APPENDIX N

Traffic Impact Study

Appendices

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**

Daily Totals				
NB	SB	EB	WB	**Combined**
5387	6773			**12160**

	AM			PM		
Split %	29.9%	70.1%	**40.2%**	54.0%	46.0%	**59.8%**
Peak Hour	11:45	07:00	**07:15**	16:45	17:00	**16:45**
Volume	425	1121	**1325**	579	448	**1018**
P.H.F.	0.93	0.87	**0.87**	0.95	0.96	**0.96**

CHEN RYAN

24 Hour Segment Count

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

AVC

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

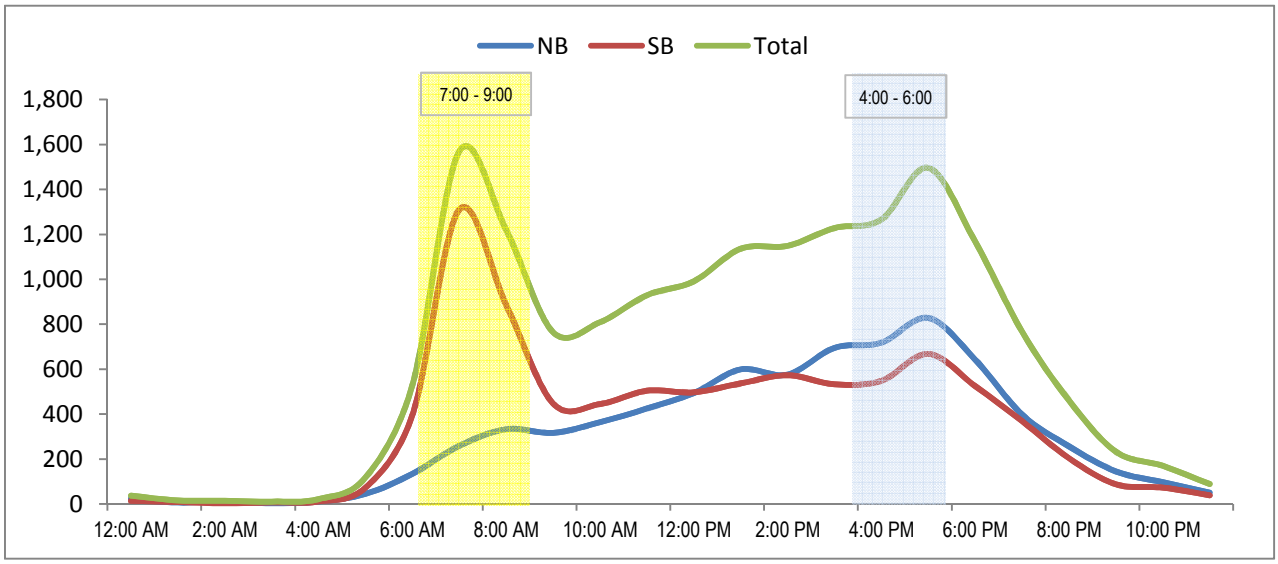
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*16,194*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	23	14	37
1:00 AM - 2:00 AM	7	9	16
2:00 AM - 3:00 AM	12	3	15
3:00 AM - 4:00 AM	3	8	11
4:00 AM - 5:00 AM	11	11	22
5:00 AM - 6:00 AM	45	73	118
6:00 AM - 7:00 AM	134	395	529
7:00 AM - 8:00 AM	259	1,310	1,569
8:00 AM - 9:00 AM	333	887	1,220
9:00 AM - 10:00 AM	317	448	765
10:00 AM - 11:00 AM	364	445	809
11:00 AM - 12:00 PM	425	504	929
Total	**1,933**	**4,107**	**6,040**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	494	497	991
1:00 PM - 2:00 PM	599	537	1,136
2:00 PM - 3:00 PM	576	573	1,149
3:00 PM - 4:00 PM	695	533	1,228
4:00 PM - 5:00 PM	718	548	1,266
5:00 PM - 6:00 PM	828	668	1,496
6:00 PM - 7:00 PM	643	525	1,168
7:00 PM - 8:00 PM	398	369	767
8:00 PM - 9:00 PM	257	204	461
9:00 PM - 10:00 PM	145	88	233
10:00 PM - 11:00 PM	97	73	170
11:00 PM - 12:00 AM	50	39	89
Total	**5,500**	**4,654**	**10,154**

