279	0	1613	1206	0	1730
Q Serve(g_s), s	1.0	8.6	8.6	2.5	6.4	4.6	0.5	0.0	4.5	9.0	0.0	2.5
Cycle Q Clear(g_c), s	1.0	8.6	8.6	2.5	6.4	4.6	3.0	0.0	4.5	13.6	0.0	2.5
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.87	1.00		0.40
Lane Grp Cap(c), veh/h	128	486	500	466	1195	519	471	0	502	407	0	539
V/C Ratio(X)	0.26	0.64	0.65	0.37	0.45	0.34	0.03	0.00	0.34	0.52	0.00	0.20
Avail Cap(c_a), veh/h	323	699	720	501	1270	552	888	0	1028	800	0	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	17.6	17.6	21.6	14.2	13.6	15.0	0.0	14.6	19.8	0.0	13.9
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.2	0.1	0.1	0.0	0.0	0.2	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	4.2	4.4	1.2	3.1	2.0	0.2	0.0	2.0	3.0	0.0	1.2
LnGrp Delay(d),s/veh	24.5	18.1	18.1	21.8	14.3	13.7	15.0	0.0	14.7	20.2	0.0	13.9
LnGrp LOS	C	B	B	C	B	B	B		B	C		B
Approach Vol, veh/h		669			881			189			320	
Approach Delay, s/veh		18.4			15.6			14.8			18.1	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	20.2		22.2	9.1	23.6		22.2				
Change Period (Y+Rc), s	5.1	5.1		5.1	5.1	5.1		5.1				
Max Green Setting (Gmax), s	21.7			35.0	10.0	19.7		35.0				
Max Q Clear Time (g_c+I), s	14.5	10.6		15.6	3.0	8.4		6.5				
Green Ext Time (p_c), s	0.1	4.3		1.5	0.0	4.4		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			16.8									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	680	220	600	670	0	0	0	0	220	5	140
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	739	239	652	728	0				243	0	152
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1153	508	809	2335	0				507	0	226
Arrive On Green	0.00	0.33	0.33	0.24	0.66	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	3632	1558	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	739	239	652	728	0				243	0	152
Grp Sat Flow(s),veh/h/ln	0	1770	1558	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	9.2	6.3	9.2	4.6	0.0				3.3	0.0	4.7
Cycle Q Clear(g_c), s	0.0	9.2	6.3	9.2	4.6	0.0				3.3	0.0	4.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1153	508	809	2335	0				507	0	226
V/C Ratio(X)	0.00	0.64	0.47	0.81	0.31	0.00				0.48	0.00	0.67
Avail Cap(c_a), veh/h	0	1479	651	1205	3067	0				2402	0	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.8	13.9	18.7	3.8	0.0				20.4	0.0	21.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	1.4	0.0	0.0				0.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	2.8	4.5	2.1	0.0				1.6	0.0	2.2
LnGrp Delay(d),s/veh	0.0	15.1	14.1	20.1	3.8	0.0				20.6	0.0	22.3
LnGrp LOS		B	B	C	A					C		C
Approach Vol, veh/h		978			1380						395	
Approach Delay, s/veh		14.8			11.5						21.3	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	17.3	21.9		12.5		39.2		
Change Period (Y+Rc), s	5.1	5.1		5.1		5.1		
Max Green Setting (Gmax), s	18.1	21.6		35.0		44.8		
Max Q Clear Time (g_c+1), s	11.2	11.2		6.7		6.6		
Green Ext Time (p_c), s	0.9	5.6		0.7		9.5		

Intersection Summary

HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	240	660	0	0	1100	440	170	80	310	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863			
Adj Flow Rate, veh/h	261	717	0	0	1196	478	136	156	337			
Adj No. of Lanes	1	2	0	0	3	0	1	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	293	2647	0	0	1866	743	240	252	429			
Arrive On Green	0.28	1.00	0.00	0.00	0.88	0.88	0.14	0.14	0.14			
Sat Flow, veh/h	1774	3632	0	0	3715	1413	1774	1863	3167			
Grp Volume(v), veh/h	261	717	0	0	1143	531	136	156	337			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1570	1774	1863	1583			
Q Serve(g_s), s	12.7	0.0	0.0	0.0	8.4	8.5	6.5	7.1	9.3			
Cycle Q Clear(g_c), s	12.7	0.0	0.0	0.0	8.4	8.5	6.5	7.1	9.3			
Prop In Lane	1.00		0.00	0.00		0.90	1.00		1.00			
Lane Grp Cap(c), veh/h	293	2647	0	0	1783	826	240	252	429			
V/C Ratio(X)	0.89	0.27	0.00	0.00	0.64	0.64	0.57	0.62	0.79			
Avail Cap(c_a), veh/h	392	2647	0	0	1783	826	333	350	595			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	0.62	0.62	1.00	1.00	1.00			
Uniform Delay (d), s/veh	31.8	0.0	0.0	0.0	3.1	3.1	36.4	36.7	37.6			
Incr Delay (d2), s/veh	11.2	0.2	0.0	0.0	1.1	2.4	0.8	0.9	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.1	0.1	0.0	0.0	3.7	3.7	3.2	3.7	4.3			
LnGrp Delay(d),s/veh	43.0	0.2	0.0	0.0	4.2	5.5	37.2	37.6	40.7			
LnGrp LOS	D	A			A	A	D	D	D			
Approach Vol, veh/h		978			1674			629				
Approach Delay, s/veh		11.6			4.6			39.2				
Approach LOS		B			A			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.7			20.0	52.7		17.3				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		62.6			19.9	37.6		16.9				
Max Q Clear Time (g_c+I1), s		2.0			14.7	10.5		11.3				
Green Ext Time (p_c), s		21.3			0.2	15.3		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay					13.3							
HCM 2010 LOS					B							
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - MMUP
17: Saxony Road & Leucadia Boulevard

1/26/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	1060	300	280	1150	50	120	70	110	90	240	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	1152	271	304	1250	47	130	76	120	98	261	54
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1218	284	317	1875	70	136	133	210	110	284	59
Arrive On Green	0.07	0.43	0.43	0.18	0.54	0.54	0.08	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1774	2842	662	1774	3475	131	1774	648	1023	1774	1490	308
Grp Volume(v), veh/h	98	713	710	304	636	661	130	0	196	98	0	315
Grp Sat Flow(s),veh/h/ln	1774	1770	1734	1774	1770	1836	1774	0	1672	1774	0	1798
Q Serve(g_s), s	7.5	52.9	54.3	23.3	35.4	35.5	10.0	0.0	14.5	7.5	0.0	23.6
Cycle Q Clear(g_c), s	7.5	52.9	54.3	23.3	35.4	35.5	10.0	0.0	14.5	7.5	0.0	23.6
Prop In Lane	1.00		0.38	1.00		0.07	1.00		0.61	1.00		0.17
Lane Grp Cap(c), veh/h	120	758	743	317	955	990	136	0	343	110	0	343
V/C Ratio(X)	0.81	0.94	0.95	0.96	0.67	0.67	0.96	0.00	0.57	0.89	0.00	0.92
Avail Cap(c_a), veh/h	201	794	778	317	955	990	136	0	345	110	0	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.1	37.5	37.9	55.8	22.7	22.7	63.1	0.0	49.1	63.8	0.0	54.4
Incr Delay (d2), s/veh	5.0	18.4	21.3	39.3	1.6	1.6	63.4	0.0	1.4	52.0	0.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	29.6	30.2	14.9	17.8	18.4	7.3	0.0	6.8	5.3	0.0	14.3
LnGrp Delay(d),s/veh	68.0	55.9	59.1	95.1	24.3	24.3	126.5	0.0	50.5	115.8	0.0	81.6
LnGrp LOS	E	E	E	F	C	C	F		D	F		F
Approach Vol, veh/h	1521				1601		326				413	
Approach Delay, s/veh	58.2				37.8		80.8				89.7	
Approach LOS	E				D		F				F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	64.1	14.0	31.0	12.8	79.3	12.0	33.0				
Change Period (Y+Rc), s	3.5	5.3	3.5	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	24.5	61.5	10.5	* 27	15.5	70.5	8.5	28.3				
Max Q Clear Time (g_c+2.3), s	24.3	56.3	12.0	25.6	9.5	37.5	9.5	16.5				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.4	0.1	22.9	0.0	1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			55.0									
HCM 2010 LOS			E									
Notes												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	920	150	380	1170	100	140	60	160	100	100	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	1000	139	413	1272	100	152	65	174	109	109	65
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1152	160	445	1934	152	276	394	334	288	394	329
Arrive On Green	0.04	0.37	0.37	0.25	0.58	0.58	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3116	433	1774	3325	261	1203	1863	1579	1134	1863	1558
Grp Volume(v), veh/h	54	568	571	413	676	696	152	65	174	109	109	65
Grp Sat Flow(s),veh/h/ln	1774	1770	1780	1774	1770	1817	1203	1863	1579	1134	1863	1558
Q Serve(g_s), s	2.7	26.7	26.8	20.4	23.2	23.3	10.9	2.6	8.8	7.8	4.4	3.1
Cycle Q Clear(g_c), s	2.7	26.7	26.8	20.4	23.2	23.3	15.3	2.6	8.8	10.4	4.4	3.1
Prop In Lane	1.00		0.24	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	654	658	445	1029	1057	276	394	334	288	394	329
V/C Ratio(X)	0.78	0.87	0.87	0.93	0.66	0.66	0.55	0.17	0.52	0.38	0.28	0.20
Avail Cap(c_a), veh/h	128	678	682	465	1029	1057	383	560	475	389	560	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	26.2	26.3	32.8	12.7	12.7	36.0	28.9	31.4	33.2	29.6	29.1
Incr Delay (d2), s/veh	7.1	11.9	12.0	23.9	1.6	1.6	0.6	0.1	0.5	0.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	15.1	15.2	12.9	11.7	12.1	3.6	1.3	3.9	2.5	2.3	1.3
LnGrp Delay(d),s/veh	49.8	38.2	38.2	56.8	14.3	14.4	36.7	29.0	31.8	33.5	29.8	29.2
LnGrp LOS	D	D	D	E	B	B	D	C	C	C	C	C
Approach Vol, veh/h	1193			1785			391			283		
Approach Delay, s/veh	38.7			24.2			33.3			31.1		
Approach LOS	D			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	39.9		23.9	7.0	58.9		23.9				
Change Period (Y+Rc), s	3.5	6.7		4.9	3.5	6.7		4.9				
Max Green Setting (Gmax), s	23.5	34.4		27.0	6.5	51.4		27.0				
Max Q Clear Time (g_c+Q), s	22.4	28.8		12.4	4.7	25.3		17.3				
Green Ext Time (p_c), s	0.1	4.4		1.5	0.0	23.0		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay	30.4											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑↱		↰↱	↑↱		↰↱	↑↱		↰↱	↑↱	
Volume (veh/h)	160	700	270	150	1160	40	210	90	50	40	160	330
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	174	761	210	163	1261	38	228	98	54	43	174	359
Adj No. of Lanes	2	2	0	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	1409	389	214	1379	42	283	584	300	83	357	319
Arrive On Green	0.28	0.86	0.86	0.10	0.66	0.66	0.08	0.26	0.26	0.02	0.20	0.20
Sat Flow, veh/h	3442	2732	754	3442	3508	106	3442	2251	1157	3442	1770	1581
Grp Volume(v), veh/h	174	493	478	163	636	663	228	76	76	43	174	359
Grp Sat Flow(s),veh/h/ln	1721	1770	1716	1721	1770	1844	1721	1770	1639	1721	1770	1581
Q Serve(g_s), s	5.2	9.4	9.4	6.0	40.1	40.2	8.5	4.3	4.7	1.6	11.3	26.2
Cycle Q Clear(g_c), s	5.2	9.4	9.4	6.0	40.1	40.2	8.5	4.3	4.7	1.6	11.3	26.2
Prop In Lane	1.00		0.44	1.00		0.06	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	577	913	885	214	696	725	283	459	425	83	357	319
V/C Ratio(X)	0.30	0.54	0.54	0.76	0.91	0.91	0.81	0.16	0.18	0.52	0.49	1.13
Avail Cap(c_a), veh/h	577	913	885	278	828	862	357	466	431	146	357	319
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	5.0	5.0	57.3	20.4	20.5	58.6	37.2	37.4	62.7	46.0	51.9
Incr Delay (d2), s/veh	0.3	2.3	2.4	7.4	16.2	15.8	10.3	0.2	0.2	4.8	1.0	89.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	4.9	4.8	3.0	22.3	23.1	4.4	2.1	2.1	0.8	5.7	19.3
LnGrp Delay(d),s/veh	41.1	7.3	7.4	64.7	36.7	36.3	68.9	37.4	37.6	67.5	47.0	141.0
LnGrp LOS	D	A	A	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h	1145		1462				380			576		
Approach Delay, s/veh	12.5		39.6				56.3			107.1		
Approach LOS	B		D				E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	72.7	14.2	31.5	27.5	56.8	6.7	39.0				
Change Period (Y+Rc), s	3.5	5.7	3.5	5.3	5.7	* 5.7	3.5	5.3				
Max Green Setting (Gmax), s	10.5	61.8	13.5	26.2	11.5	* 61	5.5	34.2				
Max Q Clear Time (g_c+I), s	19.0	11.4	10.5	28.2	7.2	42.2	3.6	6.7				
Green Ext Time (p_c), s	0.1	9.1	0.2	0.0	2.6	8.9	0.0	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			43.6									
HCM 2010 LOS			D									
Notes												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	→	↱	↰	→	↱
Volume (veh/h)	40	650	120	270	1150	250	100	60	160	100	70	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	707	130	293	1250	272	87	96	174	92	99	109
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	689	1979	872	347	1578	840	223	234	199	151	159	135
Arrive On Green	0.33	0.93	0.93	0.17	0.74	0.74	0.13	0.13	0.13	0.09	0.09	0.09
Sat Flow, veh/h	3442	3539	1561	3442	3539	1581	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	43	707	130	293	1250	272	87	96	174	92	99	109
Grp Sat Flow(s), veh/h/ln	1721	1770	1561	1721	1770	1581	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.1	2.6	0.8	10.7	28.6	6.8	5.9	6.2	14.0	6.5	6.7	8.8
Cycle Q Clear(g_c), s	1.1	2.6	0.8	10.7	28.6	6.8	5.9	6.2	14.0	6.5	6.7	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	689	1979	872	347	1578	840	223	234	199	151	159	135
V/C Ratio(X)	0.06	0.36	0.15	0.85	0.79	0.32	0.39	0.41	0.87	0.61	0.62	0.81
Avail Cap(c_a), veh/h	689	1979	872	543	2006	1031	273	287	244	205	215	183
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	2.0	1.9	53.1	12.8	7.3	52.2	52.4	55.8	57.4	57.5	58.4
Incr Delay (d2), s/veh	0.0	0.4	0.3	2.4	2.5	0.6	0.4	0.4	21.5	1.5	1.5	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	0.4	5.2	14.1	3.5	2.9	3.2	7.3	3.3	3.5	4.3
LnGrp Delay(d),s/veh	35.0	2.4	2.2	55.5	15.3	7.9	52.6	52.8	77.3	58.9	59.0	71.1
LnGrp LOS	D	A	A	E	B	A	D	D	E	E	E	E
Approach Vol, veh/h		880			1815			357			300	
Approach Delay, s/veh		4.0			20.7			64.7			63.3	
Approach LOS		A			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	78.0		15.1	31.3	63.3		20.4				
Change Period (Y+Rc), s	3.5	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	20.5	57.7		15.0	4.5	* 74		20.0				
Max Q Clear Time (g_c+1/2), s	11.7	4.6		10.8	3.1	30.6		16.0				
Green Ext Time (p_c), s	0.4	13.5		0.3	1.0	27.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.8									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	👉👉	↑↑↑	👈	👉👉	↑↑↑		👉👉	↑↑↑	👈	👉👉	↑↑↑	
Volume (veh/h)	120	640	180	1160	1390	160	150	670	500	180	1310	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	130	696	196	1261	1511	174	163	728	543	196	1424	124
Adj No. of Lanes	2	3	1	2	3	0	2	3	1	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	746	229	1290	2174	250	184	1022	902	341	1575	137
Arrive On Green	0.09	0.24	0.24	0.37	0.47	0.47	0.09	0.34	0.34	0.17	0.44	0.44
Sat Flow, veh/h	3442	5085	1564	3442	4627	532	3442	5085	1537	3442	6042	525
Grp Volume(v), veh/h	130	696	196	1261	1107	578	163	728	543	196	1132	416
Grp Sat Flow(s),veh/h/ln	1721	1695	1564	1721	1695	1769	1721	1695	1537	1721	1602	1761
Q Serve(g_s), s	5.0	18.1	16.2	48.8	34.7	34.8	6.3	16.9	18.8	7.1	29.6	29.7
Cycle Q Clear(g_c), s	5.0	18.1	16.2	48.8	34.7	34.8	6.3	16.9	18.8	7.1	29.6	29.7
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	178	746	229	1290	1593	831	184	1022	902	341	1253	459
V/C Ratio(X)	0.73	0.93	0.85	0.98	0.69	0.70	0.89	0.71	0.60	0.58	0.90	0.91
Avail Cap(c_a), veh/h	260	746	229	1290	1593	831	184	1254	973	341	1253	459
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	50.3	49.6	41.6	28.2	28.2	61.1	41.4	5.4	53.7	36.5	36.6
Incr Delay (d2), s/veh	2.0	17.5	24.2	19.7	1.4	2.7	34.7	4.0	2.8	6.9	10.8	24.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.6	8.5	26.7	16.5	17.5	3.9	8.2	8.3	3.7	14.2	17.3
LnGrp Delay(d),s/veh	62.7	67.9	73.7	61.4	29.6	30.9	95.8	45.4	8.2	60.6	47.3	60.6
LnGrp LOS	E	E	E	E	C	C	F	D	A	E	D	E
Approach Vol, veh/h	1022			2946			1434			1744		
Approach Delay, s/veh	68.3			43.4			37.1			52.0		
Approach LOS	E			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	55.2	26.3	11.8	41.7	11.6	69.9	19.9	33.6				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	6.5	* 6.5				
Max Green Setting (Gmax), s	50.6	19.8	7.2	35.2	10.2	60.2	9.1	* 33				
Max Q Clear Time (g_c+g_o), s	50.8	20.1	8.3	31.7	7.0	36.8	9.1	20.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.8	0.1	20.0	0.0	6.3				
Intersection Summary												
HCM 2010 Ctrl Delay	47.8											
HCM 2010 LOS	D											
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	40	70	120	30	80	70	960	125	170	2470	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	103	127	76	82	101	87	76	1043	136	185	2685	150
Adj No. of Lanes	1	1	1	1	1	1	2	4	0	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	161	135	126	132	112	636	3634	469	233	3121	173
Arrive On Green	0.09	0.09	0.09	0.07	0.07	0.07	0.37	1.00	1.00	0.14	1.00	1.00
Sat Flow, veh/h	1774	1863	1560	1774	1863	1583	3442	5779	746	3442	6255	347
Grp Volume(v), veh/h	103	127	76	82	101	87	76	866	313	185	2059	776
Grp Sat Flow(s),veh/h/ln	1774	1863	1560	1774	1863	1583	1721	1602	1719	1721	1602	1796
Q Serve(g_s), s	7.6	9.0	6.3	6.1	7.2	7.3	2.0	0.0	0.0	7.0	0.8	0.8
Cycle Q Clear(g_c), s	7.6	9.0	6.3	6.1	7.2	7.3	2.0	0.0	0.0	7.0	0.8	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.19
Lane Grp Cap(c), veh/h	154	161	135	126	132	112	636	3022	1081	233	2398	896
V/C Ratio(X)	0.67	0.79	0.56	0.65	0.76	0.77	0.12	0.29	0.29	0.79	0.86	0.87
Avail Cap(c_a), veh/h	230	241	202	191	200	170	636	3022	1081	344	2698	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	0.25	0.25	0.25
Uniform Delay (d), s/veh	59.8	60.4	59.2	61.1	61.6	61.6	35.3	0.0	0.0	57.4	0.1	0.1
Incr Delay (d2), s/veh	5.0	9.7	3.6	2.1	3.8	5.3	0.0	0.2	0.5	1.1	1.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	5.1	2.9	3.1	3.8	3.4	0.9	0.0	0.1	3.3	0.3	0.8
LnGrp Delay(d),s/veh	64.8	70.1	62.8	63.2	65.4	66.9	35.3	0.2	0.5	58.5	1.2	3.1
LnGrp LOS	E	E	E	E	E	E	D	A	A	E	A	A
Approach Vol, veh/h	306			270			1255			3020		
Approach Delay, s/veh	66.5			65.2			2.4			5.2		
Approach LOS	E			E			A			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	91.1		16.2	31.2	73.6		14.1				
Change Period (Y+Rc), s	4.5	6.2		4.5	6.2	* 6.2		4.5				
Max Green Setting (Gmax), s	13.5	69.8		17.5	7.5	* 76		14.5				
Max Q Clear Time (g_c+1.0), s	19.0	2.0		11.0	4.0	2.8		9.3				
Green Ext Time (p_c), s	0.1	18.4		0.7	2.7	64.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay	11.7											
HCM 2010 LOS	B											
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	190	150	160	210	250	110	770	160	300	2230	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	76	207	34	174	228	272	120	837	174	326	2424	130
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	260	42	242	316	276	142	1124	345	720	2848	874
Arrive On Green	0.05	0.09	0.09	0.14	0.18	0.18	0.13	0.37	0.37	0.81	1.00	1.00
Sat Flow, veh/h	1774	3044	491	1774	1770	1547	1774	5085	1561	1774	5085	1561
Grp Volume(v), veh/h	76	119	122	174	228	272	120	837	174	326	2424	130
Grp Sat Flow(s),veh/h/ln	1774	1770	1766	1774	1770	1547	1774	1695	1561	1774	1695	1561
Q Serve(g_s), s	5.7	8.9	9.2	12.7	16.4	23.7	8.9	19.3	11.7	7.4	0.0	0.0
Cycle Q Clear(g_c), s	5.7	8.9	9.2	12.7	16.4	23.7	8.9	19.3	11.7	7.4	0.0	0.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	96	151	151	242	316	276	142	1124	345	720	2848	874
V/C Ratio(X)	0.80	0.78	0.81	0.72	0.72	0.98	0.84	0.74	0.50	0.45	0.85	0.15
Avail Cap(c_a), veh/h	112	198	197	242	316	276	151	1872	575	720	2848	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75	0.65	0.65	0.65
Uniform Delay (d), s/veh	63.1	60.5	60.6	55.8	52.3	55.3	57.7	39.3	36.9	8.2	0.0	0.0
Incr Delay (d2), s/veh	23.9	12.6	15.4	8.6	7.4	49.7	25.7	3.4	3.9	0.3	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	4.9	5.1	6.8	8.7	13.9	5.3	9.4	5.4	3.4	0.6	0.1
LnGrp Delay(d),s/veh	87.0	73.1	76.0	64.4	59.7	105.0	83.4	42.7	40.8	8.5	2.3	0.2
LnGrp LOS	F	E	E	E	E	F	F	D	D	A	A	A
Approach Vol, veh/h		317			674			1131			2880	
Approach Delay, s/veh		77.6			79.2			46.7			2.9	
Approach LOS		E			E			D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	60.1	35.1	23.3	16.5	14.3	80.9	10.8	29.0				
Change Period (Y+Rc), s	5.3	* 5.3	4.9	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	25.5	* 50	17.5	* 15	11.5	73.7	8.5	24.1				
Max Q Clear Time (g_c+1.4), s	19.4	21.3	14.7	11.2	10.9	2.0	7.7	25.7				
Green Ext Time (p_c), s	22.9	8.5	0.8	0.4	0.0	52.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.8									
HCM 2010 LOS			C									
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↔	↔	↔	↔	↔	↔↔↔		↔↔↔	↔↔	
Volume (veh/h)	30	40	50	310	100	260	140	820	150	225	1810	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	60	43	223	269	283	152	891	163	245	1967	130
Adj No. of Lanes	0	2	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	99	60	289	304	255	177	1486	270	1056	2758	181
Arrive On Green	0.04	0.04	0.04	0.16	0.16	0.16	0.03	0.11	0.11	0.21	0.38	0.38
Sat Flow, veh/h	1226	2438	1469	1774	1863	1563	1774	4307	784	3442	4866	320
Grp Volume(v), veh/h	48	45	43	223	269	283	152	700	354	245	1367	730
Grp Sat Flow(s),veh/h/ln	1801	1863	1469	1774	1863	1563	1774	1695	1701	1721	1695	1796
Q Serve(g_s), s	3.6	3.2	3.9	16.2	19.1	22.0	11.5	26.5	26.7	8.0	46.3	46.7
Cycle Q Clear(g_c), s	3.6	3.2	3.9	16.2	19.1	22.0	11.5	26.5	26.7	8.0	46.3	46.7
Prop In Lane	0.68		1.00	1.00		1.00	1.00		0.46	1.00		0.18
Lane Grp Cap(c), veh/h	73	76	60	289	304	255	177	1169	587	1056	1921	1018
V/C Ratio(X)	0.66	0.59	0.72	0.77	0.89	1.11	0.86	0.60	0.60	0.23	0.71	0.72
Avail Cap(c_a), veh/h	73	76	60	289	304	255	204	1871	939	1056	1921	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68	0.43	0.43	0.43
Uniform Delay (d), s/veh	63.8	63.6	64.0	54.1	55.3	56.5	64.3	50.9	51.0	40.3	32.5	32.6
Incr Delay (d2), s/veh	22.1	13.4	36.4	11.0	24.6	89.5	17.4	1.6	3.1	0.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.9	2.2	8.9	11.9	15.8	6.5	12.7	13.1	3.8	22.0	23.8
LnGrp Delay(d),s/veh	85.9	77.1	100.4	65.1	79.9	146.0	81.7	52.5	54.2	40.4	33.5	34.5
LnGrp LOS	F	E	F	E	E	F	F	D	D	D	C	C
Approach Vol, veh/h	136			775			1206			2342		
Approach Delay, s/veh	87.6			99.8			56.7			34.5		
Approach LOS	F			F			E			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	9.0		17.0	82.0	27.0		46.9	52.1				
Change Period (Y+Rc), s	3.5		3.5	5.5	5.0		5.5	* 5.5				
Max Green Setting (Gmax), s	5.5		15.5	74.5	22.0		15.5	* 75				
Max Q Clear Time (g_c+I1), s	5.9		13.5	48.7	24.0		10.0	28.7				
Green Ext Time (p_c), s	0.0		0.0	23.5	0.0		5.3	17.8				
Intersection Summary												
HCM 2010 Ctrl Delay	53.5											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

Future AM - MMUP
25: Rancho Santa Fe Road & Lone Jack Road

1/26/2016

Intersection																
Intersection Delay, s/veh41.2																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	20	10	20	0	190	20	210	0	30	360	130	0	150	620	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	11	22	0	207	22	228	0	33	391	141	0	163	674	38
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	1	1	0
Approach	EB				WB				NB				SB			
Opposing Approach	WB				EB				SB				NB			
Opposing Lanes	2				2				2				2			
Conflicting Approach Left	SB				NB				EB				WB			
Conflicting Lanes Left	2				2				2				2			
Conflicting Approach Right	NB				SB				WB				EB			
Conflicting Lanes Right	2				2				2				2			
HCM Control Delay	12.5				18				36.5				58.1			
HCM LOS	B				C				E				F			
Lane	NBLn1		NBLn2		EBLn1		EBLn2		WBLn1		WBLn2		SBLn1		SBLn2	
Vol Left, %	8%		0%		67%		0%		100%		0%		100%		0%	
Vol Thru, %	92%		0%		33%		0%		0%		9%		0%		95%	
Vol Right, %	0%		100%		0%		100%		0%		91%		0%		5%	
Sign Control	Stop		Stop		Stop		Stop		Stop		Stop		Stop		Stop	
Traffic Vol by Lane	390		130		30		20		190		230		150		655	
LT Vol	30		0		20		0		190		0		150		0	
Through Vol	360		0		10		0		0		20		0		620	
RT Vol	0		130		0		20		0		210		0		35	
Lane Flow Rate	424		141		33		22		207		250		163		712	
Geometry Grp	7		7		7		7		7		7		7		7	
Degree of Util (X)	0.883		0.265		0.085		0.051		0.482		0.505		0.357		1	
Departure Headway (Hd)	7.495		6.756		9.406		8.375		8.408		7.273		7.893		7.342	
Convergence, Y/N	Yes		Yes		Yes		Yes		Yes		Yes		Yes		Yes	
Cap	483		530		380		426		428		495		453		498	
Service Time	5.258		4.519		7.191		6.16		6.163		5.028		5.684		5.133	
HCM Lane V/C Ratio	0.878		0.266		0.087		0.052		0.484		0.505		0.36		1.43	
HCM Control Delay	44.7		12		13.1		11.6		18.8		17.3		15.1		68	
HCM Lane LOS	E		B		B		B		C		C		C		F	
HCM 95th-tile Q	9.5		1.1		0.3		0.2		2.6		2.8		1.6		13.5	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (veh/h)	80	30	80	50	20	40	180	1060	50	160	1930	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	33	87	54	22	43	196	1152	54	174	2098	163
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	40	127	64	26	51	221	1480	69	687	2740	211
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.21	0.50	0.50	0.52	0.76	0.76
Sat Flow, veh/h	1303	494	1548	771	314	614	1774	4978	233	1774	4807	370
Grp Volume(v), veh/h	120	0	87	119	0	0	196	784	422	174	1474	787
Grp Sat Flow(s),veh/h/ln	1798	0	1548	1700	0	0	1774	1695	1821	1774	1695	1788
Q Serve(g_s), s	8.9	0.0	7.4	9.3	0.0	0.0	14.5	25.6	25.7	7.4	33.7	34.7
Cycle Q Clear(g_c), s	8.9	0.0	7.4	9.3	0.0	0.0	14.5	25.6	25.7	7.4	33.7	34.7
Prop In Lane	0.72		1.00	0.45		0.36	1.00		0.13	1.00		0.21
Lane Grp Cap(c), veh/h	147	0	127	142	0	0	221	1008	541	687	1932	1019
V/C Ratio(X)	0.82	0.00	0.69	0.84	0.00	0.00	0.89	0.78	0.78	0.25	0.76	0.77
Avail Cap(c_a), veh/h	186	0	161	164	0	0	315	1700	913	687	1932	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.53	0.53	0.53	0.61	0.61	0.61
Uniform Delay (d), s/veh	61.0	0.0	60.3	61.0	0.0	0.0	52.6	30.3	30.3	21.8	11.1	11.2
Incr Delay (d2), s/veh	15.8	0.0	4.8	24.8	0.0	0.0	11.5	3.2	5.9	0.1	1.8	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.3	5.4	0.0	0.0	7.8	12.2	13.6	3.7	15.9	17.7
LnGrp Delay(d),s/veh	76.8	0.0	65.1	85.8	0.0	0.0	64.1	33.6	36.3	22.0	12.9	14.7
LnGrp LOS	E		E	F			E	C	D	C	B	B
Approach Vol, veh/h	207				119				1402		2435	
Approach Delay, s/veh	71.9				85.8				38.7		14.1	
Approach LOS	E				F				D		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	57.3	45.4			16.0	20.8	81.9	16.2				
Change Period (Y+Rc), s	5.0	* 5.3			5.0	4.0	5.0	5.0				
Max Green Setting (Gmax), s	21.0	* 68			14.0	24.0	65.0	13.0				
Max Q Clear Time (g_c+1.4), s	19.4	27.7			10.9	16.5	36.7	11.3				
Green Ext Time (p_c), s	10.5	12.5			0.2	0.3	23.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			27.3									
HCM 2010 LOS			C									
Notes												

Intersection

Intersection Delay, s/veh34.9

Intersection LOS D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	0	10	0	180	10	200	0	15	290	70	0	280	530	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	0	11	0	196	11	217	0	16	315	76	0	304	576	11
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	12.1	16.1	21.8	50.3
HCM LOS	B	C	C	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	5%	0%	50%	100%	0%	100%	0%
Vol Thru, %	95%	0%	0%	0%	5%	0%	98%
Vol Right, %	0%	100%	50%	0%	95%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	70	20	180	210	280	540
LT Vol	15	0	10	180	0	280	0
Through Vol	290	0	0	0	10	0	530
RT Vol	0	70	10	0	200	0	10
Lane Flow Rate	332	76	22	196	228	304	587
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.679	0.14	0.052	0.442	0.442	0.621	1
Departure Headway (Hd)	7.371	6.646	8.53	8.131	6.967	7.341	6.817
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	491	539	419	444	518	490	534
Service Time	5.124	4.399	6.599	5.871	4.707	5.101	4.576
HCM Lane V/C Ratio	0.676	0.141	0.053	0.441	0.44	0.62	1.099
HCM Control Delay	24.4	10.5	12.1	17.2	15.1	21.5	65.2
HCM Lane LOS	C	B	B	C	C	C	F
HCM 95th-tile Q	5	0.5	0.2	2.2	2.2	4.2	14

Future AM - MMUP
28: Highway 101 & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	160	30	400	150	220	20	200	180	400	880	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	43	174	33	435	163	239	22	217	196	435	957	65
Adj No. of Lanes	0	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	274	54	479	503	835	32	662	707	466	1450	98
Arrive On Green	0.11	0.11	0.11	0.27	0.27	0.27	0.02	0.19	0.19	0.26	0.43	0.43
Sat Flow, veh/h	597	2508	494	1774	1863	1551	1774	3539	1492	1774	3357	228
Grp Volume(v), veh/h	132	0	118	435	163	239	22	217	196	435	504	518
Grp Sat Flow(s),veh/h/ln	1833	0	1766	1774	1863	1551	1774	1770	1492	1774	1770	1816
Q Serve(g_s), s	7.2	0.0	6.6	24.7	7.3	8.9	1.3	5.5	8.5	24.9	23.6	23.6
Cycle Q Clear(g_c), s	7.2	0.0	6.6	24.7	7.3	8.9	1.3	5.5	8.5	24.9	23.6	23.6
Prop In Lane	0.33		0.28	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	200	0	193	479	503	835	32	662	707	466	764	784
V/C Ratio(X)	0.66	0.00	0.61	0.91	0.32	0.29	0.69	0.33	0.28	0.93	0.66	0.66
Avail Cap(c_a), veh/h	475	0	458	530	556	879	102	887	801	562	902	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	44.3	36.8	30.4	13.4	50.8	36.6	17.7	37.5	23.5	23.5
Incr Delay (d2), s/veh	1.4	0.0	1.2	18.5	0.4	0.2	9.2	0.3	0.2	19.3	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	3.3	14.5	3.8	3.8	0.7	2.7	5.3	14.7	11.8	12.1
LnGrp Delay(d),s/veh	45.9	0.0	45.5	55.2	30.8	13.6	60.1	36.9	17.9	56.8	24.9	24.9
LnGrp LOS	D		D	E	C	B	E	D	B	E	C	C
Approach Vol, veh/h	250				837		435				1457	
Approach Delay, s/veh	45.7				38.6		29.5				34.4	
Approach LOS	D				D		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	31.4	24.4			15.4	5.9	49.9	33.0				
Change Period (Y+Rc), s	4.0	4.9			4.0	4.0	4.9	4.9				
Max Green Setting (Gmax), s	33.0	26.1			27.0	6.0	53.1	31.1				
Max Q Clear Time (g_c+20), s	20.9	10.5			9.2	3.3	25.6	26.7				
Green Ext Time (p_c), s	0.4	7.8			0.7	0.0	10.2	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			35.8									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	560	130	380	600	100	70	140	160	230	610	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	54	609	141	413	652	84	76	152	174	250	663	109
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	698	161	432	1413	182	83	677	565	396	677	564
Arrive On Green	0.04	0.25	0.25	0.24	0.45	0.45	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	2843	657	1774	3146	405	695	1863	1556	1047	1863	1551
Grp Volume(v), veh/h	54	378	372	413	366	370	76	152	174	250	663	109
Grp Sat Flow(s),veh/h/ln	1774	1770	1731	1774	1770	1782	695	1863	1556	1047	1863	1551
Q Serve(g_s), s	2.9	19.8	19.9	22.2	13.9	13.9	1.1	5.5	7.7	21.0	34.0	4.6
Cycle Q Clear(g_c), s	2.9	19.8	19.9	22.2	13.9	13.9	35.1	5.5	7.7	26.5	34.0	4.6
Prop In Lane	1.00		0.38	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	434	425	432	794	800	83	677	565	396	677	564
V/C Ratio(X)	0.77	0.87	0.88	0.96	0.46	0.46	0.92	0.22	0.31	0.63	0.98	0.19
Avail Cap(c_a), veh/h	522	496	485	432	794	800	83	677	565	396	677	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	35.0	35.0	36.1	18.5	18.5	48.2	21.3	22.0	30.5	30.4	21.1
Incr Delay (d2), s/veh	15.8	14.2	14.8	32.4	0.4	0.4	72.9	0.2	0.3	3.2	29.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	11.4	11.2	14.8	6.8	6.9	3.7	2.8	3.4	6.4	23.0	2.0
LnGrp Delay(d),s/veh	61.7	49.2	49.9	68.4	18.9	18.9	121.1	21.5	22.3	33.7	59.8	21.2
LnGrp LOS	E	D	D	E	B	B	F	C	C	C	E	C
Approach Vol, veh/h		804			1149			402			1022	
Approach Delay, s/veh		50.3			36.7			40.7			49.3	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.0	29.6		40.0	7.3	49.3		40.0				
Change Period (Y+Rc), s	3.5	5.9		4.9	3.5	5.9		4.9				
Max Green Setting (Gmax), s	23.5	27.1		35.1	28.4	22.2		35.1				
Max Q Clear Time (g_c+24.2), s	24.2	21.9		36.0	4.9	15.9		37.1				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.1	4.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			44.2									
HCM 2010 LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
Volume (veh/h)	0	750	500	540	1010	0	0	0	0	220	5	210
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	815	427	587	1098	0				239	5	80
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	854	444	627	2743	0				265	6	241
Arrive On Green	0.00	0.64	0.64	0.71	1.00	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	2314	1154	1774	3632	0				1739	36	1583
Grp Volume(v), veh/h	0	648	594	587	1098	0				244	0	80
Grp Sat Flow(s),veh/h/ln	0	1770	1605	1774	1770	0				1776	0	1583
Q Serve(g_s), s	0.0	48.9	50.3	41.6	0.0	0.0				19.6	0.0	6.5
Cycle Q Clear(g_c), s	0.0	48.9	50.3	41.6	0.0	0.0				19.6	0.0	6.5
Prop In Lane	0.00		0.72	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	680	617	627	2743	0				271	0	241
V/C Ratio(X)	0.00	0.95	0.96	0.94	0.40	0.00				0.90	0.00	0.33
Avail Cap(c_a), veh/h	0	688	624	627	2743	0				332	0	296
HCM Platoon Ratio	1.00	1.67	1.67	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.65	0.53	0.53	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	25.0	19.8	0.0	0.0				60.4	0.0	54.8
Incr Delay (d2), s/veh	0.0	18.5	21.5	13.4	0.2	0.0				21.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.9	25.7	22.0	0.1	0.0				11.2	0.0	2.9
LnGrp Delay(d),s/veh	0.0	43.3	46.5	33.2	0.2	0.0				81.4	0.0	55.1
LnGrp LOS		D	D	C	A					F		E
Approach Vol, veh/h		1242			1685						324	
Approach Delay, s/veh		44.8			11.7						74.9	
Approach LOS		D			B						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	56.7	61.1		27.2		117.8		
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4		
Max Green Setting (Gmax), s	46.3	* 56		27.1		107.4		
Max Q Clear Time (g_c+4), s	43.6	52.3		21.6		2.0		
Green Ext Time (p_c), s	2.3	3.4		0.5		24.7		

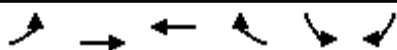
Intersection Summary

HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	240	730	0	0	1180	400	370	0	430	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	261	793	0	0	1283	364	402	0	87			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	281	2415	0	0	1729	774	435	0	378			
Arrive On Green	0.26	1.00	0.00	0.00	0.82	0.82	0.25	0.00	0.25			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1541			
Grp Volume(v), veh/h	261	793	0	0	1283	364	402	0	87			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1541			
Q Serve(g_s), s	20.8	0.0	0.0	0.0	24.5	10.0	32.1	0.0	6.5			
Cycle Q Clear(g_c), s	20.8	0.0	0.0	0.0	24.5	10.0	32.1	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	281	2415	0	0	1729	774	435	0	378			
V/C Ratio(X)	0.93	0.33	0.00	0.00	0.74	0.47	0.92	0.00	0.23			
Avail Cap(c_a), veh/h	329	2415	0	0	1729	774	513	0	445			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.20	0.20	0.00	0.00	0.82	0.82	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.5	0.0	0.0	0.0	9.1	7.7	53.4	0.0	43.8			
Incr Delay (d2), s/veh	8.5	0.1	0.0	0.0	2.4	1.7	20.2	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	0.0	12.1	4.5	18.2	0.0	2.8			
LnGrp Delay(d),s/veh	61.0	0.1	0.0	0.0	11.5	9.4	73.6	0.0	44.0			
LnGrp LOS	E	A			B	A	E		D			
Approach Vol, veh/h	1054				1647			489				
Approach Delay, s/veh	15.2				11.0			68.4				
Approach LOS	B				B			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		104.4			28.1	76.2		40.6				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		92.6			26.9	60.6		41.9				
Max Q Clear Time (g_c+I1), s		2.0			22.8	26.5		34.1				
Green Ext Time (p_c), s		17.0			0.2	14.2		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			21.2									
HCM 2010 LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	250	910	1100	270	410	480		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	272	989	1196	260	446	207		
Adj No. of Lanes	1	2	3	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	834	2739	1356	411	529	243		
Arrive On Green	0.78	1.00	0.45	0.45	0.15	0.15		
Sat Flow, veh/h	1774	3632	5253	1542	3442	1583		
Grp Volume(v), veh/h	272	989	1196	260	446	207		
Grp Sat Flow(s),veh/h/ln	1774	1770	1695	1542	1721	1583		
Q Serve(g_s), s	6.4	0.0	31.1	18.9	18.3	18.5		
Cycle Q Clear(g_c), s	6.4	0.0	31.1	18.9	18.3	18.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	834	2739	1356	411	529	243		
V/C Ratio(X)	0.33	0.36	0.88	0.63	0.84	0.85		
Avail Cap(c_a), veh/h	834	2739	1704	517	1089	501		
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.00	1.00		
Upstream Filter(I)	0.84	0.84	0.60	0.60	1.00	1.00		
Uniform Delay (d), s/veh	9.0	0.0	38.1	34.7	59.7	59.7		
Incr Delay (d2), s/veh	0.1	0.3	5.4	4.4	2.8	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.1	15.1	8.4	8.9	15.8		
LnGrp Delay(d),s/veh	9.1	0.3	43.5	39.1	62.5	65.9		
LnGrp LOS	A	A	D	D	E	E		
Approach Vol, veh/h		1261	1456		653			
Approach Delay, s/veh		2.2	42.8		63.6			
Approach LOS		A	D		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		117.6		27.4	73.6	44.1		
Change Period (Y+Rc), s		5.4		5.1	5.4	* 5.4		
Max Green Setting (Gmax), s		88.6		45.9	34.9	* 49		
Max Q Clear Time (g_c+l1), s		2.0		20.5	8.4	33.1		
Green Ext Time (p_c), s		5.7		1.8	5.4	5.5		
Intersection Summary								
HCM 2010 Ctrl Delay		31.6						
HCM 2010 LOS		C						
Notes								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	760	185	200	1180	100	120	100	150	180	280	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	130	826	201	217	1283	95	130	109	136	196	304	158
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	1010	590	491	1734	774	157	205	169	278	342	285
Arrive On Green	0.09	0.29	0.29	0.46	0.82	0.82	0.09	0.11	0.11	0.16	0.18	0.18
Sat Flow, veh/h	1774	3539	1575	1774	3539	1580	1774	1863	1537	1774	1863	1552
Grp Volume(v), veh/h	130	826	201	217	1283	95	130	109	136	196	304	158
Grp Sat Flow(s),veh/h/ln	1774	1770	1575	1774	1770	1580	1774	1863	1537	1774	1863	1552
Q Serve(g_s), s	7.9	23.9	3.6	9.1	18.4	0.7	7.9	6.1	9.5	11.5	17.5	10.2
Cycle Q Clear(g_c), s	7.9	23.9	3.6	9.1	18.4	0.7	7.9	6.1	9.5	11.5	17.5	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	1010	590	491	1734	774	157	205	169	278	342	285
V/C Ratio(X)	0.83	0.82	0.34	0.44	0.74	0.12	0.83	0.53	0.81	0.70	0.89	0.55
Avail Cap(c_a), veh/h	185	1213	680	491	1734	774	185	320	264	278	388	323
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.3	36.7	9.7	23.8	6.8	1.4	49.3	46.3	47.8	43.9	43.8	40.8
Incr Delay (d2), s/veh	17.3	6.5	1.4	0.2	2.9	0.3	19.5	2.1	9.5	6.7	20.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	12.6	2.5	4.4	9.3	0.3	4.8	3.3	4.5	6.2	10.9	4.5
LnGrp Delay(d),s/veh	66.6	43.1	11.1	24.0	9.7	1.8	68.8	48.4	57.3	50.6	63.8	42.5
LnGrp LOS	E	D	B	C	A	A	E	D	E	D	E	D
Approach Vol, veh/h	1157					1595		375		658		
Approach Delay, s/veh	40.2					11.1		58.7		54.8		
Approach LOS	D					B		E		D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.8	36.7	13.3	24.3	13.3	59.2	21.4	16.2				
Change Period (Y+Rc), s	5.3	* 5.3	3.5	4.1	3.5	5.3	4.1	* 4.1				
Max Green Setting (Gmax), s	21.5	* 38	11.5	22.9	11.5	47.7	15.5	* 19				
Max Q Clear Time (g_c+1), s	11.5	25.9	9.9	19.5	9.9	20.4	13.5	11.5				
Green Ext Time (p_c), s	6.9	5.4	0.0	0.7	0.0	12.8	0.6	0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			32.3									
HCM 2010 LOS			C									
Notes												



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱↱	↑↑	↱	↱		
Volume (veh/h)	860	200	600	1130	210	450		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	935	182	652	1228	228	489		
Adj No. of Lanes	2	0	2	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1348	262	765	2545	325	1015		
Arrive On Green	0.76	0.76	0.44	1.00	0.18	0.18		
Sat Flow, veh/h	3037	573	3442	3632	1774	1583		
Grp Volume(v), veh/h	562	555	652	1228	228	489		
Grp Sat Flow(s),veh/h/ln	1770	1747	1721	1770	1774	1583		
Q Serve(g_s), s	14.3	14.3	15.3	0.0	10.8	14.4		
Cycle Q Clear(g_c), s	14.3	14.3	15.3	0.0	10.8	14.4		
Prop In Lane		0.33	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	810	800	765	2545	325	1015		
V/C Ratio(X)	0.69	0.69	0.85	0.48	0.70	0.48		
Avail Cap(c_a), veh/h	810	800	860	2545	345	1033		
HCM Platoon Ratio	1.67	1.67	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.62	0.62	1.00	1.00		
Uniform Delay (d), s/veh	7.4	7.4	23.7	0.0	34.5	8.4		
Incr Delay (d2), s/veh	4.8	4.9	5.7	0.4	4.7	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.6	7.8	7.7	0.1	5.7	12.1		
LnGrp Delay(d),s/veh	12.3	12.4	29.4	0.4	39.2	8.5		
LnGrp LOS	B	B	C	A	D	A		
Approach Vol, veh/h	1117			1880	717			
Approach Delay, s/veh	12.3			10.5	18.3			
Approach LOS	B			B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		70.0			23.5	46.5		20.0
Change Period (Y+Rc), s		5.3			3.5	5.3		3.5
Max Green Setting (Gmax), s		63.7			22.5	37.7		17.5
Max Q Clear Time (g_c+I1), s		2.0			17.3	16.3		16.4
Green Ext Time (p_c), s		51.0			2.2	19.8		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			12.5					
HCM 2010 LOS			B					

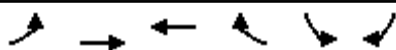


Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Volume (veh/h)	470	840	10	1020	140	130	710	
Number	1	6		2	12	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	511	913		1109	142	141	772	
Adj No. of Lanes	2	2		2	0	1	2	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	955	2662		1308	167	266	1577	
Arrive On Green	0.19	0.50		0.69	0.69	0.15	0.15	
Sat Flow, veh/h	3442	3632		3239	402	1774	2787	
Grp Volume(v), veh/h	511	913		623	628	141	772	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1778	1774	1393	
Q Serve(g_s), s	12.1	13.9		23.5	23.7	6.6	13.5	
Cycle Q Clear(g_c), s	12.1	13.9		23.5	23.7	6.6	13.5	
Prop In Lane	1.00				0.23	1.00	1.00	
Lane Grp Cap(c), veh/h	955	2662		736	740	266	1577	
V/C Ratio(X)	0.54	0.34		0.85	0.85	0.53	0.49	
Avail Cap(c_a), veh/h	955	2662		840	844	266	1577	
HCM Platoon Ratio	0.67	0.67		1.67	1.67	1.00	1.00	
Upstream Filter(I)	0.63	0.63		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	31.4	9.0		11.6	11.6	35.3	11.7	
Incr Delay (d2), s/veh	0.2	0.2		11.5	11.7	1.0	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.8	6.9		13.3	13.4	3.3	13.8	
LnGrp Delay(d),s/veh	31.6	9.2		23.1	23.3	36.3	11.8	
LnGrp LOS	C	A		C	C	D	B	
Approach Vol, veh/h		1424		1251		913		
Approach Delay, s/veh		17.2		23.2		15.6		
Approach LOS		B		C		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	30.3	42.7		17.0		73.0		
Change Period (Y+Rc), s	5.3	* 5.3		3.5		5.3		
Max Green Setting (Gmax), s	21.5	* 43		13.5		58.7		
Max Q Clear Time (g_c+14), s	14.1	25.7		15.5		15.9		
Green Ext Time (p_c), s	3.1	11.8		0.0		15.1		
Intersection Summary								
HCM 2010 Ctrl Delay			18.9					
HCM 2010 LOS			B					
Notes								
User approved ignoring U-Turning movement.								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱		↰↱	↰↱		↰↱↱↱			↰↱	↰↱↱	↰
Volume (veh/h)	290	580	180	300	550	300	190	670	190	720	1630	500
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	315	630	196	326	598	244	207	728	207	783	1772	543
Adj No. of Lanes	2	2	0	2	2	0	1	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	665	207	359	650	265	311	1233	346	823	1879	577
Arrive On Green	0.17	0.42	0.42	0.10	0.27	0.27	0.29	0.52	0.52	0.40	0.62	0.62
Sat Flow, veh/h	3442	2648	823	3442	2443	996	1774	3935	1105	3442	5085	1561
Grp Volume(v), veh/h	315	421	405	326	433	409	207	626	309	783	1772	543
Grp Sat Flow(s),veh/h/ln	1721	1770	1701	1721	1770	1669	1774	1695	1650	1721	1695	1561
Q Serve(g_s), s	12.6	32.1	32.2	13.1	33.3	33.4	14.4	17.8	18.2	30.8	44.7	36.7
Cycle Q Clear(g_c), s	12.6	32.1	32.2	13.1	33.3	33.4	14.4	17.8	18.2	30.8	44.7	36.7
Prop In Lane	1.00		0.48	1.00		0.60	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	344	444	427	359	471	444	311	1062	517	823	1879	577
V/C Ratio(X)	0.92	0.95	0.95	0.91	0.92	0.92	0.67	0.59	0.60	0.95	0.94	0.94
Avail Cap(c_a), veh/h	344	455	437	359	471	444	311	1062	517	880	1896	582
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.96	0.96	0.96	0.48	0.48	0.48
Uniform Delay (d), s/veh	57.7	39.7	39.8	62.0	49.9	49.9	45.9	27.2	27.3	41.2	25.5	17.3
Incr Delay (d2), s/veh	27.6	29.0	30.2	16.4	15.0	15.9	4.2	2.3	4.8	10.9	6.2	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	19.2	18.6	7.1	18.2	17.3	7.4	8.6	8.8	15.7	21.6	17.9
LnGrp Delay(d),s/veh	85.4	68.7	69.9	78.4	64.9	65.9	50.1	29.5	32.1	52.1	31.6	32.6
LnGrp LOS	F	E	E	E	E	E	D	C	C	D	C	C
Approach Vol, veh/h	1141				1168				1142		3098	
Approach Delay, s/veh	73.8				69.0				33.9		37.0	
Approach LOS	E				E				C		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.7	49.1	20.3	40.9	29.8	57.0	18.2	43.0				
Change Period (Y+Rc), s	4.2	5.3	5.7	* 5.7	5.3	* 5.3	* 4.2	5.7				
Max Green Setting (Gmax), s	36	34.2	14.6	* 36	17.8	* 52	* 14	36.6				
Max Q Clear Time (g_c+g_d), s	32.8	20.2	15.1	34.2	16.4	46.7	14.6	35.4				
Green Ext Time (p_c), s	0.7	6.0	0.0	1.0	0.2	5.0	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			48.6									
HCM 2010 LOS			D									
Notes												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	110	960	5	100	1110	130	10	10	10	110	5	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	120	1043	5	109	1207	131	11	11	11	120	5	130
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	1954	9	139	1693	183	21	21	21	214	7	181
Arrive On Green	0.09	0.54	0.54	0.08	0.53	0.53	0.04	0.04	0.04	0.12	0.12	0.12
Sat Flow, veh/h	1774	3611	17	1774	3214	348	576	576	576	1774	58	1506
Grp Volume(v), veh/h	120	511	537	109	663	675	33	0	0	120	0	135
Grp Sat Flow(s), veh/h/ln	1774	1770	1859	1774	1770	1793	1729	0	0	1774	0	1564
Q Serve(g_s), s	4.8	13.6	13.6	4.4	20.7	20.8	1.4	0.0	0.0	4.7	0.0	6.1
Cycle Q Clear(g_c), s	4.8	13.6	13.6	4.4	20.7	20.8	1.4	0.0	0.0	4.7	0.0	6.1
Prop In Lane	1.00		0.01	1.00		0.19	0.33		0.33	1.00		0.96
Lane Grp Cap(c), veh/h	152	957	1006	139	932	944	63	0	0	214	0	188
V/C Ratio(X)	0.79	0.53	0.53	0.78	0.71	0.72	0.52	0.00	0.00	0.56	0.00	0.72
Avail Cap(c_a), veh/h	207	1013	1064	195	988	1001	593	0	0	584	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	10.8	10.8	33.0	13.1	13.1	34.5	0.0	0.0	30.2	0.0	30.9
Incr Delay (d2), s/veh	9.2	0.7	0.6	8.3	2.5	2.6	2.5	0.0	0.0	0.9	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.8	6.7	7.0	2.5	10.6	10.8	0.7	0.0	0.0	2.3	0.0	2.7
LnGrp Delay(d), s/veh	41.8	11.5	11.4	41.2	15.6	15.7	36.9	0.0	0.0	31.1	0.0	32.8
LnGrp LOS	D	B	B	D	B	B	D			C		C
Approach Vol, veh/h	1168			1447			33			255		
Approach Delay, s/veh	14.6			17.6			36.9			32.0		
Approach LOS	B			B			D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	44.7		12.8	9.8	43.7		6.7				
Change Period (Y+Rc), s	3.0	5.3		4.0	3.5	5.3		4.0				
Max Green Setting (Gmax), s	41.7	41.7		24.0	8.5	40.7		25.0				
Max Q Clear Time (g_c+I), s	10.4	15.6		8.1	6.8	22.8		3.4				
Green Ext Time (p_c), s	0.0	21.6		0.6	0.0	15.5		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay	17.8											
HCM 2010 LOS	B											



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	260	890	570	110	400	430		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	283	967	620	94	435	467		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	290	1938	1040	157	570	509		
Arrive On Green	0.16	0.55	0.34	0.34	0.32	0.32		
Sat Flow, veh/h	1774	3632	3166	465	1774	1583		
Grp Volume(v), veh/h	283	967	357	357	435	467		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1768	1774	1583		
Q Serve(g_s), s	12.1	13.0	12.8	12.8	16.8	21.7		
Cycle Q Clear(g_c), s	12.1	13.0	12.8	12.8	16.8	21.7		
Prop In Lane	1.00			0.26	1.00	1.00		
Lane Grp Cap(c), veh/h	290	1938	599	598	570	509		
V/C Ratio(X)	0.98	0.50	0.60	0.60	0.76	0.92		
Avail Cap(c_a), veh/h	290	2038	648	648	604	539		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	31.8	10.8	20.9	21.0	23.3	25.0		
Incr Delay (d2), s/veh	45.9	0.4	2.3	2.3	5.4	20.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.6	6.4	6.6	6.6	9.1	19.4		
LnGrp Delay(d),s/veh	77.7	11.2	23.2	23.3	28.7	45.1		
LnGrp LOS	E	B	C	C	C	D		
Approach Vol, veh/h		1250	714		902			
Approach Delay, s/veh		26.2	23.2		37.2			
Approach LOS		C	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		48.4		28.1	16.0	32.4		
Change Period (Y+Rc), s		6.5		3.5	3.5	6.5		
Max Green Setting (Gmax), s		44.0		26.0	12.5	28.0		
Max Q Clear Time (g_c+I1), s		15.0		23.7	14.1	14.8		
Green Ext Time (p_c), s		21.1		0.9	0.0	11.0		
Intersection Summary								
HCM 2010 Ctrl Delay			29.0					
HCM 2010 LOS			C					