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



CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

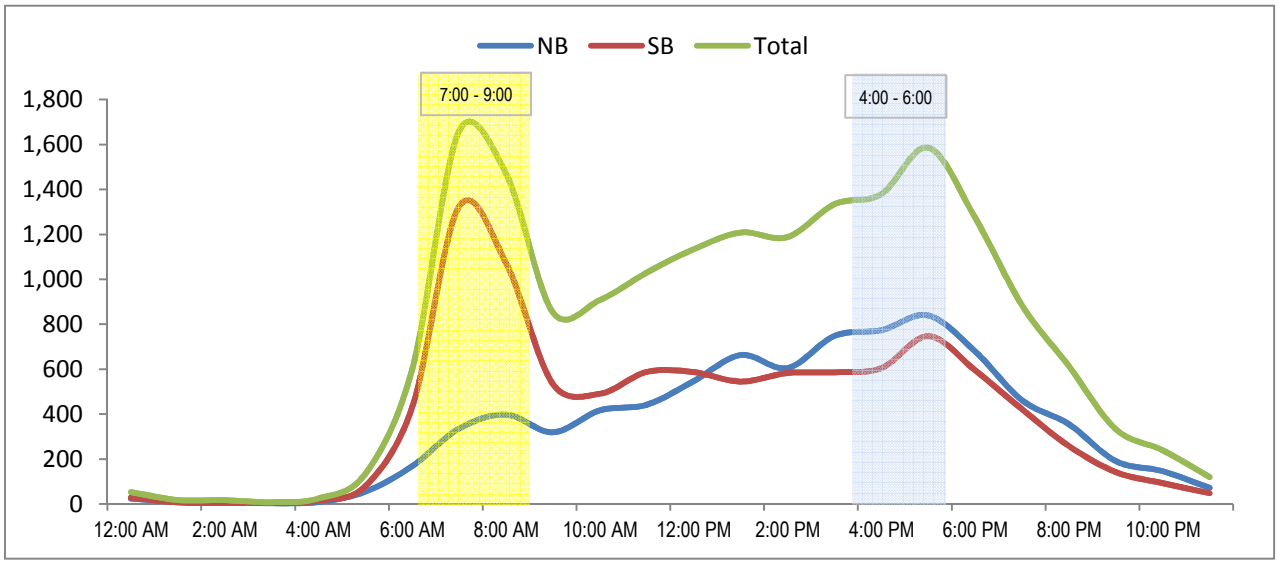
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*18,070*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	24	29	53
1:00 AM - 2:00 AM	11	7	18
2:00 AM - 3:00 AM	12	5	17
3:00 AM - 4:00 AM	3	5	8
4:00 AM - 5:00 AM	9	16	25
5:00 AM - 6:00 AM	55	80	135
6:00 AM - 7:00 AM	169	433	602
7:00 AM - 8:00 AM	336	1,325	1,661
8:00 AM - 9:00 AM	398	1,071	1,469
9:00 AM - 10:00 AM	319	533	852
10:00 AM - 11:00 AM	417	491	908
11:00 AM - 12:00 PM	442	588	1030
Total	**2,195**	**4,583**	**6,778**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	547	587	1,134
1:00 PM - 2:00 PM	663	545	1,208
2:00 PM - 3:00 PM	605	583	1,188
3:00 PM - 4:00 PM	748	586	1,334
4:00 PM - 5:00 PM	774	605	1,379
5:00 PM - 6:00 PM	839	747	1,586
6:00 PM - 7:00 PM	679	595	1,274
7:00 PM - 8:00 PM	462	422	884
8:00 PM - 9:00 PM	355	258	613
9:00 PM - 10:00 PM	191	142	333
10:00 PM - 11:00 PM	146	93	239
11:00 PM - 12:00 AM	72	48	120
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			**PM**		
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 CITY: ENCINTIAS PROJECT: PTD15-0605-01