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	170	1060	180	140	530	100	260	300	150	380	330	290
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.95	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	185	1152	184	152	576	92	283	326	141	413	359	267
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1137	181	129	1007	160	306	392	315	379	468	397
Arrive On Green	0.12	0.37	0.37	0.07	0.33	0.33	0.17	0.21	0.21	0.21	0.25	0.25
Sat Flow, veh/h	1774	3054	486	1774	3053	486	1774	1863	1497	1774	1863	1578
Grp Volume(v), veh/h	185	666	670	152	333	335	283	326	141	413	359	267
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1774	1770	1769	1774	1863	1497	1774	1863	1578
Q Serve(g_s), s	14.2	51.4	51.4	10.0	21.5	21.6	21.7	23.1	11.3	29.5	24.7	21.0
Cycle Q Clear(g_c), s	14.2	51.4	51.4	10.0	21.5	21.6	21.7	23.1	11.3	29.5	24.7	21.0
Prop In Lane	1.00		0.27	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	659	659	129	584	584	306	392	315	379	468	397
V/C Ratio(X)	0.88	1.01	1.02	1.18	0.57	0.57	0.92	0.83	0.45	1.09	0.77	0.67
Avail Cap(c_a), veh/h	251	659	659	129	584	584	341	418	336	379	468	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	43.3	43.3	64.0	38.2	38.2	56.2	52.2	47.5	54.3	47.9	46.5
Incr Delay (d2), s/veh	26.6	37.5	39.4	136.6	2.2	2.2	27.5	14.6	2.1	72.3	8.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	32.0	32.3	9.8	10.8	10.9	13.0	13.5	4.9	22.0	13.8	9.8
LnGrp Delay(d),s/veh	86.5	80.9	82.7	200.6	40.4	40.4	83.7	66.8	49.6	126.5	56.6	52.4
LnGrp LOS	F	F	F	F	D	D	F	E	D	F	E	D
Approach Vol, veh/h	1521				820				750		1039	
Approach Delay, s/veh	82.4				70.1				70.0		83.3	
Approach LOS	F				E				E		F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	57.1	27.3	39.6	19.9	51.2	33.0	33.9				
Change Period (Y+Rc), s	4.0	5.7	3.5	4.9	3.5	5.7	3.5	4.9				
Max Green Setting (Gmax), s	10.0	51.4	26.5	34.0	19.5	42.4	29.5	31.0				
Max Q Clear Time (g_c+1.0), s	12.0	53.4	23.7	26.7	16.2	23.6	31.5	25.1				
Green Ext Time (p_c), s	0.0	0.0	0.1	4.9	0.2	16.4	0.0	3.1				
Intersection Summary												
HCM 2010 Ctrl Delay			77.9									
HCM 2010 LOS			E									

Intersection

Intersection Delay, s/veh36.7

Intersection LOS E

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	190	170	0	150	20	0	250	630
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	207	185	0	163	22	0	272	685
Number of Lanes	0	1	0	0	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	19.5	12.2	48.5
HCM LOS	C	B	E

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	53%	100%	0%
Vol Thru, %	88%	0%	0%	100%
Vol Right, %	12%	47%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	360	250	630
LT Vol	0	190	250	0
Through Vol	150	0	0	630
RT Vol	20	170	0	0
Lane Flow Rate	185	391	272	685
Geometry Grp	5	2	7	7
Degree of Util (X)	0.322	0.649	0.502	1
Departure Headway (Hd)	6.265	5.968	6.647	6.139
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	577	603	546	596
Service Time	4.265	4.027	4.356	3.847
HCM Lane V/C Ratio	0.321	0.648	0.498	1.149
HCM Control Delay	12.2	19.5	15.9	61.4
HCM Lane LOS	B	C	C	F
HCM 95th-tile Q	1.4	4.7	2.8	14.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑↑						↑	↑
Volume (veh/h)	0	500	180	450	660	0	0	0	0	80	10	210
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	543	196	489	717	0				87	11	228
Adj No. of Lanes	0	1	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	639	531	529	2482	0				267	34	267
Arrive On Green	0.00	0.34	0.34	0.30	0.70	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1863	1548	1774	3632	0				1583	200	1583
Grp Volume(v), veh/h	0	543	196	489	717	0				98	0	228
Grp Sat Flow(s), veh/h/ln	0	1863	1548	1774	1770	0				1784	0	1583
Q Serve(g_s), s	0.0	21.2	7.5	20.9	5.9	0.0				3.8	0.0	11.0
Cycle Q Clear(g_c), s	0.0	21.2	7.5	20.9	5.9	0.0				3.8	0.0	11.0
Prop In Lane	0.00		1.00	1.00		0.00				0.89		1.00
Lane Grp Cap(c), veh/h	0	639	531	529	2482	0				301	0	267
V/C Ratio(X)	0.00	0.85	0.37	0.92	0.29	0.00				0.33	0.00	0.85
Avail Cap(c_a), veh/h	0	732	609	641	2882	0				364	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.9	19.4	26.6	4.4	0.0				28.7	0.0	31.6
Incr Delay (d2), s/veh	0.0	7.5	0.2	15.9	0.0	0.0				0.2	0.0	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.2	3.2	12.5	2.9	0.0				1.9	0.0	5.9
LnGrp Delay(d),s/veh	0.0	31.4	19.5	42.6	4.4	0.0				28.9	0.0	46.4
LnGrp LOS		C	B	D	A					C		D
Approach Vol, veh/h		739			1206						326	
Approach Delay, s/veh		28.2			19.9						41.2	
Approach LOS		C			B						D	

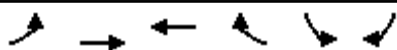
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	28.1	32.0		18.3		60.1		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	28	30.8		16.0		63.8		
Max Q Clear Time (g_c+2.5), s	22.9	23.2		13.0		7.9		
Green Ext Time (p_c), s	0.5	3.7		0.3		7.0		

Intersection Summary

HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations			 					
Volume (veh/h)	180	400	1110	380	0	0		
Number	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00			0.97				
Parking Bus, Adj	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863				
Adj Flow Rate, veh/h	196	435	1207	413				
Adj No. of Lanes	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2				
Cap, veh/h	319	1551	1795	777				
Arrive On Green	0.18	0.83	0.51	0.51				
Sat Flow, veh/h	1774	1863	3632	1532				
Grp Volume(v), veh/h	196	435	1207	413				
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1532				
Q Serve(g_s), s	3.3	1.6	8.2	5.9				
Cycle Q Clear(g_c), s	3.3	1.6	8.2	5.9				
Prop In Lane	1.00			1.00				
Lane Grp Cap(c), veh/h	319	1551	1795	777				
V/C Ratio(X)	0.62	0.28	0.67	0.53				
Avail Cap(c_a), veh/h	534	1999	2218	960				
HCM Platoon Ratio	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	12.2	0.6	5.9	5.4				
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.2				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	1.6	0.7	3.9	2.5				
LnGrp Delay(d),s/veh	12.9	0.6	6.3	5.6				
LnGrp LOS	B	A	A	A				
Approach Vol, veh/h		631	1620					
Approach Delay, s/veh		4.4	6.1					
Approach LOS		A	A					
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		32.2			10.5	21.7		
Change Period (Y+Rc), s		5.4			* 4.7	5.4		
Max Green Setting (Gmax), s		34.6			* 9.7	20.2		
Max Q Clear Time (g_c+l1), s		3.6			5.3	10.2		
Green Ext Time (p_c), s		10.7			0.1	6.0		
Intersection Summary								
HCM 2010 Ctrl Delay			5.6					
HCM 2010 LOS			A					
Notes								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	330	0	0	900	80	290	100	160	60	0	300
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	76	359	0	0	978	87	223	258	152	65	0	326
Adj No. of Lanes	1	1	0	0	3	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	126	687	0	0	1136	101	308	323	271	70	0	351
Arrive On Green	0.07	0.37	0.00	0.00	0.24	0.24	0.17	0.17	0.17	0.26	0.00	0.26
Sat Flow, veh/h	1774	1863	0	0	4909	421	1774	1863	1562	265	0	1329
Grp Volume(v), veh/h	76	359	0	0	699	366	223	258	152	391	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1695	1772	1774	1863	1562	1595	0	0
Q Serve(g_s), s	3.4	12.2	0.0	0.0	15.9	16.0	9.6	10.7	7.2	19.3	0.0	0.0
Cycle Q Clear(g_c), s	3.4	12.2	0.0	0.0	15.9	16.0	9.6	10.7	7.2	19.3	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.24	1.00		1.00	0.17		0.83
Lane Grp Cap(c), veh/h	126	687	0	0	812	425	308	323	271	421	0	0
V/C Ratio(X)	0.60	0.52	0.00	0.00	0.86	0.86	0.72	0.80	0.56	0.93	0.00	0.00
Avail Cap(c_a), veh/h	156	737	0	0	845	442	354	372	312	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	19.9	0.0	0.0	29.4	29.4	31.5	32.0	30.5	28.9	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.2	0.0	0.0	8.2	14.8	7.1	11.3	2.6	26.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.2	0.0	0.0	8.4	9.6	5.3	6.5	3.3	11.5	0.0	0.0
LnGrp Delay(d),s/veh	38.1	20.1	0.0	0.0	37.6	44.2	38.6	43.2	33.1	55.2	0.0	0.0
LnGrp LOS	D	C			D	D	D	D	C	E		
Approach Vol, veh/h		435			1065			633			391	
Approach Delay, s/veh		23.3			39.9			39.1			55.2	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.1		26.4	10.4	24.7		19.1				
Change Period (Y+Rc), s		5.4		5.1	* 4.7	5.4		5.1				
Max Green Setting (Gmax), s		31.9		21.4	* 7.1	20.1		16.1				
Max Q Clear Time (g_c+I1), s		14.2		21.3	5.4	18.0		12.7				
Green Ext Time (p_c), s		6.0		0.0	0.0	1.3		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				39.2								
HCM 2010 LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	390	90	220	740	130	100	70	120	40	90	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.95	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	76	424	98	239	804	141	109	76	89	43	98	54
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	684	158	278	880	154	179	113	112	107	219	105
Arrive On Green	0.05	0.47	0.47	0.16	0.57	0.57	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1774	1457	337	1774	1536	269	517	488	483	238	945	453
Grp Volume(v), veh/h	76	0	522	239	0	945	274	0	0	195	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1793	1774	0	1805	1488	0	0	1636	0	0
Q Serve(g_s), s	3.6	0.0	18.3	11.1	0.0	39.5	6.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	18.3	11.1	0.0	39.5	14.4	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.15	0.40		0.32	0.22		0.28
Lane Grp Cap(c), veh/h	95	0	842	278	0	1034	404	0	0	431	0	0
V/C Ratio(X)	0.80	0.00	0.62	0.86	0.00	0.91	0.68	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	95	0	842	327	0	1083	464	0	0	496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	0.0	16.7	34.6	0.0	16.1	30.2	0.0	0.0	28.0	0.0	0.0
Incr Delay (d2), s/veh	37.3	0.0	1.5	18.1	0.0	11.6	3.6	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	9.3	6.8	0.0	22.7	6.3	0.0	0.0	4.1	0.0	0.0
LnGrp Delay(d),s/veh	76.7	0.0	18.2	52.7	0.0	27.7	33.8	0.0	0.0	28.9	0.0	0.0
LnGrp LOS	E		B	D		C	C			C		
Approach Vol, veh/h		598			1184			274			195	
Approach Delay, s/veh		25.7			32.8			33.8			28.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	44.1		23.5	8.0	52.7		23.5				
Change Period (Y+Rc), s	3.5	4.5		4.0	3.5	4.5		4.0				
Max Green Setting (Gmax), s	15.5	39.5		23.0	4.5	50.5		23.0				
Max Q Clear Time (g_c+1.5), s	13.1	20.3		10.3	5.6	41.5		16.4				
Green Ext Time (p_c), s	0.2	12.1		2.9	0.0	6.7		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			30.7									
HCM 2010 LOS			C									

Future AM - MMUP
45: Santa Fe Drive & Balour Drive

1/26/2016

Intersection

Int Delay, s/veh 16.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	200	480	780	170	40	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	217	522	848	185	43	250

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1033	0	1897
Stage 1	-	-	940
Stage 2	-	-	957
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	673	-	76
Stage 1	-	-	380
Stage 2	-	-	373
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	673	-	51
Mov Cap-2 Maneuver	-	-	161
Stage 1	-	-	380
Stage 2	-	-	253

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	108.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	673	-	-	-	279
HCM Lane V/C Ratio	0.323	-	-	-	1.052
HCM Control Delay (s)	12.9	-	-	-	108.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	11.4

Future AM - MMUP
46: Lake Drive & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	360	80	410	740	10	65	5	140	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	391	87	446	804	11	71	5	125	11	11	11
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	1010	225	650	1261	17	156	24	156	316	139	139
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	667	1469	327	912	1833	25	435	145	954	1251	853	853
Grp Volume(v), veh/h	11	0	478	446	0	815	201	0	0	11	0	22
Grp Sat Flow(s),veh/h/ln	667	0	1796	912	0	1858	1534	0	0	1251	0	1706
Q Serve(g_s), s	0.5	0.0	6.5	23.2	0.0	13.9	5.5	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	14.5	0.0	6.5	29.7	0.0	13.9	7.2	0.0	0.0	0.5	0.0	0.6
Prop In Lane	1.00		0.18	1.00		0.01	0.35		0.62	1.00		0.50
Lane Grp Cap(c), veh/h	422	0	1235	650	0	1278	336	0	0	316	0	279
V/C Ratio(X)	0.03	0.00	0.39	0.69	0.00	0.64	0.60	0.00	0.00	0.03	0.00	0.08
Avail Cap(c_a), veh/h	431	0	1259	662	0	1302	525	0	0	473	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	3.8	10.1	0.0	5.0	22.9	0.0	0.0	20.2	0.0	20.2
Incr Delay (d2), s/veh	0.1	0.0	0.4	3.8	0.0	1.5	0.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.3	6.4	0.0	7.5	3.1	0.0	0.0	0.1	0.0	0.3
LnGrp Delay(d),s/veh	9.0	0.0	4.2	13.9	0.0	6.4	23.5	0.0	0.0	20.2	0.0	20.3
LnGrp LOS	A		A	B		A	C			C		C
Approach Vol, veh/h		489			1261			201			33	
Approach Delay, s/veh		4.3			9.1			23.5			20.3	
Approach LOS		A			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.3		12.8		44.3		12.8				
Change Period (Y+Rc), s		5.0		3.5		5.0		3.5				
Max Green Setting (Gmax), s		40.0		16.5		40.0		16.5				
Max Q Clear Time (g_c+l1), s		16.5		2.6		31.7		9.2				
Green Ext Time (p_c), s		19.5		0.7		7.6		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									

Future AM - MMUP
47: El Camino Real & Santa Fe Drive

1/26/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	340	160	200	770	1230	860		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.95		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	370	174	217	837	1337	935		
Adj No. of Lanes	2	1	1	3	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	601	277	259	3392	1666	983		
Arrive On Green	0.17	0.17	0.15	0.67	0.47	0.47		
Sat Flow, veh/h	3442	1583	1774	5253	3632	1502		
Grp Volume(v), veh/h	370	174	217	837	1337	935		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1695	1770	1502		
Q Serve(g_s), s	6.9	7.1	8.3	4.6	22.3	32.7		
Cycle Q Clear(g_c), s	6.9	7.1	8.3	4.6	22.3	32.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	601	277	259	3392	1666	983		
V/C Ratio(X)	0.62	0.63	0.84	0.25	0.80	0.95		
Avail Cap(c_a), veh/h	1635	752	268	3392	1666	983		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.5	26.6	28.9	4.6	15.6	10.2		
Incr Delay (d2), s/veh	1.5	3.3	19.9	0.0	3.0	18.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.4	6.4	5.5	2.1	11.5	22.6		
LnGrp Delay(d),s/veh	28.0	29.9	48.8	4.7	18.6	28.2		
LnGrp LOS	C	C	D	A	B	C		
Approach Vol, veh/h	544			1054	2272			
Approach Delay, s/veh	28.6			13.7	22.6			
Approach LOS	C			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		52.3		17.1	13.6	38.7		
Change Period (Y+Rc), s		6.0		5.0	3.5	* 6		
Max Green Setting (Gmax), s		46.0		33.0	10.5	* 33		
Max Q Clear Time (g_c+l1), s		6.6		9.1	10.3	34.7		
Green Ext Time (p_c), s		33.3		3.1	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay		21.0						
HCM 2010 LOS		C						
Notes								



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	190	90	270	240	200	640		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	207	98	293	261	217	696		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	281	251	382	340	274	1227		
Arrive On Green	0.16	0.16	0.43	0.43	0.15	0.66		
Sat Flow, veh/h	1774	1583	891	793	1774	1863		
Grp Volume(v), veh/h	207	98	0	554	217	696		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1684	1774	1863		
Q Serve(g_s), s	5.2	2.6	0.0	13.0	5.5	9.5		
Cycle Q Clear(g_c), s	5.2	2.6	0.0	13.0	5.5	9.5		
Prop In Lane	1.00	1.00		0.47	1.00			
Lane Grp Cap(c), veh/h	281	251	0	722	274	1227		
V/C Ratio(X)	0.74	0.39	0.00	0.77	0.79	0.57		
Avail Cap(c_a), veh/h	612	546	0	816	363	1425		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	18.6	17.5	0.0	11.3	18.9	4.3		
Incr Delay (d2), s/veh	1.4	0.4	0.0	3.7	9.3	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	1.1	0.0	6.7	3.4	4.8		
LnGrp Delay(d),s/veh	20.0	17.9	0.0	14.9	28.2	4.9		
LnGrp LOS	C	B		B	C	A		
Approach Vol, veh/h	305		554			913		
Approach Delay, s/veh	19.3		14.9			10.4		
Approach LOS	B		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.7	24.4		11.3		35.1		
Change Period (Y+Rc), s	3.5	4.5		4.0		4.5		
Max Green Setting (Gmax), s	9.5	22.5		16.0		35.5		
Max Q Clear Time (g_c+I), s	17.5	15.0		7.2		11.5		
Green Ext Time (p_c), s	0.2	4.9		0.3		10.7		
Intersection Summary								
HCM 2010 Ctrl Delay			13.4					
HCM 2010 LOS			B					

Intersection												
Int Delay, s/veh	35.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	410	530	530	320	0	0	0	0	50	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	446	576	576	348	0	0	0	0	54	0	141
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	348	0	-	446	0	0				1946	1946	348
Stage 1	-	-	-	-	-	-				1500	1500	-
Stage 2	-	-	-	-	-	-				446	446	-
Critical Hdwy	4.12	-	-	4.12	-	-				6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-				3.518	4.018	3.318
Pot Cap-1 Maneuver	1211	-	0	1114	-	-				71	65	695
Stage 1	-	-	0	-	-	-				204	185	-
Stage 2	-	-	0	-	-	-				645	574	-
Platoon blocked, %			-			-						
Mov Cap-1 Maneuver	1211	-	-	1114	-	-				~ 25	0	695
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 25	0	-
Stage 1	-	-	-	-	-	-				73	0	-
Stage 2	-	-	-	-	-	-				645	0	-
Approach	EB			WB			SB					
HCM Control Delay, s	0			7.3			250.6					
HCM LOS							F					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2					
Capacity (veh/h)	1211	-	1114	-	-	25	695					
HCM Lane V/C Ratio	-	-	0.517	-	-	2.174	0.203					
HCM Control Delay (s)	0	-	11.6	0	\$ 872.1	11.5						
HCM Lane LOS	A	-	B	A	-	F	B					
HCM 95th %tile Q(veh)	0	-	3.1	-	-	6.7	0.8					
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection												
Intersection Delay, s/veh	45.5											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	260	200	0	0	0	710	160	0	140	0	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	283	217	0	0	0	772	174	0	152	0	174
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	50.1	53.9	13.9
HCM LOS	F	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	57%	0%	0%
Vol Thru, %	0%	0%	43%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	160	460	710	160
LT Vol	140	0	260	0	0
Through Vol	0	0	200	710	0
RT Vol	0	160	0	0	160
Lane Flow Rate	152	174	500	772	174
Geometry Grp	7	7	6	7	7
Degree of Util (X)	0.343	0.333	0.934	1	0.281
Departure Headway (Hd)	8.103	6.902	6.722	6.527	5.812
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	446	523	540	563	619
Service Time	5.824	4.623	4.739	4.262	3.547
HCM Lane V/C Ratio	0.341	0.333	0.926	1.371	0.281
HCM Control Delay	15	13	50.1	63.6	10.8
HCM Lane LOS	B	B	F	F	B
HCM 95th-tile Q	1.5	1.4	11.7	14.3	1.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	0	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Lane

Intersection

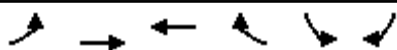
Intersection Delay, s/veh54.5

Intersection LOS F

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	530	260	0	690	1510	0	40	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	576	283	0	750	1641	0	43	11
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	49	57.5	12.3
HCM LOS	E	F	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	530	260	690	1510	40	10
LT Vol	530	0	0	0	40	0
Through Vol	0	260	690	0	0	0
RT Vol	0	0	0	1510	0	10
Lane Flow Rate	576	283	750	1641	43	11
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	1	0.504	1	1	0.107	0.023
Departure Headway (Hd)	6.914	6.415	5.827	5.129	8.884	7.684
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	530	562	623	722	404	466
Service Time	4.634	4.134	3.595	2.897	6.632	5.432
HCM Lane V/C Ratio	1.087	0.504	1.204	2.273	0.106	0.024
HCM Control Delay	65.5	15.5	60.1	56.3	12.7	10.6
HCM Lane LOS	F	C	F	F	B	B
HCM 95th-tile Q	14	2.8	15.1	16.1	0.4	0.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	50	250	1970	370	880	230		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	54	272	2141	402	957	250		
Adj No. of Lanes	1	1	2	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	63	1219	2081	911	938	432		
Arrive On Green	0.04	0.65	0.59	0.59	0.27	0.27		
Sat Flow, veh/h	1774	1863	3632	1550	3442	1583		
Grp Volume(v), veh/h	54	272	2141	402	957	250		
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1550	1721	1583		
Q Serve(g_s), s	4.5	8.9	88.2	21.6	40.9	20.5		
Cycle Q Clear(g_c), s	4.5	8.9	88.2	21.6	40.9	20.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	63	1219	2081	911	938	432		
V/C Ratio(X)	0.86	0.22	1.03	0.44	1.02	0.58		
Avail Cap(c_a), veh/h	63	1219	2081	911	938	432		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	72.0	10.5	30.9	17.2	54.5	47.1		
Incr Delay (d2), s/veh	65.1	0.0	27.5	0.1	34.5	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.4	4.5	50.7	9.3	23.9	18.1		
LnGrp Delay(d),s/veh	137.1	10.5	58.4	17.3	89.0	48.4		
LnGrp LOS	F	B	F	B	F	D		
Approach Vol, veh/h		326	2543		1207			
Approach Delay, s/veh		31.5	51.9		80.6			
Approach LOS		C	D		F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		104.0		46.0	10.0	94.0		
Change Period (Y+Rc), s		5.8		5.1	* 4.7	5.8		
Max Green Setting (Gmax), s		98.2		40.9	* 5.3	88.2		
Max Q Clear Time (g_c+1), s		10.9		42.9	6.5	90.2		
Green Ext Time (p_c), s		27.1		0.0	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay		58.8						
HCM 2010 LOS		E						
Notes								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	10	10	500	10	300	40	740	400	250	1110	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	33	11	11	440	155	326	43	804	0	272	1207	43
Adj No. of Lanes	0	1	1	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	16	56	538	161	339	55	1061	475	304	1523	667
Arrive On Green	0.04	0.04	0.04	0.30	0.30	0.30	0.03	0.30	0.00	0.17	0.43	0.43
Sat Flow, veh/h	1347	449	1583	1774	531	1117	1774	3539	1583	1774	3539	1549
Grp Volume(v), veh/h	44	0	11	440	0	481	43	804	0	272	1207	43
Grp Sat Flow(s),veh/h/ln	1795	0	1583	1774	0	1649	1774	1770	1583	1774	1770	1549
Q Serve(g_s), s	2.5	0.0	0.7	23.5	0.0	29.4	2.5	21.1	0.0	15.3	30.2	1.7
Cycle Q Clear(g_c), s	2.5	0.0	0.7	23.5	0.0	29.4	2.5	21.1	0.0	15.3	30.2	1.7
Prop In Lane	0.75		1.00	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	0	56	538	0	500	55	1061	475	304	1523	667
V/C Ratio(X)	0.70	0.00	0.20	0.82	0.00	0.96	0.78	0.76	0.00	0.89	0.79	0.06
Avail Cap(c_a), veh/h	281	0	248	538	0	500	278	1239	554	399	1523	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	47.9	33.0	0.0	35.1	49.2	32.5	0.0	41.5	25.2	17.1
Incr Delay (d2), s/veh	5.1	0.0	0.6	9.0	0.0	30.6	8.8	2.5	0.0	15.7	3.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	12.8	0.0	17.6	1.3	10.6	0.0	8.8	15.4	0.7
LnGrp Delay(d),s/veh	53.9	0.0	48.6	42.1	0.0	65.7	58.0	35.0	0.0	57.2	29.1	17.2
LnGrp LOS	D		D	D		E	E	C		E	C	B
Approach Vol, veh/h		55			921			847			1522	
Approach Delay, s/veh		52.8			54.4			36.1			33.8	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.5	37.2		8.1	8.2	50.5		35.5				
Change Period (Y+Rc), s	4.0	* 6.5		4.5	5.0	6.5		4.5				
Max Green Setting (Gmax), s	23.0	* 36		16.0	16.0	41.5		31.0				
Max Q Clear Time (g_c+1/3), s	17.3	23.1		4.5	4.5	32.2		31.4				
Green Ext Time (p_c), s	0.2	7.6		0.1	0.0	8.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	10	240	0	210	10	980	380	200	670	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	0	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	22	11	261	0	228	11	1065	413	217	728	60
Adj No. of Lanes	1	1	1	2	0	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	2	2	2	2	2	2	2
Cap, veh/h	202	212	169	0	0	0	20	1709	743	329	2008	855
Arrive On Green	0.11	0.11	0.11	0.00	0.00	0.00	0.01	0.48	0.48	0.10	0.57	0.57
Sat Flow, veh/h	1774	1863	1486		0		1774	3539	1539	3442	3539	1507
Grp Volume(v), veh/h	11	22	11		0.0		11	1065	413	217	728	60
Grp Sat Flow(s),veh/h/ln	1774	1863	1486				1774	1770	1539	1721	1770	1507
Q Serve(g_s), s	0.3	0.6	0.4				0.3	11.9	10.2	3.3	6.0	1.0
Cycle Q Clear(g_c), s	0.3	0.6	0.4				0.3	11.9	10.2	3.3	6.0	1.0
Prop In Lane	1.00		1.00				1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	212	169				20	1709	743	329	2008	855
V/C Ratio(X)	0.05	0.10	0.06				0.55	0.62	0.56	0.66	0.36	0.07
Avail Cap(c_a), veh/h	1124	1180	942				132	2025	880	468	2242	955
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	21.3	21.2				26.4	10.3	9.8	23.4	6.3	5.2
Incr Delay (d2), s/veh	0.2	0.4	0.3				8.5	0.4	0.7	0.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.2				0.2	5.9	4.4	1.6	3.0	0.4
LnGrp Delay(d),s/veh	21.4	21.7	21.5				34.9	10.7	10.5	24.3	6.4	5.3
LnGrp LOS	C	C	C				C	B	B	C	A	A
Approach Vol, veh/h		44						1489			1005	
Approach Delay, s/veh		21.6						10.8			10.2	
Approach LOS		C						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	9.6	32.4		11.6	5.1	36.9						
Change Period (Y+Rc), s	4.5	6.5		5.5	4.5	6.5						
Max Green Setting (Gmax), s	7.3	30.7		34.0	4.0	34.0						
Max Q Clear Time (g_c+I1), s	5.3	13.9		2.6	2.3	8.0						
Green Ext Time (p_c), s	0.1	11.6		0.2	0.0	15.6						
Intersection Summary												
HCM 2010 Ctrl Delay			10.8									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	850	230	770	900	0	0	0	0	340	5	220
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	924	250	837	978	0				374	0	239
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1153	498	942	2365	0				649	0	290
Arrive On Green	0.00	0.33	0.33	0.27	0.67	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3632	1530	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	924	250	837	978	0				374	0	239
Grp Sat Flow(s),veh/h/ln	0	1770	1530	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	16.3	9.0	16.0	8.7	0.0				6.6	0.0	10.0
Cycle Q Clear(g_c), s	0.0	16.3	9.0	16.0	8.7	0.0				6.6	0.0	10.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1153	498	942	2365	0				649	0	290
V/C Ratio(X)	0.00	0.80	0.50	0.89	0.41	0.00				0.58	0.00	0.82
Avail Cap(c_a), veh/h	0	1178	509	1070	2520	0				828	0	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	18.6	23.9	5.2	0.0				25.6	0.0	26.9
Incr Delay (d2), s/veh	0.0	3.7	0.3	7.9	0.2	0.0				0.3	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	3.9	8.6	4.3	0.0				3.2	0.0	5.1
LnGrp Delay(d),s/veh	0.0	24.7	18.9	31.8	5.5	0.0				25.9	0.0	36.1
LnGrp LOS		C	B	C	A					C		D
Approach Vol, veh/h		1174			1815						613	
Approach Delay, s/veh		23.5			17.6						29.9	
Approach LOS		C			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	23.5	27.4		17.6		50.9		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	21.5	22.8		16.0		48.8		
Max Q Clear Time (g_c+1.0), s	18.3	18.3		12.0		10.7		
Green Ext Time (p_c), s	0.8	4.0		0.6		23.7		

Intersection Summary

HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	1000	0	0	1240	290	430	5	860	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	207	1087	0	0	1348	293	467	5	924			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	245	1966	0	0	1800	541	540	6	857			
Arrive On Green	0.14	0.56	0.00	0.00	0.35	0.35	0.31	0.31	0.31			
Sat Flow, veh/h	1774	3632	0	0	5253	1528	1756	19	2787			
Grp Volume(v), veh/h	207	1087	0	0	1348	293	472	0	924			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1528	1775	0	1393			
Q Serve(g_s), s	8.5	14.7	0.0	0.0	17.3	11.4	18.7	0.0	22.9			
Cycle Q Clear(g_c), s	8.5	14.7	0.0	0.0	17.3	11.4	18.7	0.0	22.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	245	1966	0	0	1800	541	546	0	857			
V/C Ratio(X)	0.84	0.55	0.00	0.00	0.75	0.54	0.86	0.00	1.08			
Avail Cap(c_a), veh/h	245	1992	0	0	1837	552	546	0	857			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.3	10.6	0.0	0.0	21.1	19.2	24.3	0.0	25.8			
Incr Delay (d2), s/veh	21.5	0.6	0.0	0.0	1.5	0.5	13.0	0.0	54.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	7.3	0.0	0.0	8.4	4.9	11.0	0.0	15.1			
LnGrp Delay(d),s/veh	52.8	11.2	0.0	0.0	22.6	19.8	37.3	0.0	79.7			
LnGrp LOS	D	B			C	B	D		F			
Approach Vol, veh/h	1294				1641			1396				
Approach Delay, s/veh	17.9				22.1			65.4				
Approach LOS	B				C			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		46.4			15.0	31.4		28.0				
Change Period (Y+Rc), s		5.1			* 4.7	5.1		5.1				
Max Green Setting (Gmax), s		41.9			* 10	26.9		22.9				
Max Q Clear Time (g_c+I1), s		16.7			10.5	19.3		24.9				
Green Ext Time (p_c), s		20.9			0.0	7.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Future PM - MMUP
4: Aviara Parkway & Poinsettia Lane

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	270	480	270	30	380	110	300	230	30	130	350	440
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	293	522	293	33	413	120	326	250	25	141	380	128
Adj No. of Lanes	2	1	2	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	632	1255	46	714	205	407	800	79	176	592	197
Arrive On Green	0.11	0.34	0.34	0.03	0.26	0.26	0.12	0.25	0.25	0.10	0.23	0.23
Sat Flow, veh/h	3442	1863	2728	1774	2714	781	3442	3253	323	1774	2611	868
Grp Volume(v), veh/h	293	522	293	33	268	265	326	135	140	141	256	252
Grp Sat Flow(s),veh/h/ln	1721	1863	1364	1774	1770	1725	1721	1770	1806	1774	1770	1710
Q Serve(g_s), s	6.7	20.9	2.9	1.5	10.7	10.9	7.5	5.1	5.1	6.3	10.6	10.8
Cycle Q Clear(g_c), s	6.7	20.9	2.9	1.5	10.7	10.9	7.5	5.1	5.1	6.3	10.6	10.8
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.18	1.00		0.51
Lane Grp Cap(c), veh/h	373	632	1255	46	465	454	407	435	444	176	401	388
V/C Ratio(X)	0.78	0.83	0.23	0.72	0.58	0.58	0.80	0.31	0.32	0.80	0.64	0.65
Avail Cap(c_a), veh/h	403	811	1516	92	655	638	446	670	683	258	698	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	24.6	4.6	39.2	26.0	26.0	34.8	25.0	25.0	35.8	28.3	28.4
Incr Delay (d2), s/veh	9.2	6.3	0.1	14.4	1.6	1.7	8.9	0.5	0.5	9.0	2.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	11.8	1.4	0.9	5.4	5.4	4.0	2.5	2.6	3.5	5.4	5.3
LnGrp Delay(d),s/veh	44.4	30.9	4.7	53.7	27.6	27.7	43.8	25.5	25.5	44.7	30.4	30.7
LnGrp LOS	D	C	A	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1108			566			601			649		
Approach Delay, s/veh	27.5			29.2			35.4			33.6		
Approach LOS	C			C			D			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	25.9	8.1	33.5	15.1	24.4	14.3	27.3				
Change Period (Y+Rc), s	5.5	6.0	6.0	* 6	5.5	6.0	5.5	6.0				
Max Green Setting (Gmax), s	11.8	30.7	4.2	* 35	10.5	32.0	9.5	30.0				
Max Q Clear Time (g_c+I), s	19.3	7.1	3.5	22.9	9.5	12.8	8.7	12.9				
Green Ext Time (p_c), s	0.1	6.0	0.3	4.7	0.1	5.6	0.1	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay	30.8											
HCM 2010 LOS	C											
Notes												



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	350	285	680	370	250	520		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	380	0	739	0	272	565		
Adj No. of Lanes	1	1	2	1	1	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	452	403	1101	493	323	1995		
Arrive On Green	0.25	0.00	0.31	0.00	0.18	0.56		
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632		
Grp Volume(v), veh/h	380	0	739	0	272	565		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770		
Q Serve(g_s), s	11.5	0.0	10.3	0.0	8.4	4.7		
Cycle Q Clear(g_c), s	11.5	0.0	10.3	0.0	8.4	4.7		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	452	403	1101	493	323	1995		
V/C Ratio(X)	0.84	0.00	0.67	0.00	0.84	0.28		
Avail Cap(c_a), veh/h	844	753	1354	606	375	2352		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	20.1	0.0	17.0	0.0	22.4	6.4		
Incr Delay (d2), s/veh	4.3	0.0	1.0	0.0	12.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.1	0.0	5.2	0.0	5.2	2.3		
LnGrp Delay(d),s/veh	24.3	0.0	18.0	0.0	34.9	6.5		
LnGrp LOS	C		B		C	A		
Approach Vol, veh/h	380		739			837		
Approach Delay, s/veh	24.3		18.0			15.7		
Approach LOS	C		B			B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.3	23.0		19.5		37.3		
Change Period (Y+Rc), s	4.0	5.3		5.0		5.3		
Max Green Setting (Gmax), s	12.0	21.7		27.0		37.7		
Max Q Clear Time (g_c+10), s	10.4	12.3		13.5		6.7		
Green Ext Time (p_c), s	0.1	5.3		1.0		10.1		
Intersection Summary								
HCM 2010 Ctrl Delay			18.2					
HCM 2010 LOS			B					

Future PM - MMUP
6: Vulcan Avenue & La Costa Avenue

1/26/2016

Intersection

Int Delay, s/veh 26

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	540	80	250	560	75	180
Conflicting Peds, #/hr	0	9	9	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	587	87	272	609	82	196

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	674	0	1782	639
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	1152	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	917	-	90	476
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	301	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	910	-	~ 49	472
Mov Cap-2 Maneuver	-	-	-	-	~ 49	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	164	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	161.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	49	472	-	-	910	-
HCM Lane V/C Ratio	1.664	0.415	-	-	0.299	-
HCM Control Delay (s)	\$ 505.8	17.9	-	-	10.6	0
HCM Lane LOS	F	C	-	-	B	A
HCM 95th %tile Q(veh)	7.9	2	-	-	1.3	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	660	230	800	570	0	0	0	0	550	5	190
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	717	250	870	620	0				602	0	207
Adj No. of Lanes	0	2	0	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	778	271	1085	2410	0				694	0	310
Arrive On Green	0.00	0.30	0.30	0.32	0.68	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2669	898	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	493	474	870	620	0				602	0	207
Grp Sat Flow(s),veh/h/ln	0	1770	1704	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	22.9	22.9	19.7	5.8	0.0				14.0	0.0	10.3
Cycle Q Clear(g_c), s	0.0	22.9	22.9	19.7	5.8	0.0				14.0	0.0	10.3
Prop In Lane	0.00		0.53	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	534	515	1085	2410	0				694	0	310
V/C Ratio(X)	0.00	0.92	0.92	0.80	0.26	0.00				0.87	0.00	0.67
Avail Cap(c_a), veh/h	0	554	533	1085	2410	0				789	0	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.7	28.7	26.7	5.2	0.0				33.1	0.0	31.6
Incr Delay (d2), s/veh	0.0	23.7	24.4	4.1	0.3	0.0				8.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.6	14.2	9.9	2.8	0.0				7.7	0.0	4.7
LnGrp Delay(d),s/veh	0.0	52.4	53.1	30.7	5.5	0.0				41.5	0.0	34.4
LnGrp LOS		D	D	C	A					D		C
Approach Vol, veh/h		967			1490						809	
Approach Delay, s/veh		52.7			20.2						39.7	
Approach LOS		D			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.2	31.1		21.7		63.3						
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4						
Max Green Setting (Gmax), s	24.3	* 27		18.9		55.6						
Max Q Clear Time (g_c+I1), s	21.7	24.9		16.0		7.8						
Green Ext Time (p_c), s	1.4	0.8		0.7		5.3						
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  				 			
Volume (veh/h)	210	1000	0	0	1220	470	150	5	900	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	228	1087	0	0	1326	511	163	5	707			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	265	2057	0	0	1916	581	493	15	797			
Arrive On Green	0.15	0.58	0.00	0.00	0.12	0.12	0.29	0.29	0.29			
Sat Flow, veh/h	1774	3632	0	0	5253	1542	1724	53	2787			
Grp Volume(v), veh/h	228	1087	0	0	1326	511	168	0	707			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1542	1777	0	1393			
Q Serve(g_s), s	10.7	15.8	0.0	0.0	21.2	27.7	6.3	0.0	20.6			
Cycle Q Clear(g_c), s	10.7	15.8	0.0	0.0	21.2	27.7	6.3	0.0	20.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	265	2057	0	0	1916	581	508	0	797			
V/C Ratio(X)	0.86	0.53	0.00	0.00	0.69	0.88	0.33	0.00	0.89			
Avail Cap(c_a), veh/h	278	2057	0	0	1916	581	625	0	980			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.3	10.8	0.0	0.0	32.5	35.3	23.9	0.0	29.0			
Incr Delay (d2), s/veh	23.3	1.0	0.0	0.0	2.0	16.4	0.1	0.0	7.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.9	7.8	0.0	0.0	10.3	14.5	3.1	0.0	8.8			
LnGrp Delay(d),s/veh	58.6	11.7	0.0	0.0	34.5	51.7	24.1	0.0	36.6			
LnGrp LOS	E	B			C	D	C		D			
Approach Vol, veh/h	1315				1837				875			
Approach Delay, s/veh	19.9				39.3				34.2			
Approach LOS	B				D				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2				5	6			8			
Phs Duration (G+Y+Rc), s	55.6				17.4	38.2			29.4			
Change Period (Y+Rc), s	* 6.2				* 4.7	6.2			5.1			
Max Green Setting (Gmax), s	* 44				* 13	25.8			29.9			
Max Q Clear Time (g_c+I1), s	17.8				12.7	29.7			22.6			
Green Ext Time (p_c), s	16.4				0.1	0.0			1.7			
Intersection Summary												
HCM 2010 Ctrl Delay			31.8									
HCM 2010 LOS			C									
Notes												

Future PM - MMUP
9: Piraeus Street & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑↑↑	↱	↱		
Volume (veh/h)	1800	100	65	1550	90	70		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1957	100	71	1685	98	76		
Adj No. of Lanes	2	0	1	4	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1885	95	144	4591	246	220		
Arrive On Green	0.37	0.37	0.08	0.72	0.14	0.14		
Sat Flow, veh/h	3516	173	1774	6669	1774	1583		
Grp Volume(v), veh/h	1002	1055	71	1685	98	76		
Grp Sat Flow(s),veh/h/ln	1770	1826	1774	1602	1774	1583		
Q Serve(g_s), s	46.8	46.8	3.3	8.6	4.3	3.7		
Cycle Q Clear(g_c), s	46.8	46.8	3.3	8.6	4.3	3.7		
Prop In Lane		0.09	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	974	1006	144	4591	246	220		
V/C Ratio(X)	1.03	1.05	0.49	0.37	0.40	0.35		
Avail Cap(c_a), veh/h	974	1006	190	4591	253	225		
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.57	0.57	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.8	26.8	37.4	4.6	33.4	33.1		
Incr Delay (d2), s/veh	29.5	35.6	1.0	0.2	0.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	30.8	33.5	1.6	3.8	2.1	1.6		
LnGrp Delay(d),s/veh	56.3	62.4	38.4	4.9	33.7	33.5		
LnGrp LOS	F	F	D	A	C	C		
Approach Vol, veh/h	2057			1756	174			
Approach Delay, s/veh	59.4			6.2	33.6			
Approach LOS	E			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	34.1	54.0				68.1		16.9
Change Period (Y+Rc), s	7.2	* 7.2				7.2		5.1
Max Green Setting (Gmax), s	9.1	* 47				60.6		12.1
Max Q Clear Time (g_c+I), s	15.3	48.8				10.6		6.3
Green Ext Time (p_c), s	3.0	0.0				42.4		0.1
Intersection Summary								
HCM 2010 Ctrl Delay		34.9						
HCM 2010 LOS		C						
Notes								

Future PM - MMUP
10: Saxony Road & La Costa Avenue

1/26/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱	↑↑	↱	↱		
Volume (veh/h)	1745	125	200	1490	90	160		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1897	136	217	1620	98	174		
Adj No. of Lanes	2	0	1	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	2030	144	227	2746	231	206		
Arrive On Green	0.61	0.61	0.13	0.78	0.13	0.13		
Sat Flow, veh/h	3446	238	1774	3632	1774	1583		
Grp Volume(v), veh/h	990	1043	217	1620	98	174		
Grp Sat Flow(s),veh/h/ln	1770	1821	1774	1770	1774	1583		
Q Serve(g_s), s	58.8	62.0	14.3	22.2	6.0	12.6		
Cycle Q Clear(g_c), s	58.8	62.0	14.3	22.2	6.0	12.6		
Prop In Lane		0.13	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1071	1102	227	2746	231	206		
V/C Ratio(X)	0.92	0.95	0.96	0.59	0.42	0.84		
Avail Cap(c_a), veh/h	1071	1102	227	2746	424	378		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	20.7	21.4	50.8	5.4	46.9	49.8		
Incr Delay (d2), s/veh	13.5	16.2	47.1	0.5	1.2	9.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	32.4	35.6	10.0	10.8	3.0	6.0		
LnGrp Delay(d),s/veh	34.3	37.5	97.9	6.0	48.2	58.8		
LnGrp LOS	C	D	F	A	D	E		
Approach Vol, veh/h	2033			1837	272			
Approach Delay, s/veh	35.9			16.8	55.0			
Approach LOS	D			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		20.3	20.0	77.0				97.0
Change Period (Y+Rc), s		5.0	5.0	6.0				6.0
Max Green Setting (Gmax), s		28.0	15.0	71.0				91.0
Max Q Clear Time (g_c+I1), s		14.6	16.3	64.0				24.2
Green Ext Time (p_c), s		0.7	0.0	7.0				66.2
Intersection Summary								
HCM 2010 Ctrl Delay			28.7					
HCM 2010 LOS			C					

Future PM - MMUP
11: El Camino Real & La Costa Avenue

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	840	800	360	210	520	200	380	1250	100	290	1110	840
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	913	870	295	228	565	174	413	1359	95	315	1207	754
Adj No. of Lanes	2	2	1	1	2	1	2	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	988	1085	477	249	566	250	436	1424	100	383	1476	907
Arrive On Green	0.29	0.31	0.31	0.14	0.16	0.16	0.21	0.49	0.49	0.19	0.48	0.48
Sat Flow, veh/h	3442	3539	1555	1774	3539	1560	3442	4854	339	3442	5085	1559
Grp Volume(v), veh/h	913	870	295	228	565	174	413	949	505	315	1207	754
Grp Sat Flow(s),veh/h/ln	1721	1770	1555	1774	1770	1560	1721	1695	1803	1721	1695	1559
Q Serve(g_s), s	38.6	33.9	24.4	19.0	23.9	12.2	17.7	40.2	40.2	13.2	30.4	43.5
Cycle Q Clear(g_c), s	38.6	33.9	24.4	19.0	23.9	12.2	17.7	40.2	40.2	13.2	30.4	43.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	988	1085	477	249	566	250	436	995	529	383	1476	907
V/C Ratio(X)	0.92	0.80	0.62	0.91	1.00	0.70	0.95	0.95	0.95	0.82	0.82	0.83
Avail Cap(c_a), veh/h	1055	1102	484	278	566	250	436	1003	534	383	1476	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	47.8	44.5	63.6	63.0	35.5	58.6	37.3	37.3	59.6	35.3	22.6
Incr Delay (d2), s/veh	13.0	4.2	2.1	29.2	37.2	8.2	29.8	19.4	29.3	12.5	5.2	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.2	17.2	10.8	11.3	14.6	5.9	10.2	21.4	24.2	6.9	14.9	30.0
LnGrp Delay(d),s/veh	64.9	52.0	46.6	92.8	100.2	43.7	88.4	56.7	66.6	72.1	40.4	31.3
LnGrp LOS	E	D	D	F	F	D	F	E	E	E	D	C
Approach Vol, veh/h	2078			967			1867			2276		
Approach Delay, s/veh	56.9			88.3			66.4			41.8		
Approach LOS	E			F			E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	50.0	25.3	52.0	23.2	49.5	47.3	30.0				
Change Period (Y+Rc), s	6.0	* 6	* 4.2	* 6	* 4.2	6.0	* 4.2	6.0				
Max Green Setting (Gmax), s	15.2	* 44	* 24	* 47	* 19	40.6	* 46	24.0				
Max Q Clear Time (g_c+1.2), s	15.2	42.2	21.0	35.9	19.7	45.5	40.6	25.9				
Green Ext Time (p_c), s	0.0	1.8	0.1	6.7	0.0	0.0	2.5	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	58.8											
HCM 2010 LOS	E											
Notes												

Future PM - MMUP
12: Highway 101 & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	70	30	250	70	240	60	850	270	340	740	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	33	76	33	272	76	261	65	924	293	370	804	43
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	93	40	410	85	293	83	993	799	354	1393	74
Arrive On Green	0.10	0.10	0.10	0.23	0.23	0.23	0.05	0.28	0.28	0.20	0.41	0.41
Sat Flow, veh/h	404	930	404	1774	370	1269	1774	3539	1541	1774	3417	183
Grp Volume(v), veh/h	142	0	0	272	0	337	65	924	293	370	416	431
Grp Sat Flow(s),veh/h/ln	1738	0	0	1774	0	1639	1774	1770	1541	1774	1770	1830
Q Serve(g_s), s	7.8	0.0	0.0	13.6	0.0	19.4	3.5	24.8	11.2	19.5	17.8	17.8
Cycle Q Clear(g_c), s	7.8	0.0	0.0	13.6	0.0	19.4	3.5	24.8	11.2	19.5	17.8	17.8
Prop In Lane	0.23		0.23	1.00		0.77	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	174	0	0	410	0	379	83	993	799	354	721	746
V/C Ratio(X)	0.82	0.00	0.00	0.66	0.00	0.89	0.78	0.93	0.37	1.04	0.58	0.58
Avail Cap(c_a), veh/h	285	0	0	508	0	470	109	1018	809	354	721	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	0.0	34.1	0.0	36.3	46.1	34.2	14.4	39.1	22.4	22.4
Incr Delay (d2), s/veh	3.5	0.0	0.0	1.2	0.0	14.3	16.8	13.9	0.1	60.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	0.0	6.8	0.0	10.3	2.1	14.0	7.0	15.3	8.8	9.1
LnGrp Delay(d),s/veh	46.6	0.0	0.0	35.3	0.0	50.6	62.9	48.1	14.5	99.1	23.2	23.1
LnGrp LOS	D			D		D	E	D	B	F	C	C
Approach Vol, veh/h	142				609		1282				1217	
Approach Delay, s/veh	46.6				43.8		41.2				46.3	
Approach LOS	D				D		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	30.0	32.7			14.3	10.6	45.1	27.7				
Change Period (Y+Rc), s	3.5	5.3			4.5	6.0	5.3	5.1				
Max Green Setting (Gmax), s	19.5	28.1			16.0	6.0	39.1	28.0				
Max Q Clear Time (g_c+Y), s	21.5	26.8			9.8	5.5	19.8	21.4				
Green Ext Time (p_c), s	0.0	0.6			0.2	0.0	8.8	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay	43.8											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - MMUP
13: Vulcan Avenue & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	490	100	90	420	50	80	190	140	40	180	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	533	109	98	457	54	87	207	77	43	196	65
Adj No. of Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	549	813	166	371	1220	144	312	357	133	295	368	122
Arrive On Green	0.09	0.54	0.54	0.38	0.38	0.38	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	1500	307	782	3190	375	1107	1295	482	1090	1336	443
Grp Volume(v), veh/h	98	0	642	98	253	258	87	0	284	43	0	261
Grp Sat Flow(s),veh/h/ln	1774	0	1806	782	1770	1796	1107	0	1777	1090	0	1779
Q Serve(g_s), s	1.4	0.0	12.6	5.1	5.1	5.2	3.6	0.0	6.9	1.8	0.0	6.2
Cycle Q Clear(g_c), s	1.4	0.0	12.6	9.7	5.1	5.2	9.8	0.0	6.9	8.6	0.0	6.2
Prop In Lane	1.00		0.17	1.00		0.21	1.00		0.27	1.00		0.25
Lane Grp Cap(c), veh/h	549	0	979	371	677	687	312	0	490	295	0	490
V/C Ratio(X)	0.18	0.00	0.66	0.26	0.37	0.38	0.28	0.00	0.58	0.15	0.00	0.53
Avail Cap(c_a), veh/h	622	0	1187	429	808	820	519	0	823	499	0	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	8.1	14.4	11.1	11.1	19.5	0.0	15.6	19.3	0.0	15.3
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.5	0.5	0.5	0.2	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	6.4	1.1	2.5	2.6	1.1	0.0	3.4	0.5	0.0	3.1
LnGrp Delay(d),s/veh	6.9	0.0	9.4	14.9	11.6	11.6	19.7	0.0	16.0	19.4	0.0	15.7
LnGrp LOS	A		A	B	B	B	B		B	B		B
Approach Vol, veh/h	740				609				371		304	
Approach Delay, s/veh	9.1				12.1				16.9		16.2	
Approach LOS	A				B				B		B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	31.0		18.9		8.0		23.1		18.9			
Change Period (Y+Rc), s	4.0		5.1		3.5		4.0		5.1			
Max Green Setting (Gmax), s	32.8		23.1		6.5		22.8		23.1			
Max Q Clear Time (g_c+I1), s	14.6		10.6		3.4		11.7		11.8			
Green Ext Time (p_c), s	10.6		2.0		0.0		7.4		1.9			
Intersection Summary												
HCM 2010 Ctrl Delay			12.5									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	580	90	140	670	110	30	30	200	140	30	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	630	98	152	728	120	33	33	174	152	33	33
Adj No. of Lanes	1	2	0	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	928	144	451	1278	552	476	75	394	347	247	247
Arrive On Green	0.07	0.30	0.30	0.13	0.36	0.36	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1774	3071	477	3442	3539	1527	1325	259	1364	1170	854	854
Grp Volume(v), veh/h	33	363	365	152	728	120	33	0	207	152	0	66
Grp Sat Flow(s),veh/h/ln	1774	1770	1779	1721	1770	1527	1325	0	1622	1170	0	1708
Q Serve(g_s), s	1.0	9.9	9.9	2.2	9.1	3.0	1.0	0.0	5.7	6.7	0.0	1.6
Cycle Q Clear(g_c), s	1.0	9.9	9.9	2.2	9.1	3.0	2.6	0.0	5.7	12.4	0.0	1.6
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.84	1.00		0.50
Lane Grp Cap(c), veh/h	128	535	537	451	1278	552	476	0	469	347	0	493
V/C Ratio(X)	0.26	0.68	0.68	0.34	0.57	0.22	0.07	0.00	0.44	0.44	0.00	0.13
Avail Cap(c_a), veh/h	322	697	701	500	1278	552	935	0	1031	753	0	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	16.9	16.9	21.7	14.1	12.2	15.4	0.0	16.0	21.0	0.0	14.5
Incr Delay (d2), s/veh	0.4	0.8	0.8	0.2	0.4	0.1	0.0	0.0	0.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.0	5.0	1.1	4.5	1.3	0.4	0.0	2.6	2.2	0.0	0.7
LnGrp Delay(d),s/veh	24.6	17.7	17.7	21.9	14.5	12.3	15.5	0.0	16.2	21.3	0.0	14.5
LnGrp LOS	C	B	B	C	B	B	B		B	C		B
Approach Vol, veh/h		761			1000			240			218	
Approach Delay, s/veh		18.0			15.4			16.1			19.3	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	21.7		21.0	9.1	25.0		21.0				
Change Period (Y+Rc), s	5.1	5.1		5.1	5.1	5.1		5.1				
Max Green Setting (Gmax), s	35.0	21.7		35.0	10.0	19.7		35.0				
Max Q Clear Time (g_c+14.2), s	11.9	11.9		14.4	3.0	11.1		7.7				
Green Ext Time (p_c), s	0.1	4.7		1.4	0.0	4.5		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			16.7									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Volume (veh/h)	0	700	220	500	700	0	0	0	0	370	0	220
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	761	239	543	761	0				402	0	239
Adj No. of Lanes	0	2	1	2	2	0				2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1171	520	679	2191	0				707	0	316
Arrive On Green	0.00	0.33	0.33	0.20	0.62	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	3632	1572	3442	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	761	239	543	761	0				402	0	239
Grp Sat Flow(s),veh/h/ln	0	1770	1572	1721	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	10.3	6.7	8.4	5.9	0.0				5.7	0.0	8.0
Cycle Q Clear(g_c), s	0.0	10.3	6.7	8.4	5.9	0.0				5.7	0.0	8.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1171	520	679	2191	0				707	0	316
V/C Ratio(X)	0.00	0.65	0.46	0.80	0.35	0.00				0.57	0.00	0.76
Avail Cap(c_a), veh/h	0	1500	666	975	2824	0				2212	0	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.0	14.8	21.5	5.2	0.0				20.3	0.0	21.2
Incr Delay (d2), s/veh	0.0	0.3	0.2	1.9	0.0	0.0				0.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	3.0	4.2	2.8	0.0				2.8	0.0	3.6
LnGrp Delay(d),s/veh	0.0	16.3	15.1	23.4	5.2	0.0				20.6	0.0	22.6
LnGrp LOS		B	B	C	A					C		C
Approach Vol, veh/h		1000			1304						641	
Approach Delay, s/veh		16.0			12.8						21.3	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	16.2	23.7		16.3		39.9		
Change Period (Y+Rc), s	5.1	5.1		5.1		5.1		
Max Green Setting (Gmax), s	15.9	23.8		35.0		44.8		
Max Q Clear Time (g_c+10), s	10.4	12.3		10.0		7.9		
Green Ext Time (p_c), s	0.6	6.1		1.2		9.9		