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**

TUESDAY - JUNE 2ND, 2015 CITY: ENCINTIAS PROJECT: PTD15-0605-01

S. COAST HWY 101 BTN LOC7 & LOC9

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		9				
11:30	148		159					23:30	14		9				
11:45	152	575	173	637			1212	23:45	5	61	4	33			94
Total Vol.		2346		4876			**7222**			7803		5525			**13328**

Daily Totals

NB	SB	EB	WB	**Combined**
10149	10401			**20550**

	AM			**PM**		
Split %	32.5%	67.5%	**35.1%**	58.5%	41.5%	**64.9%**
Peak Hour	11:45	07:30	**07:30**	16:45	12:45	**16:45**
Volume	666	1344	**1659**	1245	684	**1893**
P.H.F.	0.85	0.95	**0.94**	0.97	0.91	**0.98**

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			**PM**		
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			**PM**		
Split %	27.5%	72.5%	**38.7%**	40.5%	59.5%	**61.3%**
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**

PACIFIC TECHNICAL DATA, LLC

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			**PM**		
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			6	12:45	23	68	14	60			128
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			2	13:45	18	74	15	73			147
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			184
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			2	15:45	22	101	32	127			228
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			3	16:45	29	96	32	122			218
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			20	17:45	38	151	18	110			261
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			80	18:45	8	82	13	51			133
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			239	19:45	16	92	7	49			141
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			324	20:45	6	52	3	29			81
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			234	21:45	7	30	7	25			55
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			194	22:45	4	20	1	9			29
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			136	23:45	0	11	0	2			13
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**