Intersection Summary

HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	850	0	0	1000	585	200	75	715	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863			
Adj Flow Rate, veh/h	239	924	0	0	1087	636	150	176	777			
Adj No. of Lanes	1	2	0	0	3	0	1	1	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	275	2265	0	0	1452	678	432	453	754			
Arrive On Green	0.16	0.64	0.00	0.00	0.43	0.43	0.24	0.24	0.24			
Sat Flow, veh/h	1774	3632	0	0	3558	1583	1774	1863	3099			
Grp Volume(v), veh/h	239	924	0	0	1087	636	150	176	777			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1583	1774	1863	1549			
Q Serve(g_s), s	11.8	11.4	0.0	0.0	24.3	34.5	6.3	7.1	21.9			
Cycle Q Clear(g_c), s	11.8	11.4	0.0	0.0	24.3	34.5	6.3	7.1	21.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	275	2265	0	0	1452	678	432	453	754			
V/C Ratio(X)	0.87	0.41	0.00	0.00	0.75	0.94	0.35	0.39	1.03			
Avail Cap(c_a), veh/h	365	2265	0	0	1452	678	432	453	754			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.69	0.69	0.00	0.00	0.53	0.53	1.00	1.00	1.00			
Uniform Delay (d), s/veh	37.1	7.9	0.0	0.0	21.7	24.6	28.1	28.5	34.0			
Incr Delay (d2), s/veh	9.4	0.4	0.0	0.0	1.9	14.2	0.2	0.2	40.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	5.6	0.0	0.0	11.7	17.7	3.1	3.7	13.6			
LnGrp Delay(d),s/veh	46.5	8.3	0.0	0.0	23.6	38.8	28.3	28.7	74.9			
LnGrp LOS	D	A			C	D	C	C	F			
Approach Vol, veh/h		1163			1723			1103				
Approach Delay, s/veh		16.1			29.2			61.2				
Approach LOS		B			C			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.0			19.1	43.9		27.0				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		57.6			18.5	34.0		21.9				
Max Q Clear Time (g_c+I1), s		13.4			13.8	36.5		23.9				
Green Ext Time (p_c), s		22.7			0.2	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.2									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - MMUP
17: Saxony Road & Leucadia Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1400	250	190	1170	60	210	160	260	50	140	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	87	1522	257	207	1272	60	228	174	283	54	152	43
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	1469	243	195	1834	86	207	163	266	65	245	69
Arrive On Green	0.06	0.48	0.48	0.11	0.53	0.53	0.12	0.26	0.26	0.04	0.18	0.18
Sat Flow, veh/h	1774	3040	504	1774	3442	162	1774	639	1040	1774	1398	395
Grp Volume(v), veh/h	87	874	905	207	653	679	228	0	457	54	0	195
Grp Sat Flow(s),veh/h/ln	1774	1770	1774	1774	1770	1834	1774	0	1679	1774	0	1793
Q Serve(g_s), s	7.3	72.5	72.5	16.5	41.0	41.1	17.5	0.0	38.3	4.5	0.0	15.1
Cycle Q Clear(g_c), s	7.3	72.5	72.5	16.5	41.0	41.1	17.5	0.0	38.3	4.5	0.0	15.1
Prop In Lane	1.00		0.28	1.00		0.09	1.00		0.62	1.00		0.22
Lane Grp Cap(c), veh/h	107	855	857	195	943	978	207	0	429	65	0	314
V/C Ratio(X)	0.81	1.02	1.06	1.06	0.69	0.69	1.10	0.00	1.07	0.83	0.00	0.62
Avail Cap(c_a), veh/h	148	855	857	195	943	978	207	0	429	65	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	38.8	38.8	66.8	25.9	26.0	66.3	0.0	55.9	71.8	0.0	57.2
Incr Delay (d2), s/veh	15.1	36.3	46.6	81.4	2.1	2.0	92.4	0.0	62.1	54.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	44.0	46.6	12.5	20.5	21.3	13.9	0.0	25.1	3.2	0.0	7.7
LnGrp Delay(d),s/veh	84.7	75.0	85.4	148.2	28.0	28.0	158.6	0.0	117.9	126.1	0.0	59.7
LnGrp LOS	F	F	F	F	C	C	F		F	F		E
Approach Vol, veh/h	1866			1539			685			249		
Approach Delay, s/veh	80.5			44.1			131.5			74.1		
Approach LOS	F			D			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	77.8	21.0	31.2	12.5	85.3	9.0	43.2				
Change Period (Y+Rc), s	3.5	5.3	3.5	* 4.9	3.5	5.3	3.5	4.9				
Max Green Setting (Gmax), s	10.5	72.5	17.5	* 27	12.5	76.5	5.5	38.3				
Max Q Clear Time (g_c+1.0), s	10.5	74.5	19.5	17.1	9.3	43.1	6.5	40.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	26.8	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	75.3											
HCM 2010 LOS	E											
Notes												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1720	110	220	1090	100	130	80	330	80	70	60
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	1870	113	239	1185	98	141	87	158	87	76	65
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	1940	116	257	2171	179	221	318	265	200	318	269
Arrive On Green	0.06	0.57	0.57	0.15	0.66	0.66	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	3394	203	1774	3311	273	1238	1863	1552	1127	1863	1575
Grp Volume(v), veh/h	87	966	1017	239	633	650	141	87	158	87	76	65
Grp Sat Flow(s), veh/h/ln	1774	1770	1827	1774	1770	1814	1238	1863	1552	1127	1863	1575
Q Serve(g_s), s	6.5	69.2	72.3	17.9	25.8	25.9	14.9	5.5	12.6	9.8	4.7	4.8
Cycle Q Clear(g_c), s	6.5	69.2	72.3	17.9	25.8	25.9	19.7	5.5	12.6	15.2	4.7	4.8
Prop In Lane	1.00		0.11	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	1012	1044	257	1160	1190	221	318	265	200	318	269
V/C Ratio(X)	0.80	0.95	0.97	0.93	0.55	0.55	0.64	0.27	0.60	0.43	0.24	0.24
Avail Cap(c_a), veh/h	191	1031	1064	257	1160	1190	259	376	313	235	376	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.3	27.1	27.8	56.8	12.4	12.4	56.7	48.5	51.4	55.1	48.2	48.2
Incr Delay (d2), s/veh	5.1	18.3	21.4	36.8	0.6	0.6	2.2	0.2	0.9	0.6	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	8.3	38.7	42.4	11.4	12.7	13.0	5.3	2.8	5.5	3.1	2.5	2.1
LnGrp Delay(d), s/veh	67.4	45.4	49.2	93.6	13.0	13.0	58.9	48.6	52.3	55.6	48.3	48.4
LnGrp LOS	E	D	D	F	B	B	E	D	D	E	D	D
Approach Vol, veh/h	2070			1522			386			228		
Approach Delay, s/veh	48.2			25.7			53.9			51.1		
Approach LOS	D			C			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	83.5		27.9	11.7	94.8		27.9				
Change Period (Y+Rc), s	3.5	6.7		4.9	3.5	6.7		4.9				
Max Green Setting (G_max), s	19.5	78.3		27.1	14.5	83.3		27.1				
Max Q Clear Time (g_c+19.5), s	19.5	74.3		17.2	8.5	27.9		21.7				
Green Ext Time (p_c), s	0.0	2.6		1.1	0.0	53.1		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay	40.7											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	400	1380	360	100	1060	170	310	140	80	110	120	340
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	435	1500	331	109	1152	157	337	152	74	120	130	305
Adj No. of Lanes	2	2	0	2	2	0	2	2	0	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	1607	345	246	1571	214	385	205	95	487	207	185
Arrive On Green	0.23	0.93	0.93	0.14	1.00	1.00	0.11	0.09	0.09	0.14	0.12	0.12
Sat Flow, veh/h	3442	2900	622	3442	3132	426	3442	2349	1091	3442	1770	1583
Grp Volume(v), veh/h	435	898	933	109	650	659	337	113	113	120	130	305
Grp Sat Flow(s),veh/h/ln	1721	1770	1753	1721	1770	1788	1721	1770	1670	1721	1770	1583
Q Serve(g_s), s	16.6	33.6	48.1	3.9	0.0	0.0	13.0	8.4	9.0	4.2	9.5	15.8
Cycle Q Clear(g_c), s	16.6	33.6	48.1	3.9	0.0	0.0	13.0	8.4	9.0	4.2	9.5	15.8
Prop In Lane	1.00		0.35	1.00		0.24	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	482	981	971	246	888	897	385	154	146	487	207	185
V/C Ratio(X)	0.90	0.92	0.96	0.44	0.73	0.74	0.88	0.73	0.78	0.25	0.63	1.65
Avail Cap(c_a), veh/h	523	1051	1041	246	888	897	395	286	270	487	207	185
HCM Platoon Ratio	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	3.5	4.0	55.4	0.0	0.0	59.0	60.1	60.3	51.5	56.8	59.6
Incr Delay (d2), s/veh	18.0	14.5	20.7	0.9	3.7	3.8	19.0	6.5	8.6	0.3	5.9	313.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	18.0	25.4	1.9	0.9	0.9	7.2	4.4	4.5	2.0	5.0	23.0
LnGrp Delay(d),s/veh	68.8	18.0	24.8	56.3	3.7	3.8	78.0	66.5	68.9	51.8	62.7	373.2
LnGrp LOS	E	B	C	E	A	A	E	E	E	D	E	F
Approach Vol, veh/h	2266		1418				563			555		
Approach Delay, s/veh	30.5		7.8				73.9			231.0		
Approach LOS	C		A				E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	77.7	77.6	18.6	21.1	22.4	72.9	22.6	17.1				
Change Period (Y+Rc), s	5.7	* 5.7	3.5	5.3	3.5	5.7	3.5	5.3				
Max Green Setting (Gmax), s	5.5	* 80	15.5	15.8	20.5	65.2	9.5	21.8				
Max Q Clear Time (g_c+1.9), s	50.1	50.1	15.0	17.8	18.6	2.0	6.2	11.0				
Green Ext Time (p_c), s	0.0	18.9	0.1	0.0	0.4	14.3	0.6	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			52.1									
HCM 2010 LOS			D									
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	1150	280	330	800	270	380	100	400	200	70	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	130	1250	103	359	870	250	261	322	359	146	175	141
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	724	1541	678	404	1164	692	381	400	333	191	201	167
Arrive On Green	0.42	0.87	0.87	0.20	0.55	0.55	0.21	0.21	0.21	0.11	0.11	0.11
Sat Flow, veh/h	3442	3539	1558	3442	3539	1583	1774	1863	1550	1774	1863	1550
Grp Volume(v), veh/h	130	1250	103	359	870	250	261	322	359	146	175	141
Grp Sat Flow(s),veh/h/ln	1721	1770	1558	1721	1770	1583	1774	1863	1550	1774	1863	1550
Q Serve(g_s), s	3.2	21.0	1.3	13.7	25.4	10.9	18.3	22.2	29.0	10.8	12.5	12.0
Cycle Q Clear(g_c), s	3.2	21.0	1.3	13.7	25.4	10.9	18.3	22.2	29.0	10.8	12.5	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	724	1541	678	404	1164	692	381	400	333	191	201	167
V/C Ratio(X)	0.18	0.81	0.15	0.89	0.75	0.36	0.68	0.80	1.08	0.76	0.87	0.84
Avail Cap(c_a), veh/h	724	1541	678	446	1696	930	381	400	333	197	207	172
HCM Platoon Ratio	2.00	2.00	2.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	6.3	5.0	53.4	26.1	16.4	48.8	50.3	53.0	58.5	59.3	59.1
Incr Delay (d2), s/veh	0.0	1.8	0.2	11.7	2.9	0.9	4.2	10.6	71.7	14.0	28.8	27.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.6	0.6	7.1	12.7	5.8	9.4	12.5	19.0	6.1	8.0	6.4
LnGrp Delay(d),s/veh	31.8	8.1	5.2	65.1	29.0	17.4	53.0	60.9	124.7	72.5	88.1	86.7
LnGrp LOS	C	A	A	E	C	B	D	E	F	E	F	F
Approach Vol, veh/h	1483		1479				942			462		
Approach Delay, s/veh	10.0		35.8				83.0			82.8		
Approach LOS	A		D				F			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	19.4	64.1	18.6		33.7	49.7	33.0					
Change Period (Y+Rc), s	3.5	5.3	4.0		5.3	* 5.3	4.0					
Max Green Setting (Gmax), s	17.5	56.7	15.0		9.5	* 65	29.0					
Max Q Clear Time (g_c+1.5), s	17.5	23.0	14.5		5.2	27.4	31.0					
Green Ext Time (p_c), s	0.2	21.8	0.1		3.8	17.1	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			42.2									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑		↰	↑↑↑	↱	↰	↑↑↑	↱
Volume (veh/h)	330	1180	230	920	810	200	400	1590	830	240	730	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	359	1283	250	1000	880	217	435	1728	902	261	793	154
Adj No. of Lanes	2	3	1	2	3	0	2	3	1	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	1074	328	801	1383	339	1541	2948	1266	265	1063	202
Arrive On Green	0.20	0.35	0.35	0.23	0.34	0.34	0.75	0.97	0.97	0.13	0.33	0.33
Sat Flow, veh/h	3442	5085	1552	3442	4076	1000	3442	5085	1549	3442	5451	1035
Grp Volume(v), veh/h	359	1283	250	1000	731	366	435	1728	902	261	697	250
Grp Sat Flow(s),veh/h/ln	1721	1695	1552	1721	1695	1686	1721	1695	1549	1721	1602	1680
Q Serve(g_s), s	13.7	28.5	19.3	31.4	24.5	24.7	5.5	3.4	23.9	10.2	17.4	18.0
Cycle Q Clear(g_c), s	13.7	28.5	19.3	31.4	24.5	24.7	5.5	3.4	23.9	10.2	17.4	18.0
Prop In Lane	1.00		1.00	1.00		0.59	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	408	1074	328	801	1150	572	1541	2948	1266	265	937	328
V/C Ratio(X)	0.88	1.20	0.76	1.25	0.64	0.64	0.28	0.59	0.71	0.98	0.74	0.76
Avail Cap(c_a), veh/h	510	1074	328	801	1150	572	1541	2948	1266	265	1371	479
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	0.50	0.50	0.50	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.7	40.7	51.8	37.6	37.6	10.1	1.0	0.5	58.7	42.5	42.7
Incr Delay (d2), s/veh	6.6	92.7	5.5	122.5	1.3	2.6	0.0	0.5	2.2	51.4	5.3	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	22.5	8.7	28.5	11.7	11.9	2.5	1.2	1.4	6.7	8.1	9.7
LnGrp Delay(d),s/veh	59.8	136.4	46.2	174.3	38.8	40.2	10.1	1.5	2.7	110.2	47.9	58.2
LnGrp LOS	E	F	D	F	D	D	B	A	A	F	D	E
Approach Vol, veh/h	1892				2097		3065				1208	
Approach Delay, s/veh	109.9				103.7		3.1				63.5	
Approach LOS	F				F		A				E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.9	35.0	66.9	32.8	20.6	52.3	15.0	84.7				
Change Period (Y+Rc), s	6.5	* 6.5	6.5	* 6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	31.4	* 29	14.4	* 39	20.0	39.9	10.4	42.5				
Max Q Clear Time (g_c+Q), s	33.4	30.5	7.5	20.0	15.7	26.7	12.2	25.9				
Green Ext Time (p_c), s	0.0	0.0	6.5	6.3	0.3	8.6	0.0	14.7				
Intersection Summary												
HCM 2010 Ctrl Delay			61.9									
HCM 2010 LOS			E									
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	410	65	200	140	70	140	300	2010	60	180	1480	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	497	0	217	114	129	152	326	2185	65	196	1609	232
Adj No. of Lanes	2	0	1	1	1	1	2	4	0	2	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	0	257	198	207	174	373	2578	77	565	2671	385
Arrive On Green	0.17	0.00	0.17	0.11	0.11	0.11	0.22	0.80	0.80	0.33	0.94	0.94
Sat Flow, veh/h	3548	0	1548	1774	1863	1558	3442	6443	192	3442	5702	822
Grp Volume(v), veh/h	497	0	217	114	129	152	326	1630	620	196	1356	485
Grp Sat Flow(s),veh/h/ln	1774	0	1548	1774	1863	1558	1721	1602	1829	1721	1602	1718
Q Serve(g_s), s	18.3	0.0	18.4	8.2	8.9	13.0	12.4	28.4	28.5	5.8	5.5	5.5
Cycle Q Clear(g_c), s	18.3	0.0	18.4	8.2	8.9	13.0	12.4	28.4	28.5	5.8	5.5	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.48
Lane Grp Cap(c), veh/h	589	0	257	198	207	174	373	1923	732	565	2252	805
V/C Ratio(X)	0.84	0.00	0.84	0.58	0.62	0.88	0.87	0.85	0.85	0.35	0.60	0.60
Avail Cap(c_a), veh/h	802	0	350	204	214	179	472	2058	783	565	2252	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.30	0.30	0.30	0.24	0.24	0.24
Uniform Delay (d), s/veh	54.6	0.0	54.6	57.0	57.3	59.1	52.0	10.9	10.9	39.9	2.4	2.4
Incr Delay (d2), s/veh	6.2	0.0	13.0	2.3	3.8	33.2	4.0	1.5	3.8	0.0	0.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	8.8	4.2	4.8	7.2	6.0	12.2	14.4	2.8	2.2	2.5
LnGrp Delay(d),s/veh	60.8	0.0	67.6	59.3	61.0	92.3	56.0	12.4	14.8	39.9	2.7	3.2
LnGrp LOS	E		E	E	E	F	E	B	B	D	A	A
Approach Vol, veh/h	714				395		2576				2037	
Approach Delay, s/veh	62.9				72.6		18.5				6.4	
Approach LOS	E				E		B				A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	28.4	60.2			26.9	19.1	69.5	19.5				
Change Period (Y+Rc), s	6.2	* 6.2			4.5	4.5	6.2	4.5				
Max Green Setting (Gmax), s	11.5	* 58			30.5	18.5	50.8	15.5				
Max Q Clear Time (g_c+I), s	17.8	30.5			20.4	14.4	7.5	15.0				
Green Ext Time (p_c), s	2.0	23.6			2.0	0.3	29.3	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	210	270	190	260	320	250	1820	160	320	1430	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	228	58	207	283	348	272	1978	174	348	1554	152
Adj No. of Lanes	1	2	0	1	2	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	335	83	217	277	247	460	2173	667	361	1824	568
Arrive On Green	0.09	0.12	0.12	0.12	0.16	0.16	0.52	0.85	0.85	0.34	0.60	0.60
Sat Flow, veh/h	1774	2809	700	1774	1770	1583	1774	5085	1560	1774	5085	1583
Grp Volume(v), veh/h	141	142	144	207	283	348	272	1978	174	348	1554	152
Grp Sat Flow(s),veh/h/ln	1774	1770	1739	1774	1770	1583	1774	1695	1560	1774	1695	1583
Q Serve(g_s), s	10.7	10.4	10.7	15.7	21.1	21.1	14.4	34.3	2.8	26.0	33.8	4.7
Cycle Q Clear(g_c), s	10.7	10.4	10.7	15.7	21.1	21.1	14.4	34.3	2.8	26.0	33.8	4.7
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	211	207	217	277	247	460	2173	667	361	1824	568
V/C Ratio(X)	0.93	0.67	0.70	0.95	1.02	1.41	0.59	0.91	0.26	0.96	0.85	0.27
Avail Cap(c_a), veh/h	151	211	207	217	277	247	460	2173	667	361	2098	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54	0.71	0.71	0.71
Uniform Delay (d), s/veh	61.4	56.9	57.1	58.9	57.0	57.0	27.6	8.1	5.8	44.0	24.1	10.9
Incr Delay (d2), s/veh	52.8	7.5	9.1	47.9	60.2	205.2	1.1	4.1	0.5	30.7	3.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.5	5.7	10.6	14.9	23.3	7.2	15.7	1.2	15.6	16.2	2.2
LnGrp Delay(d),s/veh	114.2	64.4	66.1	106.8	117.2	262.2	28.7	12.2	6.3	74.7	28.0	11.7
LnGrp LOS	F	E	E	F	F	F	C	B	A	E	C	B
Approach Vol, veh/h		427			838			2424			2054	
Approach Delay, s/veh		81.4			174.8			13.7			34.7	
Approach LOS		F			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	63.0	20.0	21.0	40.3	53.7	15.0	26.0				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	5.3	* 5.3	3.5	4.9				
Max Green Setting (Gmax), s	27.5	57.7	16.5	16.1	29.5	* 56	11.5	21.1				
Max Q Clear Time (g_c+2.0), s	29.0	36.3	17.7	12.7	16.4	35.8	12.7	23.1				
Green Ext Time (p_c), s	0.0	17.5	0.0	1.6	11.5	12.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			49.7									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↔	↔	↔	↔	↔	↔↔↔		↔↔↔	↔↔	
Volume (veh/h)	50	90	90	310	100	250	190	1480	300	400	1770	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	54	138	71	223	269	272	207	1609	326	435	1924	109
Adj No. of Lanes	0	2	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	68	187	106	315	331	275	229	1878	378	573	2433	137
Arrive On Green	0.07	0.07	0.07	0.18	0.18	0.18	0.22	0.74	0.74	0.28	0.83	0.83
Sat Flow, veh/h	980	2696	1526	1774	1863	1549	1774	4247	855	3442	4926	278
Grp Volume(v), veh/h	100	92	71	223	269	272	207	1282	653	435	1323	710
Grp Sat Flow(s),veh/h/ln	1814	1863	1526	1774	1863	1549	1774	1695	1712	1721	1695	1814
Q Serve(g_s), s	7.3	6.5	6.1	16.0	18.7	23.7	15.3	36.3	37.1	15.6	26.4	26.7
Cycle Q Clear(g_c), s	7.3	6.5	6.1	16.0	18.7	23.7	15.3	36.3	37.1	15.6	26.4	26.7
Prop In Lane	0.54		1.00	1.00		1.00	1.00		0.50	1.00		0.15
Lane Grp Cap(c), veh/h	126	129	106	315	331	275	229	1499	757	573	1675	896
V/C Ratio(X)	0.79	0.71	0.67	0.71	0.81	0.99	0.90	0.86	0.86	0.76	0.79	0.79
Avail Cap(c_a), veh/h	128	131	107	315	331	275	283	1570	793	573	1675	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.45	0.45	0.45	0.51	0.51	0.51
Uniform Delay (d), s/veh	61.9	61.5	61.3	52.2	53.3	55.4	52.1	14.6	14.7	46.3	8.3	8.3
Incr Delay (d2), s/veh	29.4	17.9	16.6	6.1	13.3	50.7	12.9	3.1	6.2	2.7	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.0	3.1	8.3	10.9	14.0	8.3	16.9	18.2	7.6	12.4	13.7
LnGrp Delay(d),s/veh	91.3	79.4	77.9	58.3	66.6	106.0	65.0	17.7	20.9	49.0	10.3	12.1
LnGrp LOS	F	E	E	E	E	F	E	B	C	D	B	B
Approach Vol, veh/h	263			764			2142			2468		
Approach Delay, s/veh	83.5			78.2			23.2			17.6		
Approach LOS	F			E			C			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.9	20.9	72.2		29.0	28.0	65.2				
Change Period (Y+Rc), s		3.5	3.5	5.5		5.0	5.5	* 5.5				
Max Green Setting (Gmax), s		9.5	21.5	62.5		24.0	21.5	* 63				
Max Q Clear Time (g_c+I1), s		9.3	17.3	28.7		25.7	17.6	39.1				
Green Ext Time (p_c), s		0.0	0.1	29.8		0.0	1.2	20.6				
Intersection Summary												
HCM 2010 Ctrl Delay				31.0								
HCM 2010 LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Future PM - MMUP
25: Rancho Santa Fe Road & Lone Jack Road

1/26/2016

Intersection																
Intersection Delay, s/veh42.7																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	10	20	0	170	10	120	0	20	570	150	0	170	430	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	11	22	0	185	11	130	0	22	620	163	0	185	467	22
Number of Lanes	0	0	1	1	0	1	1	0	0	0	1	1	0	1	1	0
Approach	EB				WB				NB				SB			
Opposing Approach	WB				EB				SB				NB			
Opposing Lanes	2				2				2				2			
Conflicting Approach Left	SB				NB				EB				WB			
Conflicting Lanes Left	2				2				2				2			
Conflicting Approach Right	NB				SB				WB				EB			
Conflicting Lanes Right	2				2				2				2			
HCM Control Delay	11.9				15.6				55.5				42.4			
HCM LOS	B				C				F				E			
Lane	NBLn1		NBLn2		EBLn1		EBLn2		WBLn1		WBLn2		SBLn1		SBLn2	
Vol Left, %	3%		0%		50%		0%		100%		0%		100%		0%	
Vol Thru, %	97%		0%		50%		0%		0%		8%		0%		96%	
Vol Right, %	0%		100%		0%		100%		0%		92%		0%		4%	
Sign Control	Stop		Stop		Stop		Stop		Stop		Stop		Stop		Stop	
Traffic Vol by Lane	590		150		20		20		170		130		170		450	
LT Vol	20		0		10		0		170		0		170		0	
Through Vol	570		0		10		0		0		10		0		430	
RT Vol	0		150		0		20		0		120		0		20	
Lane Flow Rate	641		163		22		22		185		141		185		489	
Geometry Grp	7		7		7		7		7		7		7		7	
Degree of Util (X)	1		0.287		0.055		0.049		0.433		0.286		0.383		0.943	
Departure Headway (Hd)	7.079		6.346		9.127		8.18		8.441		7.298		7.469		6.938	
Convergence, Y/N	Yes		Yes		Yes		Yes		Yes		Yes		Yes		Yes	
Cap	513		563		392		437		427		492		482		523	
Service Time	4.855		4.122		6.899		5.951		6.19		5.048		5.219		4.688	
HCM Lane V/C Ratio	1.25		0.29		0.056		0.05		0.433		0.287		0.384		0.935	
HCM Control Delay	66.6		11.7		12.4		11.4		17.5		13		14.8		52.8	
HCM Lane LOS	F		B		B		B		C		B		B		F	
HCM 95th-tile Q	13.7		1.2		0.2		0.2		2.1		1.2		1.8		11.8	

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	240	15	150	70	30	60	350	1720	120	170	1550	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	261	16	103	76	33	65	380	1870	130	185	1685	185
Adj No. of Lanes	0	1	1	0	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	17	255	66	29	56	368	2370	164	208	1811	198
Arrive On Green	0.16	0.16	0.16	0.09	0.09	0.09	0.35	0.82	0.82	0.20	0.65	0.65
Sat Flow, veh/h	1676	103	1566	742	322	634	1774	4856	337	1774	4641	508
Grp Volume(v), veh/h	277	0	103	174	0	0	380	1304	696	185	1229	641
Grp Sat Flow(s),veh/h/ln	1779	0	1566	1698	0	0	1774	1695	1803	1774	1695	1759
Q Serve(g_s), s	20.8	0.0	8.0	12.0	0.0	0.0	28.0	26.8	27.2	13.7	43.2	43.7
Cycle Q Clear(g_c), s	20.8	0.0	8.0	12.0	0.0	0.0	28.0	26.8	27.2	13.7	43.2	43.7
Prop In Lane	0.94		1.00	0.44		0.37	1.00		0.19	1.00		0.29
Lane Grp Cap(c), veh/h	290	0	255	151	0	0	368	1655	880	208	1323	686
V/C Ratio(X)	0.96	0.00	0.40	1.15	0.00	0.00	1.03	0.79	0.79	0.89	0.93	0.93
Avail Cap(c_a), veh/h	290	0	255	151	0	0	368	1655	880	237	1356	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	0.52	0.52	0.52
Uniform Delay (d), s/veh	56.0	0.0	50.6	61.5	0.0	0.0	44.1	8.9	8.9	53.5	21.9	22.0
Incr Delay (d2), s/veh	40.5	0.0	0.4	120.2	0.0	0.0	23.1	0.4	0.7	17.8	7.5	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	0.0	3.5	10.7	0.0	0.0	16.0	12.1	13.0	7.7	21.3	23.3
LnGrp Delay(d),s/veh	96.5	0.0	51.0	181.7	0.0	0.0	67.2	9.2	9.6	71.2	29.4	35.2
LnGrp LOS	F		D	F			F	A	A	E	C	D
Approach Vol, veh/h	380				174				2380		2055	
Approach Delay, s/veh	84.2				181.7				18.6		35.0	
Approach LOS	F				F				B		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	19.8	71.2			27.0	33.3	57.7	17.0				
Change Period (Y+Rc), s	4.0	5.3			5.0	5.3	* 5	5.0				
Max Green Setting (Gmax), s	10.0	63.7			22.0	28.0	* 54	12.0				
Max Q Clear Time (g_c+1.5), s	15.7	29.2			22.8	30.0	45.7	14.0				
Green Ext Time (p_c), s	0.1	24.9			0.0	0.0	6.9	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			36.0									
HCM 2010 LOS			D									
Notes												

Future PM - MMUP
27: Rancho Santa Fe Road & El Camino Del Norte

1/26/2016

Intersection																
Intersection Delay, s/veh43.8																
Intersection LOS E																
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Vol, veh/h	0	10	10	10	0	100	10	290	0	15	420	90	0	170	430	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	11	11	0	109	11	315	0	16	457	98	0	185	467	11
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	13.5	21.3	56.1	49.5
HCM LOS	B	C	F	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	3%	0%	33%	100%	0%	100%	0%
Vol Thru, %	97%	0%	33%	0%	3%	0%	98%
Vol Right, %	0%	100%	33%	0%	97%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	435	90	30	100	300	170	440
LT Vol	15	0	10	100	0	170	0
Through Vol	420	0	10	0	10	0	430
RT Vol	0	90	10	0	290	0	10
Lane Flow Rate	473	98	33	109	326	185	478
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.987	0.184	0.087	0.259	0.666	0.405	0.978
Departure Headway (Hd)	7.517	6.779	9.605	8.564	7.35	7.892	7.361
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	482	528	375	420	492	455	493
Service Time	5.278	4.54	7.605	6.317	5.103	5.655	5.124
HCM Lane V/C Ratio	0.981	0.186	0.088	0.26	0.663	0.407	0.97
HCM Control Delay	65.4	11.1	13.5	14.3	23.6	16	62.5
HCM Lane LOS	F	B	B	B	C	C	F
HCM 95th-tile Q	12.9	0.7	0.3	1	4.8	1.9	12.7

Future PM - MMUP
28: Highway 101 & Encinitas Boulevard

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔	↔	↔	↔	↔	↔	
Volume (veh/h)	60	250	40	350	210	360	40	750	490	230	650	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	65	272	43	380	228	391	43	815	533	250	707	54
Adj No. of Lanes	0	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	335	55	448	470	636	55	1116	886	275	1464	112
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.05	0.53	0.53	0.26	0.73	0.73
Sat Flow, veh/h	594	2598	428	1774	1863	1546	1774	3539	1541	1774	3333	254
Grp Volume(v), veh/h	200	0	180	380	228	391	43	815	533	250	375	386
Grp Sat Flow(s),veh/h/ln	1833	0	1787	1774	1863	1546	1774	1770	1541	1774	1770	1818
Q Serve(g_s), s	12.8	0.0	11.7	25.4	14.0	24.1	2.9	21.3	29.4	16.4	10.5	10.5
Cycle Q Clear(g_c), s	12.8	0.0	11.7	25.4	14.0	24.1	2.9	21.3	29.4	16.4	10.5	10.5
Prop In Lane	0.32		0.24	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	236	0	230	448	470	636	55	1116	886	275	777	798
V/C Ratio(X)	0.85	0.00	0.78	0.85	0.49	0.62	0.78	0.73	0.60	0.91	0.48	0.48
Avail Cap(c_a), veh/h	307	0	299	548	576	724	386	1116	886	386	777	798
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	50.6	52.7	47.6	34.6	56.5	24.5	12.1	43.6	10.4	10.4
Incr Delay (d2), s/veh	12.9	0.0	6.8	8.7	0.6	1.0	8.4	4.2	3.0	16.4	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	6.2	13.6	7.3	10.5	1.5	10.8	18.3	9.2	5.5	5.6
LnGrp Delay(d),s/veh	64.0	0.0	57.4	61.4	48.2	35.6	64.9	28.7	15.2	60.1	12.5	12.5
LnGrp LOS	E		E	E	D	D	E	C	B	E	B	B
Approach Vol, veh/h		380			999			1391			1011	
Approach Delay, s/veh		60.9			48.3			24.6			24.2	
Approach LOS		E			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.6	42.7		19.5	7.7	57.6		35.2				
Change Period (Y+Rc), s	4.0	4.9		4.0	4.0	4.9		4.9				
Max Green Setting (Gmax), s	20.1	18.9		20.1	26.1	18.9		37.1				
Max Q Clear Time (g_c+1), s	19.4	31.4		14.8	4.9	12.5		27.4				
Green Ext Time (p_c), s	0.2	0.0		0.6	0.0	5.2		2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			34.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	780	100	400	700	160	150	320	340	150	250	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	98	848	109	435	761	135	163	348	370	163	272	76
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	970	125	454	1488	264	266	591	897	177	591	491
Arrive On Green	0.11	0.51	0.51	0.43	0.83	0.83	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	3155	406	1774	3005	533	1026	1863	1549	730	1863	1547
Grp Volume(v), veh/h	98	476	481	435	448	448	163	348	370	163	272	76
Grp Sat Flow(s),veh/h/ln	1774	1770	1791	1774	1770	1769	1026	1863	1549	730	1863	1547
Q Serve(g_s), s	6.5	28.5	28.5	28.5	9.1	9.1	18.1	18.8	16.1	19.3	14.0	4.2
Cycle Q Clear(g_c), s	6.5	28.5	28.5	28.5	9.1	9.1	32.1	18.8	16.1	38.1	14.0	4.2
Prop In Lane	1.00		0.23	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	544	551	454	876	876	266	591	897	177	591	491
V/C Ratio(X)	0.81	0.87	0.87	0.96	0.51	0.51	0.61	0.59	0.41	0.92	0.46	0.15
Avail Cap(c_a), veh/h	170	544	551	466	876	876	266	591	897	177	591	491
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	27.1	27.1	33.7	6.0	6.0	45.6	34.4	14.3	53.1	32.7	29.4
Incr Delay (d2), s/veh	8.5	12.5	12.3	27.4	1.8	1.8	4.1	1.5	0.3	45.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	15.5	15.7	17.3	4.6	4.5	5.4	9.9	6.9	7.6	7.3	1.8
LnGrp Delay(d),s/veh	60.9	39.6	39.5	61.1	7.8	7.8	49.7	35.9	14.7	98.1	33.3	29.5
LnGrp LOS	E	D	D	E	A	A	D	D	B	F	C	C
Approach Vol, veh/h	1055			1331			881			511		
Approach Delay, s/veh	41.5			25.2			29.5			53.4		
Approach LOS	D			C			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	34.2	42.8		43.0	11.7	65.3		43.0				
Change Period (Y+Rc), s	3.5	5.9		4.9	3.5	5.9		4.9				
Max Green Setting (Gmax), s	31.5	36.1		38.1	11.5	56.1		38.1				
Max Q Clear Time (g_c+Rc), s	30.5	30.5		40.1	8.5	11.1		34.1				
Green Ext Time (p_c), s	0.2	4.4		0.0	0.0	16.9		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	34.6											
HCM 2010 LOS	C											