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**

CHEN RYAN

24 Hour Segment Count

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

Location: 30. Quail Garde Dr north of Leucadia Blvd

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

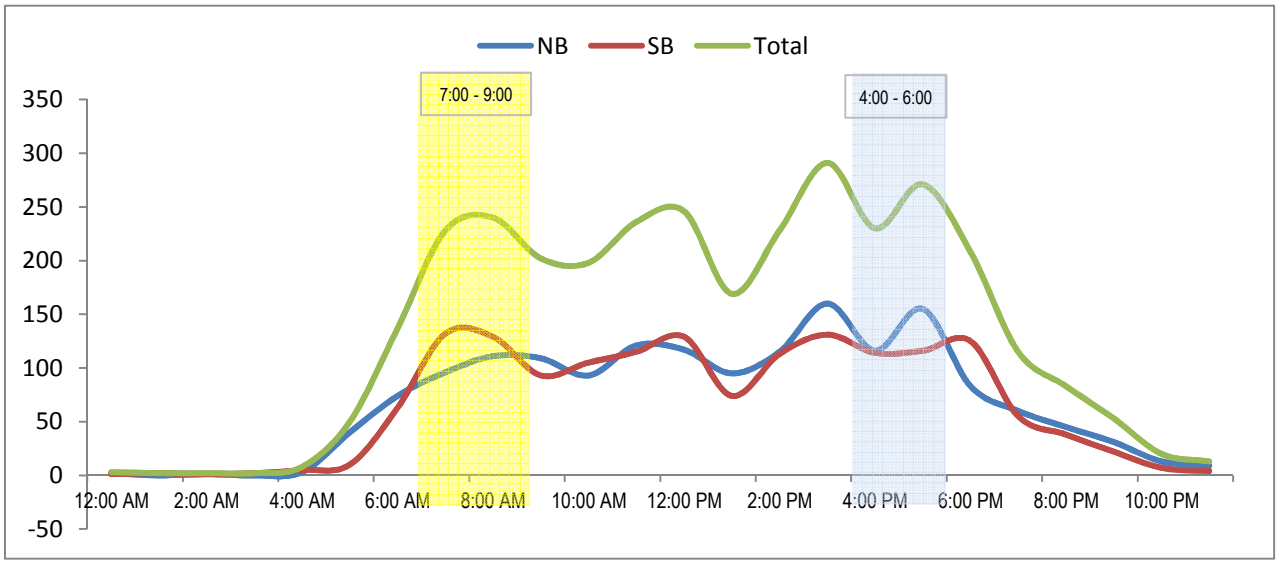
AVC Proj. No: *15-0360*

24 Hour Segment Volume			3,235

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	2	1	3
1:00 AM - 2:00 AM	0	2	2
2:00 AM - 3:00 AM	1	1	2
3:00 AM - 4:00 AM	0	2	2
4:00 AM - 5:00 AM	3	5	8
5:00 AM - 6:00 AM	40	10	50
6:00 AM - 7:00 AM	74	63	137
7:00 AM - 8:00 AM	96	132	228
8:00 AM - 9:00 AM	111	129	240
9:00 AM - 10:00 AM	109	93	202
10:00 AM - 11:00 AM	93	105	198
11:00 AM - 12:00 PM	121	115	236
Total	**650**	**658**	**1,308**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	117	129	246
1:00 PM - 2:00 PM	95	74	169
2:00 PM - 3:00 PM	115	113	228
3:00 PM - 4:00 PM	160	131	291
4:00 PM - 5:00 PM	116	114	230
5:00 PM - 6:00 PM	155	116	271
6:00 PM - 7:00 PM	83	125	208
7:00 PM - 8:00 PM	60	55	115
8:00 PM - 9:00 PM	45	38	83
9:00 PM - 10:00 PM	31	22	53
10:00 PM - 11:00 PM	13	7	20
11:00 PM - 12:00 AM	9	4	13
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			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**

CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

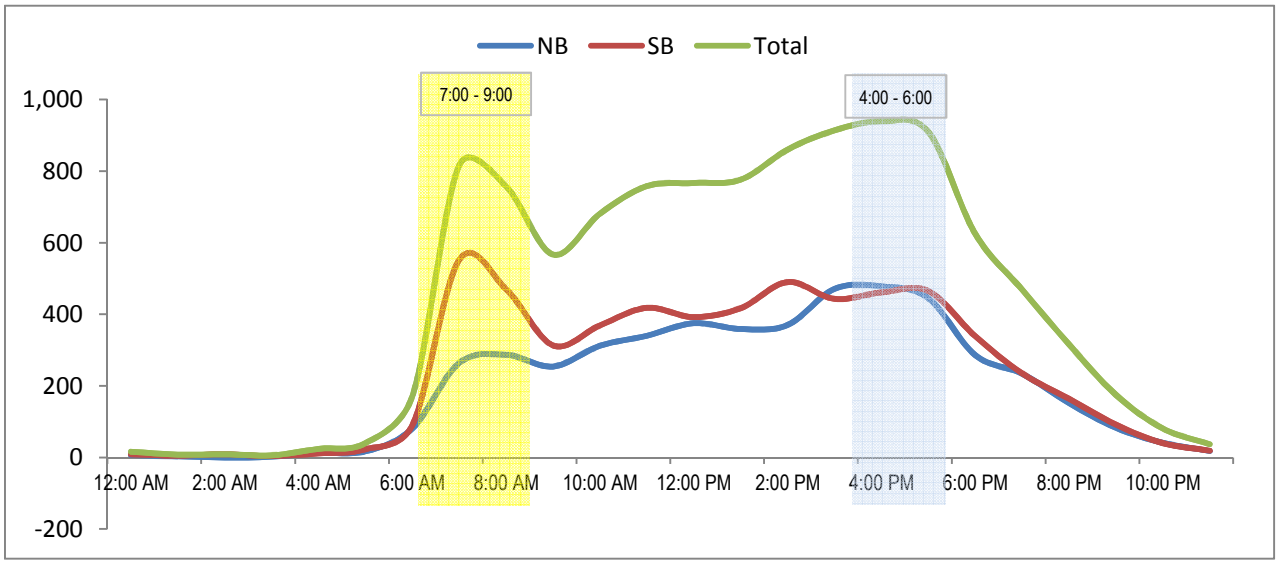
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*10,722*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	7	9	16
1:00 AM - 2:00 AM	3	5	8
2:00 AM - 3:00 AM	0	9	9
3:00 AM - 4:00 AM	2	4	6
4:00 AM - 5:00 AM	13	11	24
5:00 AM - 6:00 AM	17	23	40
6:00 AM - 7:00 AM	81	90	171
7:00 AM - 8:00 AM	264	552	816
8:00 AM - 9:00 AM	287	470	757
9:00 AM - 10:00 AM	254	313	567
10:00 AM - 11:00 AM	312	369	681
11:00 AM - 12:00 PM	340	418	758
Total	**1,580**	**2,273**	**3,853**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	375	392	767
1:00 PM - 2:00 PM	359	417	776
2:00 PM - 3:00 PM	370	490	860
3:00 PM - 4:00 PM	471	443	914
4:00 PM - 5:00 PM	478	461	939
5:00 PM - 6:00 PM	445	465	910
6:00 PM - 7:00 PM	286	339	625
7:00 PM - 8:00 PM	234	235	469
8:00 PM - 9:00 PM	152	164	316
9:00 PM - 10:00 PM	83	92	175
10:00 PM - 11:00 PM	41	40	81
11:00 PM - 12:00 AM	18	19	37
Total	**3,312**	**3,557**	**6,869**

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



CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

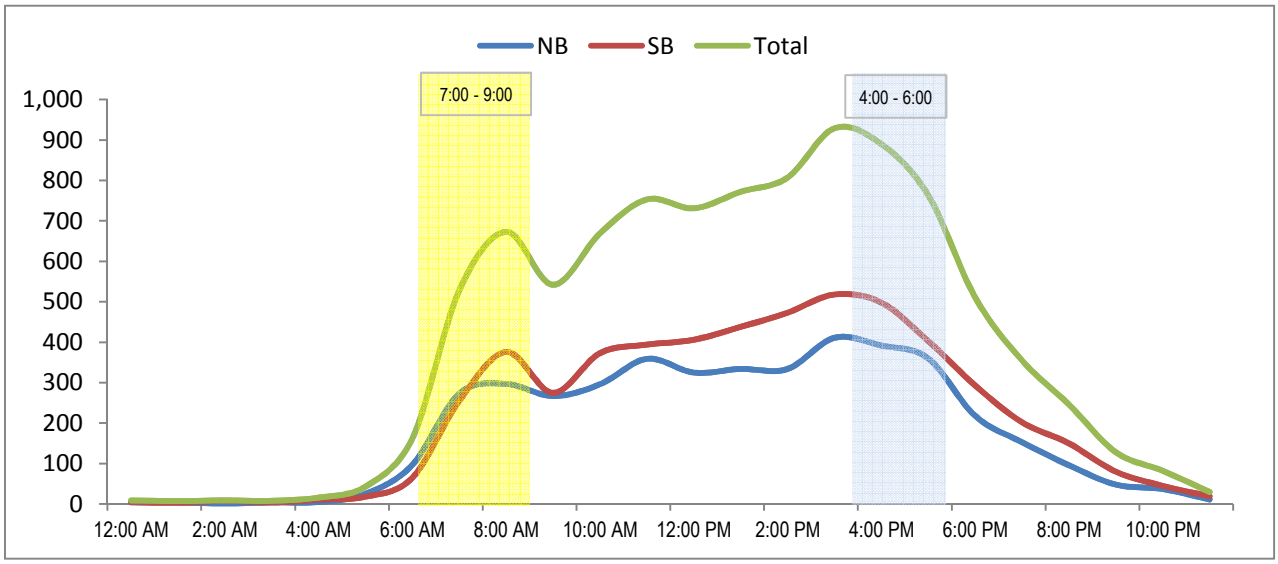
AVC Proj. No: *15-0360*

24 Hour Segment Volume			9,663

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	4	5	9
1:00 AM - 2:00 AM	4	3	7
2:00 AM - 3:00 AM	1	8	9
3:00 AM - 4:00 AM	4	4	8
4:00 AM - 5:00 AM	5	11	16
5:00 AM - 6:00 AM	25	18	43
6:00 AM - 7:00 AM	97	65	162
7:00 AM - 8:00 AM	273	255	528
8:00 AM - 9:00 AM	297	376	673
9:00 AM - 10:00 AM	267	275	542
10:00 AM - 11:00 AM	296	373	669
11:00 AM - 12:00 PM	359	394	753
Total	**1,632**	**1,787**	**3,419**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	325	406	731
1:00 PM - 2:00 PM	334	438	772
2:00 PM - 3:00 PM	334	473	807
3:00 PM - 4:00 PM	411	518	929
4:00 PM - 5:00 PM	392	498	890
5:00 PM - 6:00 PM	360	403	763
6:00 PM - 7:00 PM	218	293	511
7:00 PM - 8:00 PM	153	202	355
8:00 PM - 9:00 PM	96	150	246
9:00 PM - 10:00 PM	48	80	128
10:00 PM - 11:00 PM	37	45	82
11:00 PM - 12:00 AM	11	19	30
Total	**2,719**	**3,525**	**6,244**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 35. Town Center Place south of Leucadia Blvd