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
Volume (veh/h)	0	1100	530	460	1010	0	0	0	0	400	10	350
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	1196	540	500	1098	0				435	11	193
Adj No. of Lanes	0	2	0	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1107	477	634	3022	0				393	10	356
Arrive On Green	0.00	0.77	0.77	0.71	1.00	0.00				0.23	0.23	0.23
Sat Flow, veh/h	0	2503	1039	1774	3632	0				1732	44	1569
Grp Volume(v), veh/h	0	864	872	500	1098	0				446	0	193
Grp Sat Flow(s),veh/h/ln	0	1770	1679	1774	1770	0				1776	0	1569
Q Serve(g_s), s	0.0	66.6	66.6	26.7	0.0	0.0				32.9	0.0	15.7
Cycle Q Clear(g_c), s	0.0	66.6	66.6	26.7	0.0	0.0				32.9	0.0	15.7
Prop In Lane	0.00		0.62	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	813	771	634	3022	0				403	0	356
V/C Ratio(X)	0.00	1.06	1.13	0.79	0.36	0.00				1.11	0.00	0.54
Avail Cap(c_a), veh/h	0	813	771	634	3022	0				403	0	356
HCM Platoon Ratio	1.00	1.67	1.67	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.59	0.12	0.12	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	16.9	17.1	0.0	0.0				56.1	0.0	49.4
Incr Delay (d2), s/veh	0.0	42.8	69.1	0.8	0.0	0.0				76.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	40.9	44.4	12.8	0.0	0.0				24.7	0.0	6.9
LnGrp Delay(d),s/veh	0.0	59.7	86.0	17.9	0.0	0.0				133.0	0.0	50.4
LnGrp LOS		F	F	B	A					F		D
Approach Vol, veh/h		1736			1598						639	
Approach Delay, s/veh		72.9			5.6						108.0	
Approach LOS		E			A						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	57.4	72.0		38.0		129.4		
Change Period (Y+Rc), s	5.4	* 5.4		5.1		5.4		
Max Green Setting (Gmax), s	30.3	* 67		32.9		101.6		
Max Q Clear Time (g_c+20), s	29.7	68.6		34.9		2.0		
Green Ext Time (p_c), s	1.0	0.0		0.0		24.1		

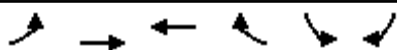
Intersection Summary

HCM 2010 Ctrl Delay	51.5
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	1200	0	0	1090	500	380	0	610	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1900	1863	1863			
Adj Flow Rate, veh/h	326	1304	0	0	1185	434	413	0	478			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	307	2118	0	0	1381	618	584	0	513			
Arrive On Green	0.29	1.00	0.00	0.00	0.65	0.65	0.33	0.00	0.33			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	1774	0	1560			
Grp Volume(v), veh/h	326	1304	0	0	1185	434	413	0	478			
Grp Sat Flow(s), veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1560			
Q Serve(g_s), s	25.1	0.1	0.0	0.0	38.4	25.5	29.5	0.0	43.0			
Cycle Q Clear(g_c), s	25.1	0.1	0.0	0.0	38.4	25.5	29.5	0.0	43.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	307	2118	0	0	1381	618	584	0	513			
V/C Ratio(X)	1.06	0.62	0.00	0.00	0.86	0.70	0.71	0.00	0.93			
Avail Cap(c_a), veh/h	307	2118	0	0	1381	618	674	0	593			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.77	0.77	1.00	0.00	1.00			
Uniform Delay (d), s/veh	51.5	0.0	0.0	0.0	22.1	19.9	42.5	0.0	47.0			
Incr Delay (d2), s/veh	34.9	0.1	0.0	0.0	5.6	5.1	2.6	0.0	19.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%), veh	15.2	0.1	0.0	0.0	19.4	11.9	14.9	0.0	21.2			
LnGrp Delay(d), s/veh	86.5	0.1	0.0	0.0	27.7	25.0	45.1	0.0	66.6			
LnGrp LOS	F	A			C	C	D		E			
Approach Vol, veh/h		1630			1619			891				
Approach Delay, s/veh		17.4			27.0			56.6				
Approach LOS		B			C			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		92.2			30.2	62.0		52.8				
Change Period (Y+Rc), s		5.4			5.1	5.4		5.1				
Max Green Setting (Gmax), s		79.4			25.1	49.2		55.1				
Max Q Clear Time (g_c+I1), s		2.1			27.1	40.4		45.0				
Green Ext Time (p_c), s		24.9			0.0	7.1		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay					29.6							
HCM 2010 LOS					C							



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	390	1420	1190	300	430	400		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	424	1543	1293	272	467	144		
Adj No. of Lanes	1	2	3	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	442	2731	2479	749	537	247		
Arrive On Green	0.50	1.00	0.81	0.81	0.16	0.16		
Sat Flow, veh/h	1774	3632	5253	1537	3442	1583		
Grp Volume(v), veh/h	424	1543	1293	272	467	144		
Grp Sat Flow(s),veh/h/ln	1774	1770	1695	1537	1721	1583		
Q Serve(g_s), s	33.3	0.0	11.9	6.8	19.2	12.2		
Cycle Q Clear(g_c), s	33.3	0.0	11.9	6.8	19.2	12.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	442	2731	2479	749	537	247		
V/C Ratio(X)	0.96	0.56	0.52	0.36	0.87	0.58		
Avail Cap(c_a), veh/h	586	2731	2479	749	757	348		
HCM Platoon Ratio	2.00	2.00	1.67	1.67	1.00	1.00		
Upstream Filter(I)	0.50	0.50	0.21	0.21	1.00	1.00		
Uniform Delay (d), s/veh	35.7	0.0	8.0	7.5	59.8	56.8		
Incr Delay (d2), s/veh	14.4	0.4	0.2	0.3	7.2	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	17.9	0.2	5.4	2.8	9.7	10.8		
LnGrp Delay(d),s/veh	50.1	0.4	8.2	7.8	66.9	58.4		
LnGrp LOS	D	A	A	A	E	E		
Approach Vol, veh/h		1967	1565		611			
Approach Delay, s/veh		11.1	8.1		64.9			
Approach LOS		B	A		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		117.3		27.7	41.2	76.1		
Change Period (Y+Rc), s		5.4		5.1	5.1	5.4		
Max Green Setting (Gmax), s		102.6		31.9	47.9	49.6		
Max Q Clear Time (g_c+l1), s		2.0		21.2	35.3	13.9		
Green Ext Time (p_c), s		33.2		1.4	0.8	21.9		
Intersection Summary								
HCM 2010 Ctrl Delay			17.9					
HCM 2010 LOS			B					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	1220	190	260	1590	125	250	320	340	110	180	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	272	1326	207	283	1728	136	272	348	370	120	196	141
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	610	2423	1280	304	1765	770	252	345	293	116	202	168
Arrive On Green	0.34	0.68	0.68	0.29	0.83	0.83	0.14	0.19	0.19	0.07	0.11	0.11
Sat Flow, veh/h	1774	3539	1541	1774	3539	1545	1774	1863	1581	1774	1863	1545
Grp Volume(v), veh/h	272	1326	207	283	1728	136	272	348	370	120	196	141
Grp Sat Flow(s),veh/h/ln	1774	1770	1541	1774	1770	1545	1774	1863	1581	1774	1863	1545
Q Serve(g_s), s	15.5	24.6	4.0	20.2	57.5	2.2	18.5	24.1	24.1	8.5	13.6	11.6
Cycle Q Clear(g_c), s	15.5	24.6	4.0	20.2	57.5	2.2	18.5	24.1	24.1	8.5	13.6	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	610	2423	1280	304	1765	770	252	345	293	116	202	168
V/C Ratio(X)	0.45	0.55	0.16	0.93	0.98	0.18	1.08	1.01	1.26	1.03	0.97	0.84
Avail Cap(c_a), veh/h	610	2423	1280	334	1789	781	252	345	293	116	202	168
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	10.3	4.4	45.6	10.3	5.6	55.7	52.9	53.8	60.8	57.7	56.9
Incr Delay (d2), s/veh	0.1	0.7	0.2	29.4	17.0	0.5	78.7	50.4	142.6	93.1	54.5	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	12.0	1.7	12.3	30.6	1.1	14.6	17.2	11.6	7.2	10.1	6.4
LnGrp Delay(d),s/veh	33.2	11.0	4.6	75.0	27.3	6.1	134.5	103.4	196.4	154.4	112.3	87.0
LnGrp LOS	C	B	A	E	C	A	F	F	F	F	F	F
Approach Vol, veh/h	1805					2147		990		457		
Approach Delay, s/veh	13.6					32.3		146.7		115.5		
Approach LOS	B					C		F		F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.8	95.2	22.0	18.2	50.9	70.1	12.0	28.2				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.1	5.3	* 5.3	3.5	4.1				
Max Green Setting (Gmax), s	24.5	56.5	18.5	14.1	15.3	* 66	8.5	24.1				
Max Q Clear Time (g_c+2.2), s	22.2	26.6	20.5	15.6	17.5	59.5	10.5	26.1				
Green Ext Time (p_c), s	0.1	15.3	0.0	0.0	0.0	5.3	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			54.1									
HCM 2010 LOS			D									
Notes												



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↱		↱↱	↑↑	↱	↱		
Volume (veh/h)	1700	170	530	2050	180	400		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1848	173	576	2228	196	435		
Adj No. of Lanes	2	0	2	2	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1820	168	696	2825	238	1092		
Arrive On Green	0.93	0.93	0.40	1.00	0.13	0.13		
Sat Flow, veh/h	3370	302	3442	3632	1774	1583		
Grp Volume(v), veh/h	985	1036	576	2228	196	435		
Grp Sat Flow(s),veh/h/ln	1770	1809	1721	1770	1774	1583		
Q Serve(g_s), s	72.2	72.2	19.5	0.0	14.0	15.3		
Cycle Q Clear(g_c), s	72.2	72.2	19.5	0.0	14.0	15.3		
Prop In Lane		0.17	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	983	1005	696	2825	238	1092		
V/C Ratio(X)	1.00	1.03	0.83	0.79	0.82	0.40		
Avail Cap(c_a), veh/h	983	1005	696	2825	341	1184		
HCM Platoon Ratio	1.67	1.67	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.17	0.17	1.00	1.00		
Uniform Delay (d), s/veh	4.7	4.7	36.7	0.0	54.8	8.6		
Incr Delay (d2), s/veh	29.1	36.7	1.7	0.4	7.1	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	37.5	40.4	9.3	0.2	7.3	15.6		
LnGrp Delay(d),s/veh	33.9	41.4	38.4	0.4	61.9	8.7		
LnGrp LOS	F	F	D	A	E	A		
Approach Vol, veh/h	2021			2804	631			
Approach Delay, s/veh	37.7			8.2	25.2			
Approach LOS	D			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		109.1			31.6	77.5		20.9
Change Period (Y+Rc), s		5.3			5.3	* 5.3		3.5
Max Green Setting (Gmax), s		96.2			20.5	* 72		25.0
Max Q Clear Time (g_c+I1), s		2.0			21.5	74.2		17.3
Green Ext Time (p_c), s		85.6			0.0	0.0		0.1
Intersection Summary								
HCM 2010 Ctrl Delay		21.1						
HCM 2010 LOS		C						
Notes								

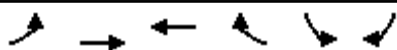


Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Volume (veh/h)	820	1280	0	1650	180	140	740	
Number	1	6		2	12	7	14	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1900	1863	1863	
Adj Flow Rate, veh/h	891	1391		1793	180	152	804	
Adj No. of Lanes	2	2		2	0	1	2	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	897	2970		1795	177	165	1796	
Arrive On Green	0.52	1.00		0.92	0.92	0.09	0.09	
Sat Flow, veh/h	3442	3632		3347	321	1774	2787	
Grp Volume(v), veh/h	891	1391		961	1012	152	804	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1806	1774	1393	
Q Serve(g_s), s	33.4	0.0		60.0	71.7	11.0	12.1	
Cycle Q Clear(g_c), s	33.4	0.0		60.0	71.7	11.0	12.1	
Prop In Lane	1.00				0.18	1.00	1.00	
Lane Grp Cap(c), veh/h	897	2970		976	996	165	1796	
V/C Ratio(X)	0.99	0.47		0.98	1.02	0.92	0.45	
Avail Cap(c_a), veh/h	897	2970		976	996	165	1796	
HCM Platoon Ratio	2.00	2.00		1.67	1.67	1.00	1.00	
Upstream Filter(I)	0.22	0.22		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	31.0	0.0		4.7	5.1	58.5	11.5	
Incr Delay (d2), s/veh	12.4	0.1		25.4	32.5	46.7	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	17.1	0.0		31.7	39.4	7.5	19.6	
LnGrp Delay(d),s/veh	43.4	0.1		30.0	37.6	105.2	11.6	
LnGrp LOS	D	A		C	F	F	B	
Approach Vol, veh/h		2282		1973		956		
Approach Delay, s/veh		17.0		33.9		26.5		
Approach LOS		B		C		C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	37.4	77.0		15.6		114.4		
Change Period (Y+Rc), s	3.5	5.3		3.5		5.3		
Max Green Setting (Gmax), s	33.9	71.7		12.1		100.1		
Max Q Clear Time (g_c+R), s	33.9	73.7		14.1		2.0		
Green Ext Time (p_c), s	0.0	0.0		0.0		95.1		
Intersection Summary								
HCM 2010 Ctrl Delay			25.2					
HCM 2010 LOS			C					
Notes								
User approved ignoring U-Turning movement.								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 			 			 	 	
Volume (veh/h)	420	570	180	320	620	320	220	1050	310	660	1170	480
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	457	620	196	348	674	278	239	1141	337	717	1272	522
Adj No. of Lanes	2	2	0	2	2	0	1	3	0	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	667	211	483	640	264	264	1064	314	688	1649	503
Arrive On Green	0.22	0.42	0.42	0.23	0.44	0.44	0.25	0.46	0.46	0.33	0.54	0.54
Sat Flow, veh/h	3442	2649	836	3442	2446	1009	1774	3898	1151	3442	5085	1552
Grp Volume(v), veh/h	457	414	402	348	488	464	239	992	486	717	1272	522
Grp Sat Flow(s),veh/h/ln	1721	1770	1715	1721	1770	1685	1774	1695	1660	1721	1695	1552
Q Serve(g_s), s	18.8	32.0	32.1	13.4	37.7	37.7	18.8	39.3	39.3	28.8	28.4	46.7
Cycle Q Clear(g_c), s	18.8	32.0	32.1	13.4	37.7	37.7	18.8	39.3	39.3	28.8	28.4	46.7
Prop In Lane	1.00		0.49	1.00		0.60	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	449	446	432	483	463	441	264	925	453	688	1649	503
V/C Ratio(X)	1.02	0.93	0.93	0.72	1.05	1.05	0.91	1.07	1.07	1.04	0.77	1.04
Avail Cap(c_a), veh/h	449	474	460	483	463	441	264	925	453	688	1649	503
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	0.47	0.47	0.47	0.87	0.87	0.87	0.33	0.33	0.33
Uniform Delay (d), s/veh	56.3	40.5	40.5	52.5	40.5	40.5	53.2	39.2	39.2	48.0	28.8	33.0
Incr Delay (d2), s/veh	46.8	24.3	25.1	2.2	43.6	44.3	28.4	49.2	60.3	31.7	1.2	33.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	18.6	18.2	6.5	23.9	22.9	11.3	24.6	25.5	16.6	13.2	24.4
LnGrp Delay(d),s/veh	103.1	64.7	65.6	54.7	84.1	84.8	81.6	88.4	99.4	79.6	30.0	66.4
LnGrp LOS	F	E	E	D	F	F	F	F	F	F	C	F
Approach Vol, veh/h	1273				1300				1717		2511	
Approach Delay, s/veh	78.8				76.5				90.6		51.7	
Approach LOS	E				E				F		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	44.6	24.4	42.0	25.6	52.0	23.0	43.4				
Change Period (Y+Rc), s	4.2	* 5.3	4.2	* 5.7	4.2	* 5.3	4.2	* 5.7				
Max Green Setting (Gmax), s	28.8	* 39	17.9	* 39	21.4	* 47	18.8	* 38				
Max Q Clear Time (g_c+Q), s	40.8	41.3	15.4	34.1	20.8	48.7	20.8	39.7				
Green Ext Time (p_c), s	0.0	0.0	0.5	2.2	0.2	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			71.3									
HCM 2010 LOS			E									
Notes												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	740	5	90	1100	190	40	5	25	240	10	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	217	804	4	98	1196	181	43	5	27	261	11	337
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	1957	10	123	1317	198	51	6	32	296	8	257
Arrive On Green	0.27	0.91	0.91	0.12	0.71	0.71	0.05	0.05	0.05	0.17	0.17	0.17
Sat Flow, veh/h	1774	3611	18	1774	3085	465	978	114	614	1774	50	1541
Grp Volume(v), veh/h	217	394	414	98	684	693	75	0	0	261	0	348
Grp Sat Flow(s),veh/h/ln	1774	1770	1860	1774	1770	1781	1706	0	0	1774	0	1591
Q Serve(g_s), s	10.8	3.2	3.2	5.2	30.0	30.7	4.2	0.0	0.0	13.8	0.0	16.0
Cycle Q Clear(g_c), s	10.8	3.2	3.2	5.2	30.0	30.7	4.2	0.0	0.0	13.8	0.0	16.0
Prop In Lane	1.00		0.01	1.00		0.26	0.57		0.36	1.00		0.97
Lane Grp Cap(c), veh/h	285	959	1008	123	755	760	89	0	0	296	0	265
V/C Ratio(X)	0.76	0.41	0.41	0.80	0.91	0.91	0.84	0.00	0.00	0.88	0.00	1.31
Avail Cap(c_a), veh/h	285	959	1008	203	824	829	89	0	0	296	0	265
HCM Platoon Ratio	1.67	1.67	1.67	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.16	0.39	0.39	0.39	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	2.2	2.2	41.8	12.2	12.3	45.1	0.0	0.0	39.1	0.0	40.0
Incr Delay (d2), s/veh	1.8	0.2	0.2	1.7	7.6	8.0	47.0	0.0	0.0	24.5	0.0	164.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.4	1.5	2.6	15.7	16.0	3.1	0.0	0.0	8.8	0.0	19.1
LnGrp Delay(d),s/veh	35.2	2.5	2.4	43.5	19.8	20.3	92.1	0.0	0.0	63.6	0.0	204.9
LnGrp LOS	D	A	A	D	B	C	F			E		F
Approach Vol, veh/h	1025				1475		75				609	
Approach Delay, s/veh	9.4				21.6		92.1				144.4	
Approach LOS	A				C		F				F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	57.3		20.0	20.7	46.3		9.0				
Change Period (Y+Rc), s	3.0	5.3		4.0	5.3	* 5.3		4.0				
Max Green Setting (Gmax), s	47.7	47.7		16.0	13.5	* 45		5.0				
Max Q Clear Time (g_c+I), s	17.2	5.2		18.0	12.8	32.7		6.2				
Green Ext Time (p_c), s	0.0	7.9		0.0	0.1	8.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			42.8									
HCM 2010 LOS			D									
Notes												



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	370	700	930	250	150	380		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	402	761	1011	247	163	413		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	389	2149	984	240	497	444		
Arrive On Green	0.22	0.61	0.35	0.35	0.28	0.28		
Sat Flow, veh/h	1774	3632	2917	687	1774	1583		
Grp Volume(v), veh/h	402	761	632	626	163	413		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1741	1774	1583		
Q Serve(g_s), s	19.5	9.6	31.0	31.0	6.5	22.6		
Cycle Q Clear(g_c), s	19.5	9.6	31.0	31.0	6.5	22.6		
Prop In Lane	1.00			0.39	1.00	1.00		
Lane Grp Cap(c), veh/h	389	2149	617	607	497	444		
V/C Ratio(X)	1.03	0.35	1.03	1.03	0.33	0.93		
Avail Cap(c_a), veh/h	389	2149	617	607	519	463		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	34.7	8.7	29.0	29.0	25.4	31.2		
Incr Delay (d2), s/veh	54.5	0.2	42.8	44.7	0.4	25.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	15.4	4.7	22.4	22.4	3.2	20.5		
LnGrp Delay(d),s/veh	89.2	9.0	71.7	73.6	25.7	56.2		
LnGrp LOS	F	A	F	F	C	E		
Approach Vol, veh/h		1163	1258		576			
Approach Delay, s/veh		36.7	72.7		47.6			
Approach LOS		D	E		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.5		28.4	23.0	37.5		
Change Period (Y+Rc), s		6.5		3.5	3.5	6.5		
Max Green Setting (Gmax), s		54.0		26.0	19.5	31.0		
Max Q Clear Time (g_c+l1), s		11.6		24.6	21.5	33.0		
Green Ext Time (p_c), s		33.2		0.3	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			53.9					
HCM 2010 LOS			D					

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	540	110	130	760	180	250	300	100	230	320	280
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	587	98	141	826	162	272	326	109	250	348	243
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	957	159	170	874	171	302	481	403	280	458	384
Arrive On Green	0.12	0.32	0.32	0.10	0.30	0.30	0.17	0.26	0.26	0.16	0.25	0.25
Sat Flow, veh/h	1774	3037	506	1774	2951	579	1774	1863	1560	1774	1863	1561
Grp Volume(v), veh/h	217	341	344	141	495	493	272	326	109	250	348	243
Grp Sat Flow(s),veh/h/ln	1774	1770	1773	1774	1770	1761	1774	1863	1560	1774	1863	1561
Q Serve(g_s), s	12.5	17.1	17.2	8.2	28.6	28.6	15.7	16.5	5.8	14.5	18.1	14.5
Cycle Q Clear(g_c), s	12.5	17.1	17.2	8.2	28.6	28.6	15.7	16.5	5.8	14.5	18.1	14.5
Prop In Lane	1.00		0.29	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	558	559	170	524	522	302	481	403	280	458	384
V/C Ratio(X)	1.02	0.61	0.61	0.83	0.94	0.94	0.90	0.68	0.27	0.89	0.76	0.63
Avail Cap(c_a), veh/h	212	558	559	186	529	527	331	552	462	298	518	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	30.4	30.4	46.5	36.0	36.0	42.6	34.9	30.9	43.2	36.6	35.2
Incr Delay (d2), s/veh	68.2	2.9	3.0	24.2	26.5	26.6	23.9	4.3	0.8	25.0	7.5	4.2
Initial Q Delay(d3),s/veh	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	8.8	8.9	5.1	17.7	17.7	9.7	9.0	2.6	9.0	10.2	6.7
LnGrp Delay(d),s/veh	114.4	33.3	33.4	70.7	62.5	62.5	66.4	39.1	31.7	68.2	44.1	39.4
LnGrp LOS	F	C	C	E	E	E	E	D	C	E	D	D
Approach Vol, veh/h		902			1129			707			841	
Approach Delay, s/veh		52.9			63.5			48.5			49.9	
Approach LOS		D			E			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	38.7	21.3	30.6	16.0	36.7	20.0	31.9				
Change Period (Y+Rc), s	4.0	5.7	3.5	4.9	3.5	5.7	3.5	4.9				
Max Green Setting (Gmax), s	11.0	32.3	19.5	29.1	12.5	31.3	17.6	31.0				
Max Q Clear Time (g_c+1.0), s	10.2	19.2	17.7	20.1	14.5	30.6	16.5	18.5				
Green Ext Time (p_c), s	0.0	10.7	0.1	5.5	0.0	0.4	0.0	7.1				
Intersection Summary												
HCM 2010 Ctrl Delay			54.7									
HCM 2010 LOS			D									

Intersection

Intersection Delay, s/veh18.7

Intersection LOS C

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Vol, veh/h	0	150	200	0	320	30	0	270	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	163	217	0	348	33	0	293	315
Number of Lanes	0	1	0	0	1	0	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	19.5	19.6	17.6
HCM LOS	C	C	C

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	43%	100%	0%
Vol Thru, %	91%	0%	0%	100%
Vol Right, %	9%	57%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	350	350	270	290
LT Vol	0	150	270	0
Through Vol	320	0	0	290
RT Vol	30	200	0	0
Lane Flow Rate	380	380	293	315
Geometry Grp	5	2	7	7
Degree of Util (X)	0.643	0.642	0.561	0.558
Departure Headway (Hd)	6.08	6.072	6.887	6.378
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	590	593	522	561
Service Time	4.151	4.139	4.665	4.155
HCM Lane V/C Ratio	0.644	0.641	0.561	0.561
HCM Control Delay	19.6	19.5	18.2	17
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	4.6	4.6	3.4	3.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑↑						↑	↗
Volume (veh/h)	0	710	320	190	560	0	0	0	0	240	5	250
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	772	348	207	609	0				261	5	272
Adj No. of Lanes	0	1	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	774	632	354	2402	0				338	6	307
Arrive On Green	0.00	0.83	0.83	0.07	0.22	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	1863	1521	1774	3632	0				1742	33	1583
Grp Volume(v), veh/h	0	772	348	207	609	0				266	0	272
Grp Sat Flow(s),veh/h/ln	0	1863	1521	1774	1770	0				1776	0	1583
Q Serve(g_s), s	0.0	32.7	5.7	9.1	11.3	0.0				11.4	0.0	13.4
Cycle Q Clear(g_c), s	0.0	32.7	5.7	9.1	11.3	0.0				11.4	0.0	13.4
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	774	632	354	2402	0				344	0	307
V/C Ratio(X)	0.00	1.00	0.55	0.59	0.25	0.00				0.77	0.00	0.89
Avail Cap(c_a), veh/h	0	880	719	354	2402	0				355	0	317
HCM Platoon Ratio	1.00	2.00	2.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	4.4	34.2	14.4	0.0				30.6	0.0	31.4
Incr Delay (d2), s/veh	0.0	31.7	3.4	1.6	0.2	0.0				8.8	0.0	23.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.4	2.7	4.6	5.7	0.0				6.4	0.0	7.8
LnGrp Delay(d),s/veh	0.0	38.4	7.9	35.7	14.6	0.0				39.4	0.0	54.6
LnGrp LOS		D	A	D	B					D		D
Approach Vol, veh/h		1120			816						538	
Approach Delay, s/veh		28.9			20.0						47.1	
Approach LOS		C			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.6	39.8		20.6		59.4		
Change Period (Y+Rc), s	5.1	* 5.1		5.1		5.1		
Max Green Setting (Gmax), s	1.3	* 38		16.0		53.8		
Max Q Clear Time (g_c+1), s	1.1	34.7		15.4		13.3		
Green Ext Time (p_c), s	0.1	1.4		0.1		3.0		

Intersection Summary

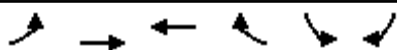
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Future PM - MMUP
42: Santa Fe Drive & I-5 NB On-Ramp