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

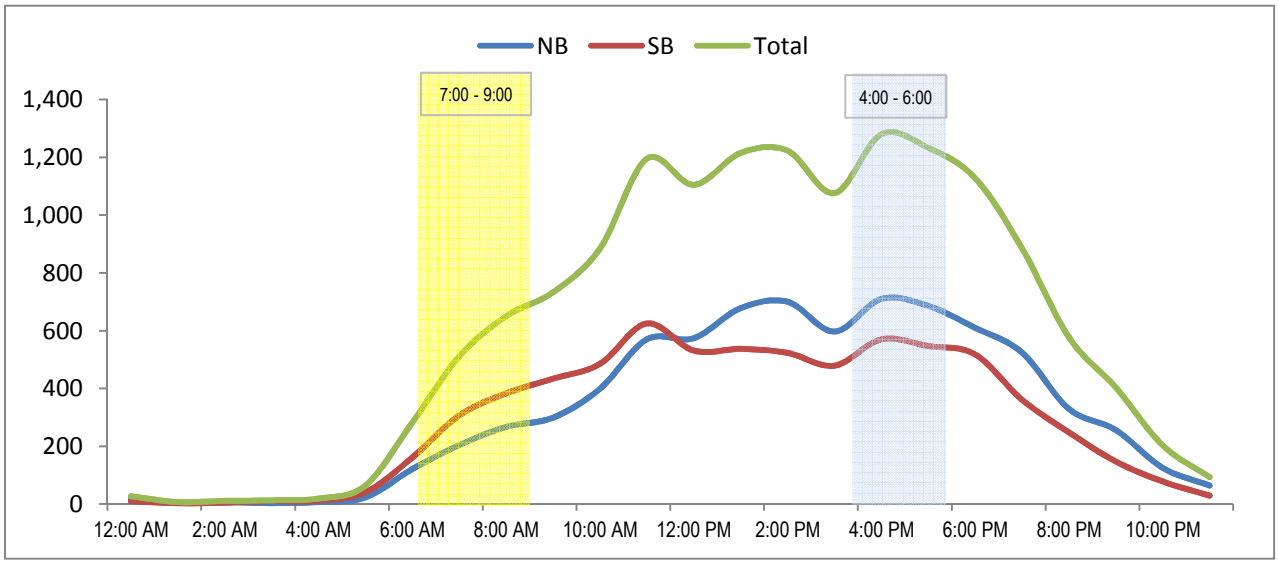
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*14,817*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	17	10	27
1:00 AM - 2:00 AM	5	2	7
2:00 AM - 3:00 AM	6	5	11
3:00 AM - 4:00 AM	3	10	13
4:00 AM - 5:00 AM	7	12	19
5:00 AM - 6:00 AM	23	41	64
6:00 AM - 7:00 AM	121	161	282
7:00 AM - 8:00 AM	204	307	511
8:00 AM - 9:00 AM	267	383	650
9:00 AM - 10:00 AM	299	434	733
10:00 AM - 11:00 AM	399	485	884
11:00 AM - 12:00 PM	570	625	1195
Total	**1,921**	**2,475**	**4,396**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	574	531	1,105
1:00 PM - 2:00 PM	678	537	1,215
2:00 PM - 3:00 PM	700	523	1,223
3:00 PM - 4:00 PM	597	479	1,076
4:00 PM - 5:00 PM	710	570	1,280
5:00 PM - 6:00 PM	686	547	1,233
6:00 PM - 7:00 PM	610	518	1,128
7:00 PM - 8:00 PM	524	361	885
8:00 PM - 9:00 PM	329	248	577
9:00 PM - 10:00 PM	256	147	403
10:00 PM - 11:00 PM	125	78	203
11:00 PM - 12:00 AM	64	29	93
Total	**5,853**	**4,568**	**10,421**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 36. Via Cantebria east of Garden View Rd

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

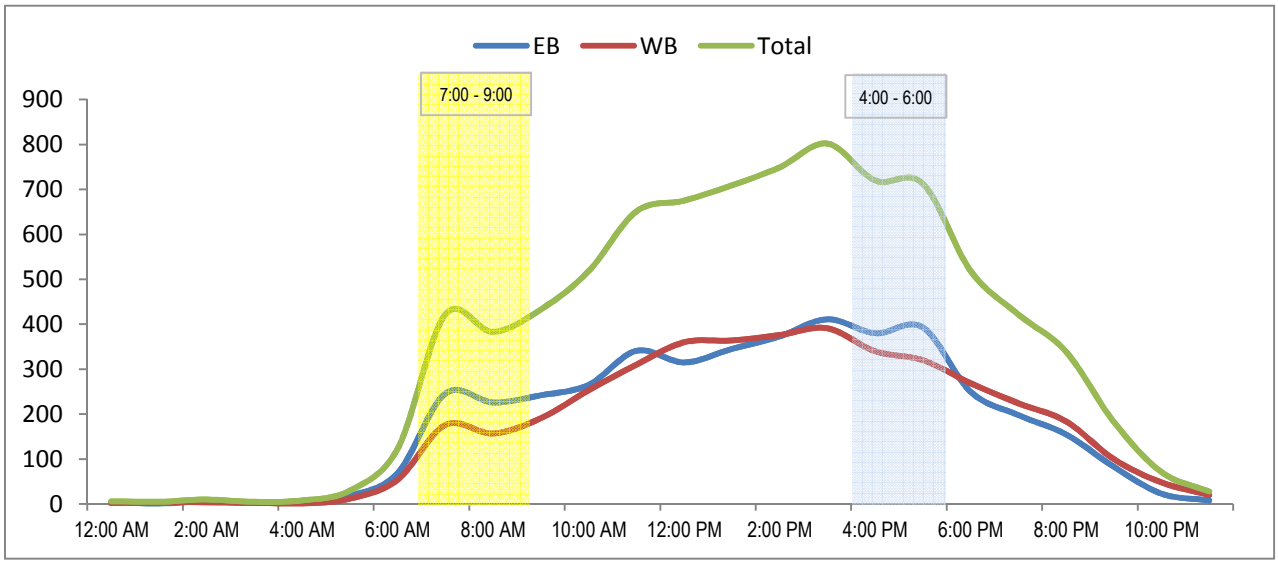
AVC Proj. No: *15-0360*

24 Hour Segment Volume			8,524

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	4	2	6
1:00 AM - 2:00 AM	1	4	5
2:00 AM - 3:00 AM	6	4	10
3:00 AM - 4:00 AM	2	3	5
4:00 AM - 5:00 AM	7	1	8
5:00 AM - 6:00 AM	18	12	30
6:00 AM - 7:00 AM	69	54	123
7:00 AM - 8:00 AM	246	176	422
8:00 AM - 9:00 AM	226	157	383
9:00 AM - 10:00 AM	242	191	433
10:00 AM - 11:00 AM	265	253	518
11:00 AM - 12:00 PM	341	310	651
Total	**1,427**	**1,167**	**2,594**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	315	360	675
1:00 PM - 2:00 PM	345	364	709
2:00 PM - 3:00 PM	373	376	749
3:00 PM - 4:00 PM	411	391	802
4:00 PM - 5:00 PM	380	340	720
5:00 PM - 6:00 PM	393	320	713
6:00 PM - 7:00 PM	250	269	519
7:00 PM - 8:00 PM	198	224	422
8:00 PM - 9:00 PM	155	184	339
9:00 PM - 10:00 PM	83	100	183
10:00 PM - 11:00 PM	23	48	71
11:00 PM - 12:00 AM	8	20	28
Total	**2,934**	**2,996**	**5,930**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 37. Via Cantebria west of Garden View Rd