1/26/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	↰	↑	↗↖	↗				
Volume (veh/h)	350	640	750	360	0	0		
Number	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00			0.97				
Parking Bus, Adj	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863				
Adj Flow Rate, veh/h	380	696	815	391				
Adj No. of Lanes	1	1	2	1				
Peak Hour Factor	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	2	2	2	2				
Cap, veh/h	412	1737	2271	981				
Arrive On Green	0.46	1.00	1.00	1.00				
Sat Flow, veh/h	1774	1863	3632	1529				
Grp Volume(v), veh/h	380	696	815	391				
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1529				
Q Serve(g_s), s	16.1	0.0	0.0	0.0				
Cycle Q Clear(g_c), s	16.1	0.0	0.0	0.0				
Prop In Lane	1.00			1.00				
Lane Grp Cap(c), veh/h	412	1737	2271	981				
V/C Ratio(X)	0.92	0.40	0.36	0.40				
Avail Cap(c_a), veh/h	783	1737	2271	981				
HCM Platoon Ratio	2.00	2.00	2.00	2.00				
Upstream Filter(I)	0.42	0.42	0.76	0.76				
Uniform Delay (d), s/veh	20.8	0.0	0.0	0.0				
Incr Delay (d2), s/veh	1.7	0.3	0.3	0.9				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	7.8	0.1	0.1	0.3				
LnGrp Delay(d),s/veh	22.4	0.3	0.3	0.9				
LnGrp LOS	C	A	A	A				
Approach Vol, veh/h		1076	1206					
Approach Delay, s/veh		8.1	0.5					
Approach LOS		A	A					
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		80.0			23.3	56.7		
Change Period (Y+Rc), s		5.4			* 4.7	5.4		
Max Green Setting (Gmax), s		74.6			* 35	34.6		
Max Q Clear Time (g_c+1), s		2.0			18.1	2.0		
Green Ext Time (p_c), s		10.2			0.5	9.5		
Intersection Summary								
HCM 2010 Ctrl Delay			4.1					
HCM 2010 LOS			A					
Notes								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	140	500	0	0	620	80	270	200	200	40	0	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	152	543	0	0	674	87	255	270	184	43	0	239
Adj No. of Lanes	1	1	0	0	3	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	376	874	0	0	866	111	332	348	292	37	0	203
Arrive On Green	0.42	0.94	0.00	0.00	0.19	0.19	0.19	0.19	0.19	0.15	0.00	0.15
Sat Flow, veh/h	1774	1863	0	0	4734	584	1774	1863	1562	245	0	1364
Grp Volume(v), veh/h	152	543	0	0	499	262	255	270	184	282	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1695	1760	1774	1863	1562	1610	0	0
Q Serve(g_s), s	4.8	3.4	0.0	0.0	11.2	11.4	10.9	11.0	8.7	11.9	0.0	0.0
Cycle Q Clear(g_c), s	4.8	3.4	0.0	0.0	11.2	11.4	10.9	11.0	8.7	11.9	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.33	1.00		1.00	0.15		0.85
Lane Grp Cap(c), veh/h	376	874	0	0	643	334	332	348	292	239	0	0
V/C Ratio(X)	0.40	0.62	0.00	0.00	0.78	0.79	0.77	0.78	0.63	1.18	0.00	0.00
Avail Cap(c_a), veh/h	376	874	0	0	831	431	397	417	350	239	0	0
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.00	0.00	0.73	0.73	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	1.4	0.0	0.0	30.8	30.9	30.9	30.9	30.0	34.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	3.1	0.0	0.0	6.6	12.7	8.4	8.4	3.5	114.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.9	0.0	0.0	5.8	6.7	6.1	6.4	4.0	12.9	0.0	0.0
LnGrp Delay(d),s/veh	19.8	4.5	0.0	0.0	37.4	43.5	39.3	39.3	33.5	148.8	0.0	0.0
LnGrp LOS	B	A			D	D	D	D	C	F		
Approach Vol, veh/h		695			761			709			282	
Approach Delay, s/veh		7.8			39.5			37.8			148.8	
Approach LOS		A			D			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		42.9		17.0	22.4	20.6		20.1				
Change Period (Y+Rc), s		5.4		5.1	5.4	* 5.4		5.1				
Max Green Setting (Gmax), s		34.6		11.9	10.3	* 20		17.9				
Max Q Clear Time (g_c+I1), s		5.4		13.9	6.8	13.4		13.0				
Green Ext Time (p_c), s		2.4		0.0	0.9	1.8		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay				42.6								
HCM 2010 LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	550	130	150	510	70	90	80	100	40	80	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	65	598	141	163	554	76	98	87	64	43	87	22
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	716	169	203	897	123	189	138	86	138	239	52
Arrive On Green	0.05	0.49	0.49	0.11	0.56	0.56	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	1458	344	1774	1604	220	536	667	416	317	1159	250
Grp Volume(v), veh/h	65	0	739	163	0	630	249	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	1774	0	1802	1774	0	1824	1619	0	0	1726	0	0
Q Serve(g_s), s	2.3	0.0	22.6	5.7	0.0	14.8	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	22.6	5.7	0.0	14.8	8.9	0.0	0.0	4.6	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.12	0.39		0.26	0.28		0.14
Lane Grp Cap(c), veh/h	82	0	885	203	0	1020	413	0	0	429	0	0
V/C Ratio(X)	0.79	0.00	0.84	0.80	0.00	0.62	0.60	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	125	0	974	209	0	1072	599	0	0	624	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.1	0.0	14.0	27.6	0.0	9.5	23.4	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	17.4	0.0	6.1	19.6	0.0	1.1	1.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	12.6	3.9	0.0	7.7	4.3	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	47.5	0.0	20.1	47.2	0.0	10.6	25.1	0.0	0.0	22.5	0.0	0.0
LnGrp LOS	D		C	D		B	C			C		
Approach Vol, veh/h		804			793			249			152	
Approach Delay, s/veh		22.3			18.1			25.1			22.5	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	35.8		17.2	6.5	40.2		17.2				
Change Period (Y+Rc), s	3.5	4.5		4.0	3.5	4.5		4.0				
Max Green Setting (Gmax), s	7.5	34.5		21.0	4.5	37.5		21.0				
Max Q Clear Time (g_c+I1), s	17.5	24.6		6.6	4.3	16.8		10.9				
Green Ext Time (p_c), s	0.0	6.8		2.5	0.0	11.4		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			21.0									
HCM 2010 LOS			C									

Future PM - MMUP
45: Santa Fe Drive & Balour Drive

1/26/2016

Intersection

Int Delay, s/veh 9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	260	510	520	130	70	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	283	554	565	141	76	174

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	707	0	1756
Stage 1	-	-	636
Stage 2	-	-	1120
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	891	-	93
Stage 1	-	-	527
Stage 2	-	-	312
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	891	-	~ 63
Mov Cap-2 Maneuver	-	-	161
Stage 1	-	-	527
Stage 2	-	-	213

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	56.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	891	-	-	-	299
HCM Lane V/C Ratio	0.317	-	-	-	0.836
HCM Control Delay (s)	10.9	-	-	-	56.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	7.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Future PM - MMUP
46: Lake Drive & Santa Fe Drive

1/26/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	450	100	230	480	0	70	5	180	10	5	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	489	109	250	522	0	76	5	158	11	5	11
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	580	945	211	519	1193	0	167	27	196	191	96	129
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	876	1476	329	817	1863	0	384	139	1020	475	498	669
Grp Volume(v), veh/h	22	0	598	250	522	0	239	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	876	0	1804	817	1863	0	1542	0	0	1641	0	0
Q Serve(g_s), s	0.7	0.0	9.1	12.1	7.1	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	9.1	21.1	7.1	0.0	7.5	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.00	0.32		0.66	0.41		0.41
Lane Grp Cap(c), veh/h	580	0	1156	519	1193	0	390	0	0	415	0	0
V/C Ratio(X)	0.04	0.00	0.52	0.48	0.44	0.00	0.61	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	622	0	1242	558	1282	0	590	0	0	606	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.5	0.0	4.9	10.6	4.6	0.0	19.5	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.5	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	2.9	3.8	0.0	3.2	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	6.6	0.0	5.7	12.1	5.1	0.0	20.1	0.0	0.0	16.9	0.0	0.0
LnGrp LOS	A		A	B	A		C			B		
Approach Vol, veh/h		620			772			239			27	
Approach Delay, s/veh		5.7			7.4			20.1			16.9	
Approach LOS		A			A			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.6		13.3		37.6		13.3				
Change Period (Y+Rc), s		5.0		3.5		5.0		3.5				
Max Green Setting (Gmax), s		35.0		16.5		35.0		16.5				
Max Q Clear Time (g_c+l1), s		11.1		2.6		23.1		9.5				
Green Ext Time (p_c), s		16.7		0.9		9.4		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			8.7									
HCM 2010 LOS			A									

Future PM - MMUP
47: El Camino Real & Santa Fe Drive

1/26/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	↰↱	↱	↰	↑↑↑	↑↑	↱		
Volume (veh/h)	580	180	180	1050	930	680		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	630	196	196	1141	1011	739		
Adj No. of Lanes	2	1	1	3	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	926	426	124	2845	1539	1115		
Arrive On Green	0.27	0.27	0.07	0.56	0.43	0.43		
Sat Flow, veh/h	3442	1583	1774	5253	3632	1583		
Grp Volume(v), veh/h	630	196	196	1141	1011	739		
Grp Sat Flow(s),veh/h/ln	1721	1583	1774	1695	1770	1583		
Q Serve(g_s), s	10.5	6.6	4.5	8.2	14.5	16.6		
Cycle Q Clear(g_c), s	10.5	6.6	4.5	8.2	14.5	16.6		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	926	426	124	2845	1539	1115		
V/C Ratio(X)	0.68	0.46	1.58	0.40	0.66	0.66		
Avail Cap(c_a), veh/h	1770	814	124	2853	1583	1134		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.0	19.6	29.8	8.0	14.3	5.3		
Incr Delay (d2), s/veh	1.3	1.1	293.9	0.1	1.0	1.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.1	6.2	12.3	3.8	7.2	13.4		
LnGrp Delay(d),s/veh	22.2	20.7	323.7	8.1	15.4	6.8		
LnGrp LOS	C	C	F	A	B	A		
Approach Vol, veh/h	826			1337	1750			
Approach Delay, s/veh	21.9			54.4	11.8			
Approach LOS	C			D	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		41.9		22.3	8.0	33.9		
Change Period (Y+Rc), s		6.0		5.0	3.5	* 6		
Max Green Setting (Gmax), s		36.0		33.0	4.5	* 29		
Max Q Clear Time (g_c+l1), s		10.2		12.5	6.5	18.6		
Green Ext Time (p_c), s		21.7		4.8	0.0	9.3		
Intersection Summary								
HCM 2010 Ctrl Delay		28.5						
HCM 2010 LOS		C						
Notes								

Future PM - MMUP
48: Vulcan Avenue & Birmingham Drive

1/26/2016



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	200	100	550	350	110	250		
Number	7	14	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	217	109	598	380	120	272		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	262	234	656	417	148	1385		
Arrive On Green	0.15	0.15	0.62	0.62	0.08	0.74		
Sat Flow, veh/h	1774	1583	1066	677	1774	1863		
Grp Volume(v), veh/h	217	109	0	978	120	272		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1743	1774	1863		
Q Serve(g_s), s	9.3	4.9	0.0	38.4	5.2	3.4		
Cycle Q Clear(g_c), s	9.3	4.9	0.0	38.4	5.2	3.4		
Prop In Lane	1.00	1.00		0.39	1.00			
Lane Grp Cap(c), veh/h	262	234	0	1073	148	1385		
V/C Ratio(X)	0.83	0.47	0.00	0.91	0.81	0.20		
Avail Cap(c_a), veh/h	364	324	0	1239	148	1563		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	32.3	30.5	0.0	13.1	35.2	3.0		
Incr Delay (d2), s/veh	7.8	0.5	0.0	9.1	28.5	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.1	2.2	0.0	20.9	3.7	1.8		
LnGrp Delay(d),s/veh	40.1	31.0	0.0	22.2	63.7	3.1		
LnGrp LOS	D	C		C	E	A		
Approach Vol, veh/h	326		978			392		
Approach Delay, s/veh	37.1		22.2			21.7		
Approach LOS	D		C			C		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.0	52.6		15.5		62.6		
Change Period (Y+Rc), s	3.5	4.5		4.0		4.5		
Max Green Setting (Gmax), s	65.5	55.5		16.0		65.5		
Max Q Clear Time (g_c+I1), s	17.2	40.4		11.3		5.4		
Green Ext Time (p_c), s	0.0	7.7		0.3		12.6		
Intersection Summary								
HCM 2010 Ctrl Delay			25.0					
HCM 2010 LOS			C					

Intersection												
Int Delay, s/veh	13.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	560	200	140	370	0	0	0	0	120	5	280
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	609	217	152	402	0	0	0	0	130	5	304
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	402	0	-	609	0	0	1316	1316	402			
Stage 1	-	-	-	-	-	-	707	707	-			
Stage 2	-	-	-	-	-	-	609	609	-			
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-			
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318			
Pot Cap-1 Maneuver	1157	-	0	970	-	-	174	158	648			
Stage 1	-	-	0	-	-	-	489	438	-			
Stage 2	-	-	0	-	-	-	543	485	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1157	-	-	970	-	-	139	0	648			
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	0	-			
Stage 1	-	-	-	-	-	-	390	0	-			
Stage 2	-	-	-	-	-	-	543	0	-			
Approach	EB			WB			SB					
HCM Control Delay, s	0			2.6			47.5					
HCM LOS							E					
Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2					
Capacity (veh/h)	1157	-	970	-	-	139	648					
HCM Lane V/C Ratio	-	-	0.157	-	-	0.938	0.47					
HCM Control Delay (s)	0	-	9.4	0	-	122.5	15.4					
HCM Lane LOS	A	-	A	A	-	F	C					
HCM 95th %tile Q(veh)	0	-	0.6	-	-	6.5	2.5					

Intersection												
Intersection Delay, s/veh	41.1											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	240	440	0	0	0	300	110	0	210	5	390
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	261	478	0	0	0	326	120	0	228	5	424
Number of Lanes	0	0	1	0	0	0	1	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	67.6	20.6	25.3
HCM LOS	F	C	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	98%	0%	35%	0%	0%
Vol Thru, %	2%	0%	65%	100%	0%
Vol Right, %	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	390	680	300	110
LT Vol	210	0	240	0	0
Through Vol	5	0	440	300	0
RT Vol	0	390	0	0	110
Lane Flow Rate	234	424	739	326	120
Geometry Grp	7	7	6	7	7
Degree of Util (X)	0.507	0.781	1	0.671	0.223
Departure Headway (Hd)	7.817	6.63	7.253	7.411	6.71
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	463	547	503	489	537
Service Time	5.538	4.351	5.292	5.136	4.435
HCM Lane V/C Ratio	0.505	0.775	1.469	0.667	0.223
HCM Control Delay	18.3	29.1	67.6	24	11.4
HCM Lane LOS	C	D	F	C	B
HCM 95th-tile Q	2.8	7.2	13.6	4.9	0.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	0	0
Number of Lanes	0	0	0	0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

Lane

Intersection

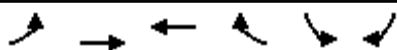
Intersection Delay, s/veh35.7

Intersection LOS E

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Vol, veh/h	0	150	190	0	480	920	0	40	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	163	207	0	522	1000	0	43	43
Number of Lanes	0	1	1	0	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay	12.4	42.8	10.9
HCM LOS	B	E	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	190	480	920	40	40
LT Vol	150	0	0	0	40	0
Through Vol	0	190	480	0	0	0
RT Vol	0	0	0	920	0	40
Lane Flow Rate	163	207	522	1000	43	43
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.303	0.355	0.766	1	0.096	0.082
Departure Headway (Hd)	6.681	6.182	5.283	4.578	7.964	6.767
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	578	683	790	449	527
Service Time	4.461	3.962	3.045	2.339	5.738	4.541
HCM Lane V/C Ratio	0.305	0.358	0.764	1.266	0.096	0.082
HCM Control Delay	12.4	12.4	23.3	53	11.6	10.2
HCM Lane LOS	B	B	C	F	B	B
HCM 95th-tile Q	1.3	1.6	7.2	17.1	0.3	0.3



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations			 		 			
Volume (veh/h)	50	210	1050	230	1540	450		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	54	228	1141	250	1674	489		
Adj No. of Lanes	1	1	2	1	2	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	69	775	1182	517	1666	767		
Arrive On Green	0.04	0.42	0.33	0.33	0.48	0.48		
Sat Flow, veh/h	1774	1863	3632	1548	3442	1583		
Grp Volume(v), veh/h	54	228	1141	250	1674	489		
Grp Sat Flow(s),veh/h/ln	1774	1863	1770	1548	1721	1583		
Q Serve(g_s), s	3.3	8.9	34.6	14.0	52.9	25.2		
Cycle Q Clear(g_c), s	3.3	8.9	34.6	14.0	52.9	25.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	69	775	1182	517	1666	767		
V/C Ratio(X)	0.78	0.29	0.97	0.48	1.00	0.64		
Avail Cap(c_a), veh/h	81	788	1182	517	1666	767		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	52.0	21.2	35.8	28.9	28.2	21.0		
Incr Delay (d2), s/veh	27.6	0.1	18.2	0.3	23.2	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.2	4.6	19.8	6.0	30.4	22.8		
LnGrp Delay(d),s/veh	79.6	21.3	54.0	29.2	51.4	22.4		
LnGrp LOS	E	C	D	C	F	C		
Approach Vol, veh/h		282	1391		2163			
Approach Delay, s/veh		32.5	49.5		44.8			
Approach LOS		C	D		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.3		58.0	9.0	42.3		
Change Period (Y+Rc), s		5.8		5.1	* 4.7	5.8		
Max Green Setting (Gmax), s		46.2		52.9	* 5	36.5		
Max Q Clear Time (g_c+l1), s		10.9		54.9	5.3	36.6		
Green Ext Time (p_c), s		7.5		0.0	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay		45.6						
HCM 2010 LOS		D						
Notes								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	0	10	400	0	240	10	1460	450	150	750	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	0	11	348	122	261	11	1587	0	163	815	5
Adj No. of Lanes	0	1	1	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	0	28	413	123	264	18	1712	766	180	2005	873
Arrive On Green	0.02	0.00	0.02	0.23	0.23	0.23	0.01	0.48	0.00	0.10	0.57	0.57
Sat Flow, veh/h	1774	0	1583	1774	530	1133	1774	3539	1583	1774	3539	1542
Grp Volume(v), veh/h	11	0	11	348	0	383	11	1587	0	163	815	5
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1663	1774	1770	1583	1774	1770	1542
Q Serve(g_s), s	0.7	0.0	0.8	22.1	0.0	27.2	0.7	49.6	0.0	10.7	15.3	0.2
Cycle Q Clear(g_c), s	0.7	0.0	0.8	22.1	0.0	27.2	0.7	49.6	0.0	10.7	15.3	0.2
Prop In Lane	1.00		1.00	1.00		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	0	28	413	0	387	18	1712	766	180	2005	873
V/C Ratio(X)	0.36	0.00	0.40	0.84	0.00	0.99	0.60	0.93	0.00	0.91	0.41	0.01
Avail Cap(c_a), veh/h	240	0	214	413	0	387	240	1805	807	180	2005	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	57.5	43.3	0.0	45.2	58.3	28.6	0.0	52.6	14.4	11.2
Incr Delay (d2), s/veh	2.6	0.0	3.4	14.0	0.0	43.0	11.4	8.7	0.0	40.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	12.4	0.0	17.1	0.4	26.1	0.0	7.3	7.6	0.1
LnGrp Delay(d),s/veh	60.0	0.0	60.9	57.3	0.0	88.3	69.7	37.3	0.0	93.1	14.9	11.2
LnGrp LOS	E		E	E		F	E	D		F	B	B
Approach Vol, veh/h	22		731			1598			983			
Approach Delay, s/veh	60.5		73.5			37.5			27.9			
Approach LOS	E		E			D			C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	63.7		6.6	6.2	73.5		32.0				
Change Period (Y+Rc), s	4.0	* 6.5		4.5	5.0	6.5		4.5				
Max Green Setting (Gmax), s	12.0	* 60		16.0	16.0	55.0		27.5				
Max Q Clear Time (g_c+1/2), s	12.5	51.6		2.8	2.7	17.3		29.2				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	31.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	42.7											
HCM 2010 LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												



Appendix M

Future Year 2035 – Modified Mixed Use Plan Freeway Segment Mainline Volumes vs. HOV Volumes

Freeway Segment Mainline Volumes vs. HOV Volumes - Modified Mixed Use (MMUP)

Freeway / State Highway	Segment	HIGHWAY COV				Existing	MMUP						
		SB	SB HOV	NB HOV	NB		SB	SB HOV	NB HOV	NB	Total Main	D	TOTAL
I-5	Palomar Airport Road and Poinsettia Lane	13282A	29644A	29642A	13279A	201,000	98955	20200	19858	103227	202,200	0.51051929	242240
	Poinsettia Lane and La Costa Avenue	8771A	29638A	29636A	8770A	204,000	95955	23695	25744	103953	199,900	0.52002501	249347
	La Costa Avenue and Leucadia Boulevard	8772A	29628A	29629A	16291A	208,000	95557	23918	26264	101108	196,700	0.51402135	246847
	Leucadia Boulevard and Encinitas Boulevard	19272A	29622A	29620A	16275A	211,000	15145	23481	24795	102368	117,500	0.87121702	165789
	Encinitas Boulevard and Santa Fe Drive	13580A	29615A	29612A	13579A	210,000	95419	24429	28102	100767	196,200	0.51359327	248717
	Santa Fe Drive and Birmingham Drive	13585A	29605A	29607A	13586A	201,000	93668	26332	29826	102467	196,100	0.52252422	252293
	Birmingham Drive and Manchester Avenue	13590A	29599A	29597A	13593A	203,000	91215	27190	35355	107390	198,600	0.54073515	261150
	Manchester Avenue and Lomas Santa Fe Drive	13594A	594A	29588A	9872A	231000	123587	39330	39520	124095	247,700	0.5009891	326532
	Lomas Santa Fe Drive and Via De La Valle	13597A	29580A	29582A	13600A	230000	124490	32912	37757	123028	247,500	0.5029899	318187

Total Mainline Volumes

Freeway / State Highway	Segment	Existing	MMUP
I-5	Palomar Airport Road and Poinsettia Lane	201,000	202,182
	Poinsettia Lane and La Costa Avenue	204,000	199,908
	La Costa Avenue and Leucadia Boulevard	208,000	196,665
	Leucadia Boulevard and Encinitas Boulevard	211,000	117,513
	Encinitas Boulevard and Santa Fe Drive	210,000	196,186
	Santa Fe Drive and Birmingham Drive	201,000	196,135
	Birmingham Drive and Manchester Avenue	203,000	198,605
	Manchester Avenue and Lomas Santa Fe Drive	231,000	247,682
	Lomas Santa Fe Drive and Via De La Valle	230,000	247,518



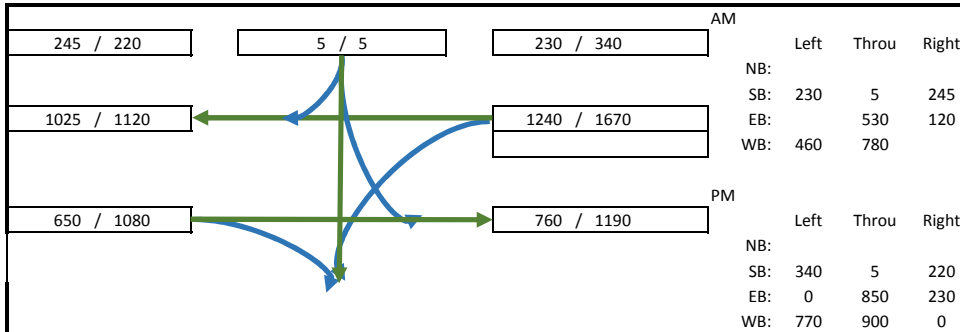
Appendix N Ramp Intersection Capacity Analysis – Modified Mixed Use Plan Strategy

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

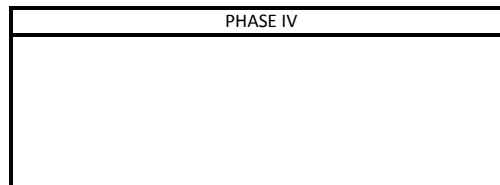
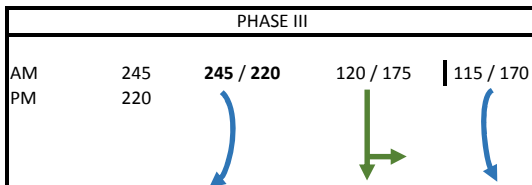
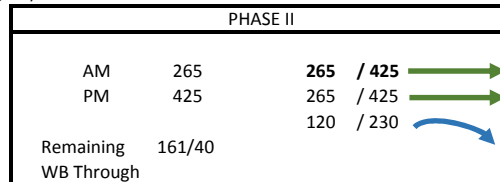
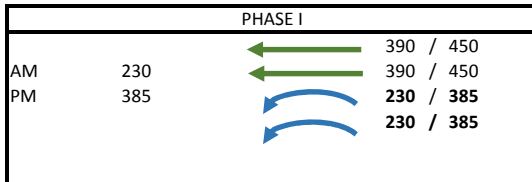
INTERSECTION: Poinsettia Lan / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
740

PM
1030

TOTAL OPERATING LEVEL (ILV/HR):

AM:	740	Under Capacity
PM:	1030	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

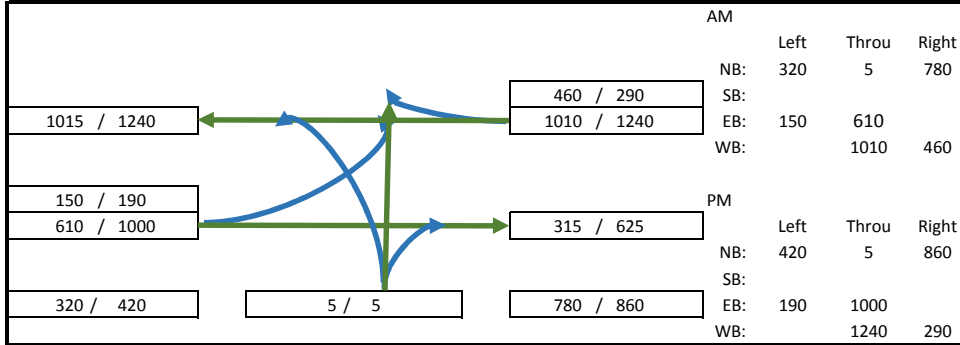
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

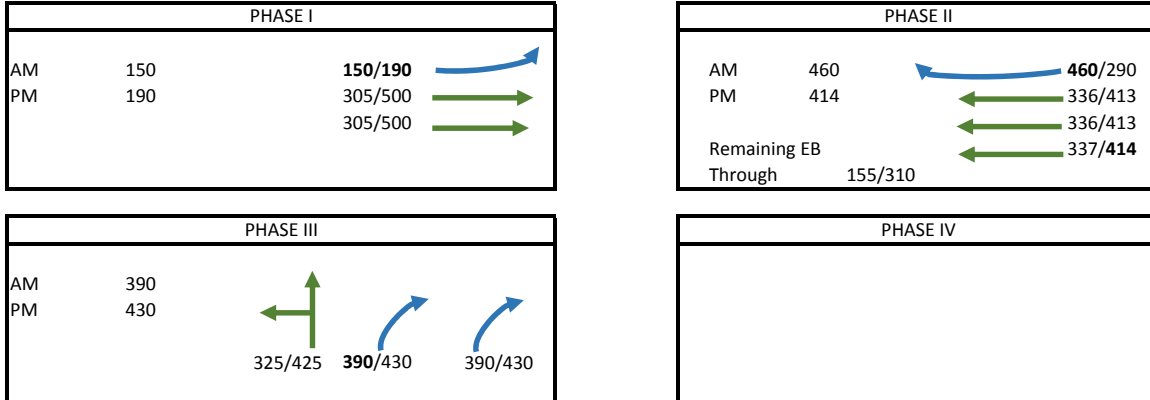
INTERSECTION: Poinsettia Lane / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1000	1034

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1000	Under Capacity
PM:	1034	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

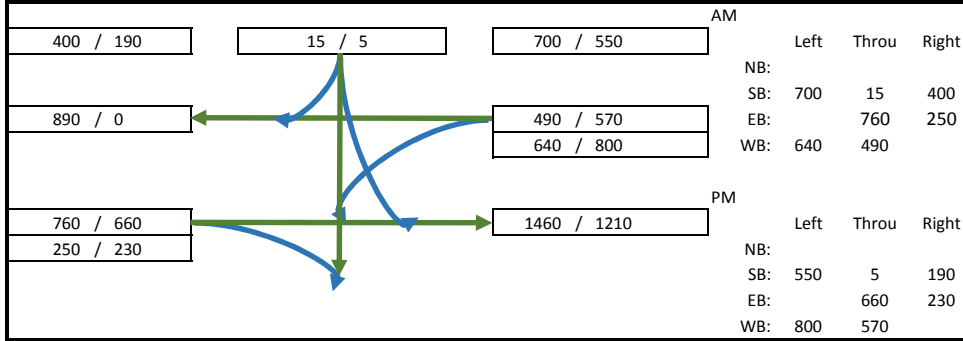
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

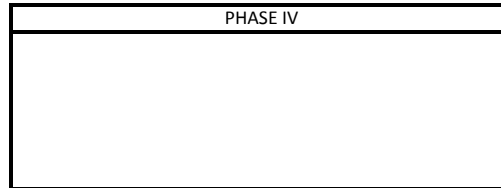
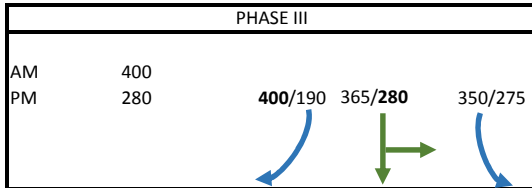
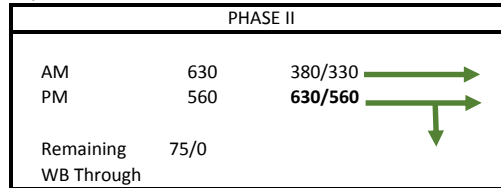
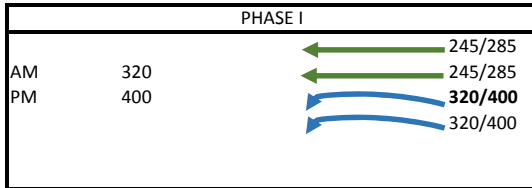
INTERSECTION: La Costa Avenue / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1350

PHASE II
1240

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1350	At Capacity
PM:	1240	At Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

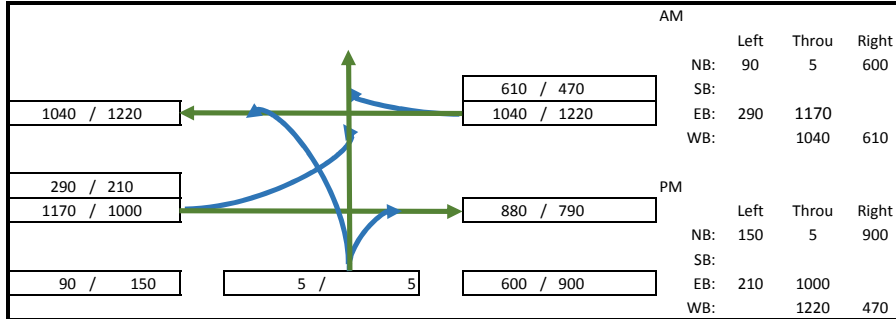
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: La Costa Avenue / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	290	290/210	
PM	210	585/500	
		585/500	

PHASE II			
AM	610	610/470	
PM	470	346/406	
Remaining	295/290	346/406	
EB Through		347/407	

PHASE III			
AM	305		
PM	455		
	90/150	305/455	300/450

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1205

PHASE II
1135

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1205	At Capacity
PM:	1135	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 > 1,500 ILV/HR (CAPACITY)

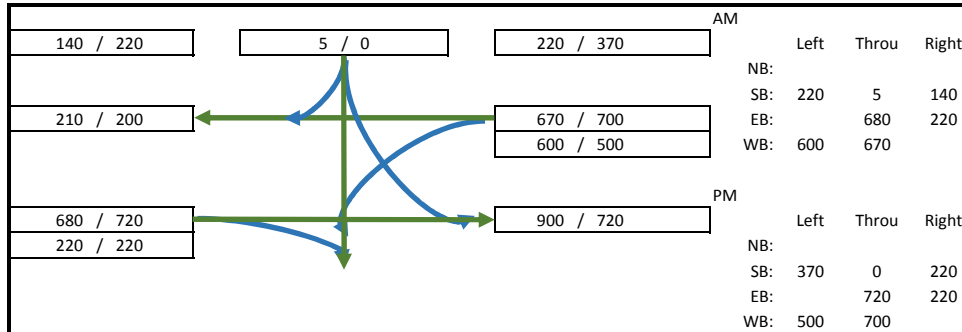
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Leucadia Blvd / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I		
AM	300	← 335/350
PM	250	← 335/350
		← 300/250
		← 300/250

PHASE II		
AM	340	→ 340/360
PM	360	→ 340/360
		→ 220/220
Remaining 100/35		
WB Through		

PHASE III		
AM	140	→ 140/220
PM	220	→ 115/185
		→ 110/185

PHASE IV		

CRITICAL LANE VOLUMES PER HOUR

AM
780

PHASE II
830

TOTAL OPERATING LEVEL (ILV/HR):

AM:	780	Under Capacity
PM:	830	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

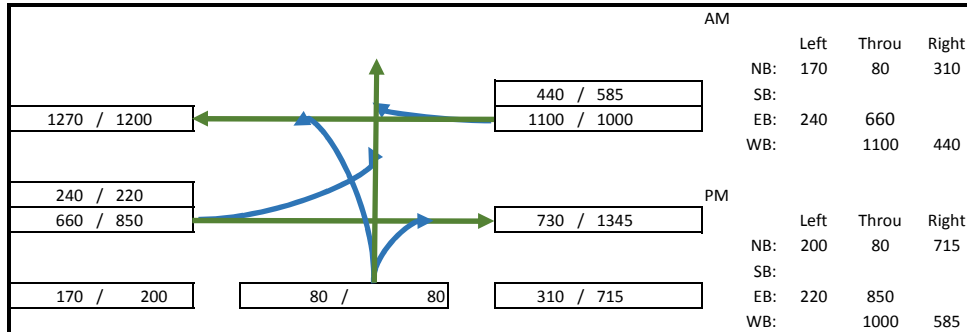
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

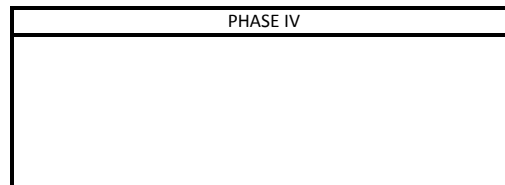
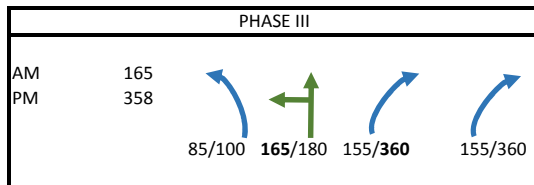
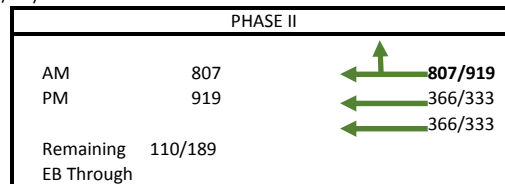
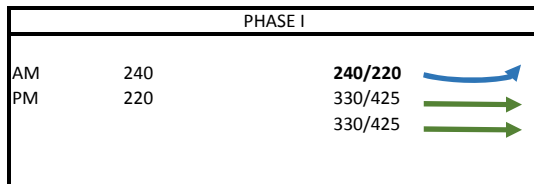
INTERSECTION: Leucadia Blvd / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1212

PHASE II
1497

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1212	At Capacity
PM:	1497	At Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

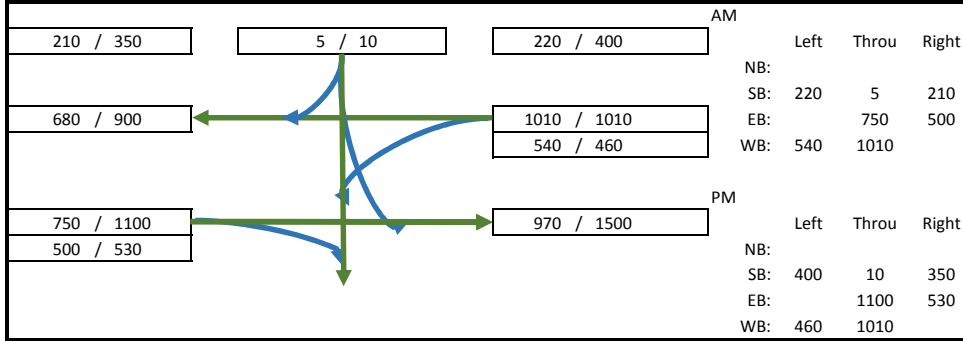
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Encinitas Blvd / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 6/28/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I		
AM	540	505/510
PM	460	505/510
		540/460

PHASE II		
AM	875	375/550
PM	1080	875/1080
Remaining	0/50	
WB Through		

PHASE III		
AM	225	210/350
PM	410	225/410

PHASE IV		

CRITICAL LANE VOLUMES PER HOUR

AM
1640

PHASE II
1950

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1640	Over Capacity
PM:	1950	Over Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

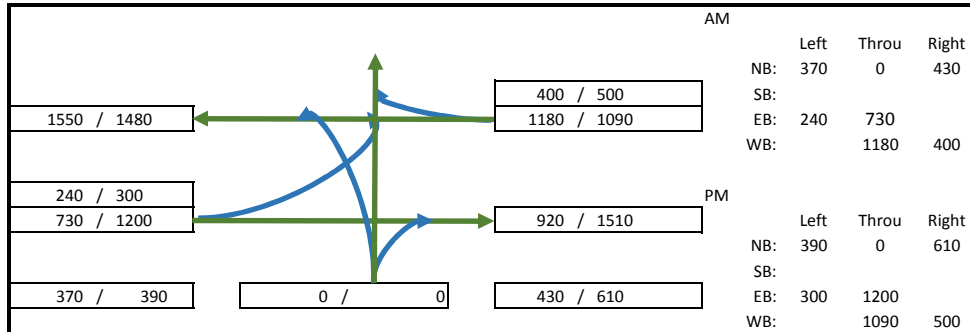
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

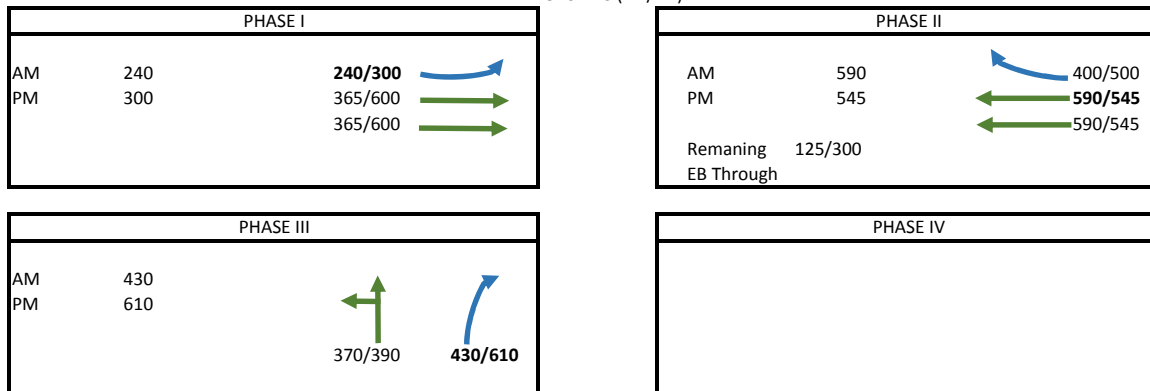
INTERSECTION: Encinitas Blvd / I-5 NB Ramps
ALTERNATIVE: Future Conditions

DIST. CO. RTE _____
PM: _____
DATE: 10/6/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR



TOTAL OPERATING LEVEL (ILV/HR):

AM:	1260	At Capacity
PM:	1455	At Capacity

< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

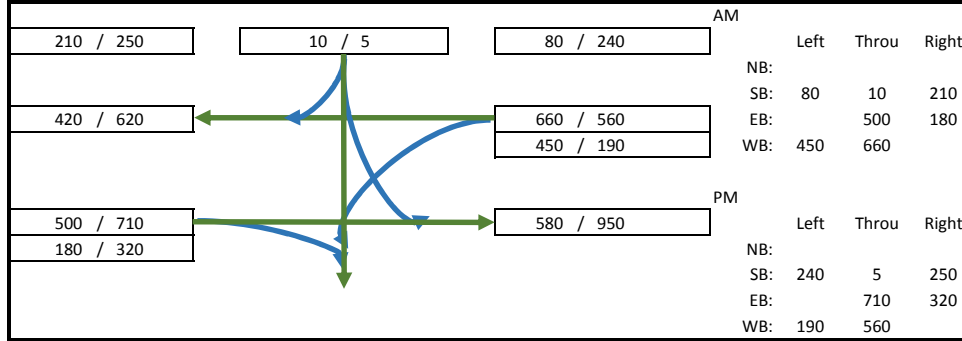
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

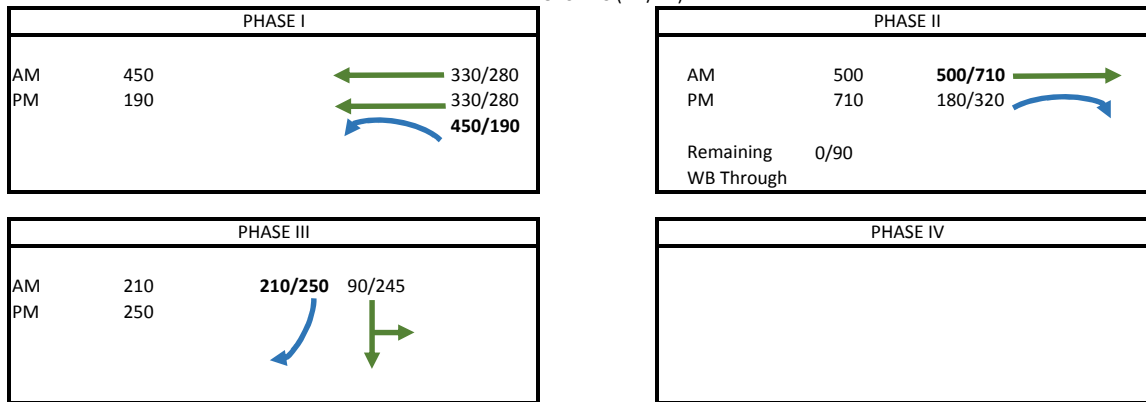
INTERSECTION: Santa Fe Drive / I-5 SB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1160	1150

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1160	Under Capacity
PM:	1150	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

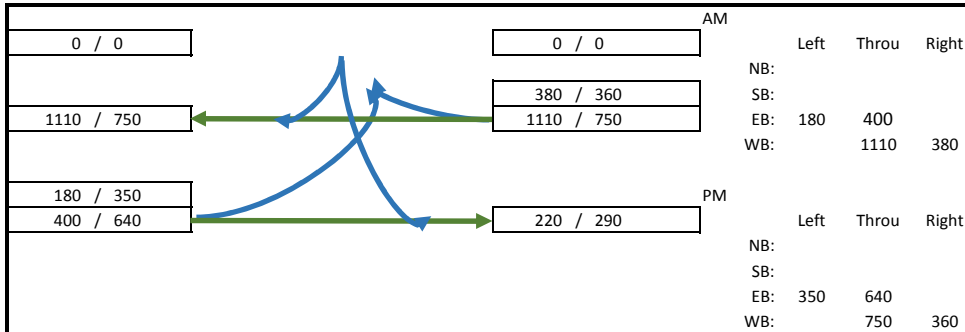
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Santa Fe Drive / I-5 NB Ramps
ALTERNATIVE: Future Conditions

DIST. CO. RTE _____
PM: _____
DATE: 10/6/2015
TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	180	180/350	
PM	350	400/640	

PHASE II			
AM	555	380/360	
PM	375	555/375	
Remaining	220/290		
EB Through			

PHASE III			

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
735

PHASE II
725

TOTAL OPERATING LEVEL (ILV/HR):

AM:	735	Under Capacity
PM:	725	Under Capacity

< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

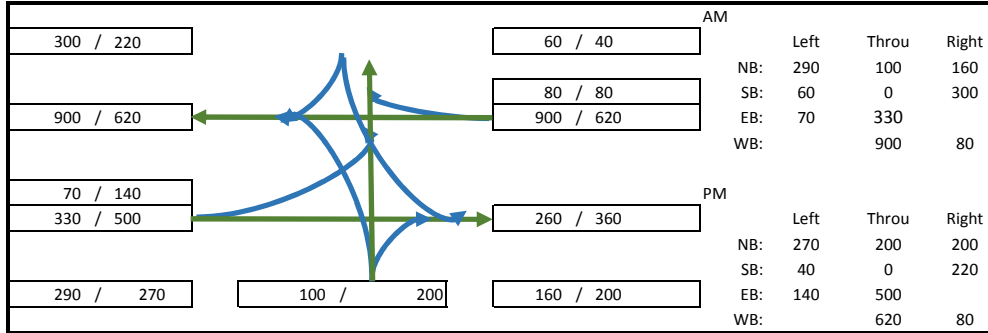
Under Capacity
At Capacity
Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

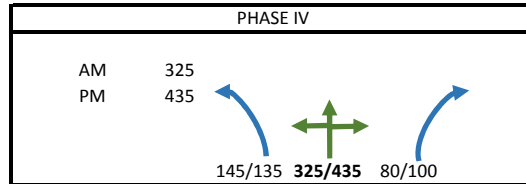
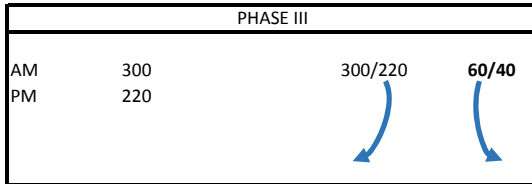
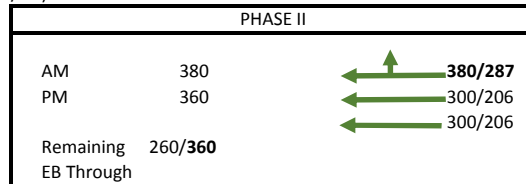
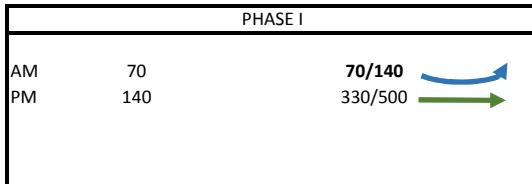
INTERSECTION: Santa Fe / I-5 NB Off-Ramp / Regal Road
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES PER HOUR

AM
1075

PHASE II
1155

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1075	Under Capacity
PM:	1155	Under Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

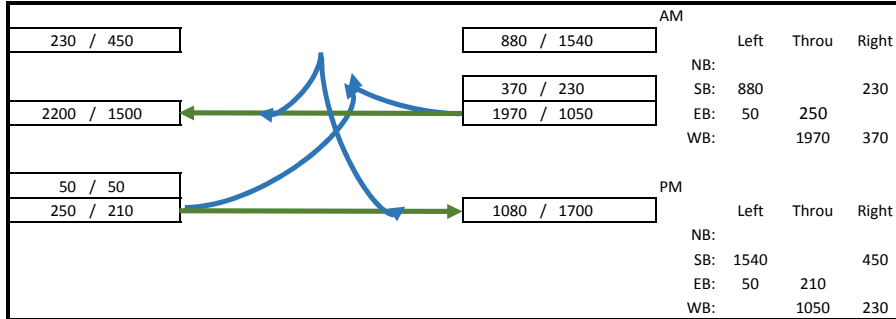
Under Capacity
 At Capacity
 Over Capacity

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

INTERSECTION: Manchester Avenue / I-5 NB Ramps
 ALTERNATIVE: Future Conditions

DIST. CO. RTE: _____
 PM: _____
 DATE: 10/6/2015
 TIME: _____

DEMAND TRAFFIC FLOWS



LANE VOLUMES (ILV/HR)

PHASE I			
AM	50	50/50	
PM	50	250/210	

PHASE II			
AM	985	370/230	
PM	525	985/525	
Remaining EB Through	200/160		

PHASE III			
AM	440	230/450	440/770
PM	770		440/770

PHASE IV			

CRITICAL LANE VOLUMES PER HOUR

AM
1475

PHASE II
1345

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1475	At Capacity
PM:	1345	At Capacity

< 1,200 ILV/HR
 > 1,200 BUT < 1,500 ILV/HR
 > 1,500 ILV/HR (CAPACITY)

Under Capacity
 At Capacity
 Over Capacity



Appendix O

Traffic Signal Warrants

**Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)**

Major St: La Costa Avenue Minor St: Vulcan Avenue	COUNT DATE: SANDAG Series 12 Model # of Lanes: 1 # of Lanes: 1
Speed limit or critical speed on major street traffic > 64 km/h (40 mph) In built up area of isolated community of < 10,000 population.....	
or } RURAL (R) URBAN (U)	
Major St ADT (Total): 17700 Minor Street ADT (Highest Direction): 7300	Roadway Type: Urban

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied	X	Not Satisfied	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on	
Number of lanes for moving traffic on each approach					Higher-Volume Minor Street Approach (One Direction Only)	
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	8000	5,600	2,400	1,680
2 or more		1	9,600	6,720	2,400	1,680
2 or more		2 or more	9,600	6,720	3,200	2,240
1		2 or more	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on	
Staisfied	X	Not Satisfied			Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	12,000	8,400	1,200	850
2 or more		1	14,400	10,080	1,200	850
2 or more		2 or more	14,400	10,080	1,600	1,120
1		2 or more	12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B			2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied	X	Not Satisfied				
<u>No one condition satisfied</u> , but following conditions fulfilled 80% or More						
		<u>221%</u> A			<u>148%</u> B	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)**

Major St:	Santa Fe Drive	COUNT DATE	SANDAG Series 12 Model
Minor St:	Balour Drive	# of Lanes:	1
		# of Lanes:	1

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)

In built up area of isolated community of < 10,000 population.....

or

}

RURAL (R)

URBAN (U)

Major St ADT (Total):	19100	Roadway Type:	Urban
Minor Street ADT (Highest Direction):	11100		

(Based on Estimated Average Daily Traffic - See Note)

CONDITION A - Minimum Vehicular Volume			Minimum Requirements EADT			
Satisfied	X	Not Satisfied	Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on	
Number of lanes for moving traffic on each approach					Higher-Volume Minor Street Approach (One Direction Only)	
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	8000	5,600	2,400	1,680
2 or more		1	9,600	6,720	2,400	1,680
2 or more		2 or more	9,600	6,720	3,200	2,240
1		2 or more	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic			Vehichles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on	
Staisfied	X	Not Satisfied			Higher-Volume Minor Street Approach (One Direction Only)	
Number of lanes for moving traffic on each approach						
Major Street		Minor Street	Urban	Rural	Urban	Rural
1		1	12,000	8,400	1,200	850
2 or more		1	14,400	10,080	1,200	850
2 or more		2 or more	14,400	10,080	1,600	1,120
1		2 or more	12,000	8,400	1,600	1,120
Combination of CONDITIONS A+B			2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied	X	Not Satisfied				
<u>No one condition satisfied</u> , but following conditions fulfilled 80% or More						
		<u>239%</u> A			<u>159%</u> B	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Appendix P

AM / PM Peak Hour Intersection LOS Worksheets - Mitigation

Existing AM
6: Vulcan Avenue & La Costa Avenue

1/21/2016

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	470	130	245	490	60	230		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1863		
Adj Flow Rate, veh/h	511	141	266	533	65	250		
Adj No. of Lanes	1	0	0	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1054	291	308	551	284	254		
Arrive On Green	0.75	0.75	0.75	0.75	0.16	0.16		
Sat Flow, veh/h	1396	385	344	730	1774	1583		
Grp Volume(v), veh/h	0	652	799	0	65	250		
Grp Sat Flow(s),veh/h/ln	0	1781	1074	0	1774	1583		
Q Serve(g_s), s	0.0	14.1	58.8	0.0	3.2	15.7		
Cycle Q Clear(g_c), s	0.0	14.1	73.0	0.0	3.2	15.7		
Prop In Lane		0.22	0.33		1.00	1.00		
Lane Grp Cap(c), veh/h	0	1345	858	0	284	254		
V/C Ratio(X)	0.00	0.48	0.93	0.00	0.23	0.99		
Avail Cap(c_a), veh/h	0	1346	860	0	284	254		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	4.7	17.2	0.0	36.6	41.8		
Incr Delay (d2), s/veh	0.0	0.3	16.4	0.0	0.4	52.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	7.0	25.0	0.0	1.6	10.6		
LnGrp Delay(d),s/veh	0.0	5.0	33.6	0.0	37.0	94.3		
LnGrp LOS		A	C		D	F		
Approach Vol, veh/h	652			799	315			
Approach Delay, s/veh	5.0			33.6	82.5			
Approach LOS	A			C	F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		79.9				79.9		20.0
Change Period (Y+Rc), s		4.5				4.5		4.0
Max Green Setting (Gmax), s		75.5				75.5		16.0
Max Q Clear Time (g_c+l1), s		16.1				75.0		17.7
Green Ext Time (p_c), s		17.7				0.4		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			31.8					
HCM 2010 LOS			C					

Existing AM
45: Santa Fe Drive & Balour Drive

1/21/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	200	480	780	170	40	230		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900		
Adj Flow Rate, veh/h	217	522	848	185	43	250		
Adj No. of Lanes	1	1	1	0	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	204	1338	833	182	47	272		
Arrive On Green	0.12	0.72	0.56	0.56	0.20	0.20		
Sat Flow, veh/h	1774	1863	1482	323	235	1369		
Grp Volume(v), veh/h	217	522	0	1033	294	0		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1806	1609	0		
Q Serve(g_s), s	12.5	11.9	0.0	61.0	19.4	0.0		
Cycle Q Clear(g_c), s	12.5	11.9	0.0	61.0	19.4	0.0		
Prop In Lane	1.00			0.18	0.15	0.85		
Lane Grp Cap(c), veh/h	204	1338	0	1014	320	0		
V/C Ratio(X)	1.06	0.39	0.00	1.02	0.92	0.00		
Avail Cap(c_a), veh/h	204	1338	0	1014	341	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	48.1	6.0	0.0	23.8	42.6	0.0		
Incr Delay (d2), s/veh	80.6	0.2	0.0	33.0	28.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	10.6	6.2	0.0	39.4	11.2	0.0		
LnGrp Delay(d),s/veh	128.6	6.2	0.0	56.8	70.7	0.0		
LnGrp LOS	F	A		F	E			
Approach Vol, veh/h		739	1033		294			
Approach Delay, s/veh		42.1	56.8		70.7			
Approach LOS		D	E		E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		83.0		25.6	17.0	66.0		
Change Period (Y+Rc), s		5.0		4.0	4.5	5.0		
Max Green Setting (Gmax), s		78.0		23.0	12.5	61.0		
Max Q Clear Time (g_c+l1), s		13.9		21.4	14.5	63.0		
Green Ext Time (p_c), s		19.7		0.2	0.0	0.0		
Intersection Summary								
HCM 2010 Ctrl Delay			53.5					
HCM 2010 LOS			D					
Notes								
User approved volume balancing among the lanes for turning movement.								

Future PM - No_Project
45: Santa Fe Drive & Balour Drive

1/21/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	260	510	520	130	70	160		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900		
Adj Flow Rate, veh/h	283	554	565	141	76	174		
Adj No. of Lanes	1	1	1	0	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	327	1296	655	163	90	207		
Arrive On Green	0.18	0.70	0.46	0.46	0.18	0.18		
Sat Flow, veh/h	1774	1863	1433	358	496	1135		
Grp Volume(v), veh/h	283	554	0	706	251	0		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1791	1638	0		
Q Serve(g_s), s	11.4	9.5	0.0	26.0	10.9	0.0		
Cycle Q Clear(g_c), s	11.4	9.5	0.0	26.0	10.9	0.0		
Prop In Lane	1.00			0.20	0.30	0.69		
Lane Grp Cap(c), veh/h	327	1296	0	819	298	0		
V/C Ratio(X)	0.87	0.43	0.00	0.86	0.84	0.00		
Avail Cap(c_a), veh/h	385	1467	0	924	511	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	29.2	4.8	0.0	17.9	29.1	0.0		
Incr Delay (d2), s/veh	16.2	0.2	0.0	7.7	6.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.1	4.9	0.0	14.5	5.5	0.0		
LnGrp Delay(d),s/veh	45.4	5.1	0.0	25.6	35.5	0.0		
LnGrp LOS	D	A		C	D			
Approach Vol, veh/h		837	706		251			
Approach Delay, s/veh		18.7	25.6		35.5			
Approach LOS		B	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.3		17.4	17.6	38.7		
Change Period (Y+Rc), s		5.0		4.0	4.0	5.0		
Max Green Setting (Gmax), s		58.0		23.0	16.0	38.0		
Max Q Clear Time (g_c+I1), s		11.5		12.9	13.4	28.0		
Green Ext Time (p_c), s		11.5		0.6	0.2	5.6		
Intersection Summary								
HCM 2010 Ctrl Delay			23.8					
HCM 2010 LOS			C					
Notes								
User approved volume balancing among the lanes for turning movement.								

Future PM - No_Project
6: Vulcan Avenue & La Costa Avenue

1/21/2016

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	540	80	250	560	75	180		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		0.97	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1863		
Adj Flow Rate, veh/h	587	87	272	609	82	196		
Adj No. of Lanes	1	0	0	1	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1257	186	307	617	237	211		
Arrive On Green	0.80	0.80	0.80	0.80	0.13	0.13		
Sat Flow, veh/h	1579	234	337	775	1774	1583		
Grp Volume(v), veh/h	0	674	881	0	82	196		
Grp Sat Flow(s),veh/h/ln	0	1813	1112	0	1774	1583		
Q Serve(g_s), s	0.0	14.5	79.8	0.0	5.0	14.7		
Cycle Q Clear(g_c), s	0.0	14.5	94.3	0.0	5.0	14.7		
Prop In Lane		0.13	0.31		1.00	1.00		
Lane Grp Cap(c), veh/h	0	1443	924	0	237	211		
V/C Ratio(X)	0.00	0.47	0.95	0.00	0.35	0.93		
Avail Cap(c_a), veh/h	0	1443	924	0	237	211		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	0.0	4.0	18.3	0.0	47.3	51.4		
Incr Delay (d2), s/veh	0.0	0.2	19.2	0.0	0.9	42.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	7.2	33.3	0.0	2.5	8.9		
LnGrp Delay(d),s/veh	0.0	4.2	37.5	0.0	48.1	93.8		
LnGrp LOS		A	D		D	F		
Approach Vol, veh/h	674			881	278			
Approach Delay, s/veh	4.2			37.5	80.3			
Approach LOS	A			D	F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		100.0				100.0		20.0
Change Period (Y+Rc), s		4.5				4.5		4.0
Max Green Setting (Gmax), s		95.5				95.5		16.0
Max Q Clear Time (g_c+l1), s		16.5				96.3		16.7
Green Ext Time (p_c), s		21.6				0.0		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			31.8					
HCM 2010 LOS			C					