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

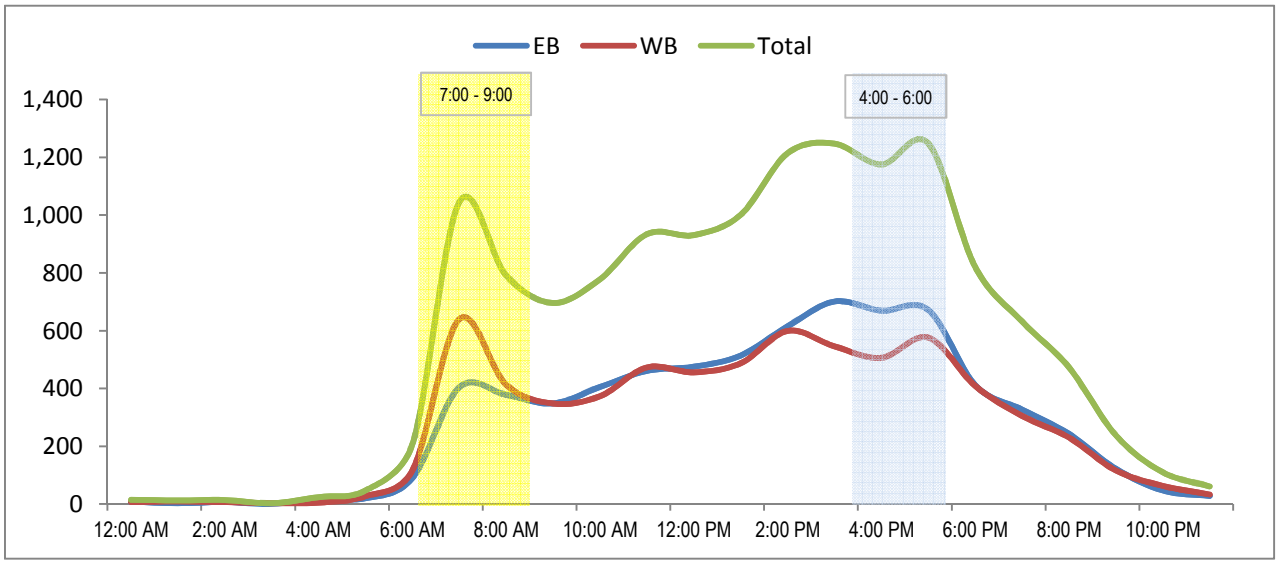
AVC Proj. No: *15-0360*

24 Hour Segment Volume			13,715

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	8	7	15
1:00 AM - 2:00 AM	3	9	12
2:00 AM - 3:00 AM	7	7	14
3:00 AM - 4:00 AM	0	3	3
4:00 AM - 5:00 AM	19	5	24
5:00 AM - 6:00 AM	20	27	47
6:00 AM - 7:00 AM	90	116	206
7:00 AM - 8:00 AM	404	640	1,044
8:00 AM - 9:00 AM	378	413	791
9:00 AM - 10:00 AM	348	348	696
10:00 AM - 11:00 AM	405	373	778
11:00 AM - 12:00 PM	461	473	934
Total	**2,143**	**2,421**	**4,564**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	475	456	931
1:00 PM - 2:00 PM	514	487	1,001
2:00 PM - 3:00 PM	615	599	1,214
3:00 PM - 4:00 PM	701	546	1,247
4:00 PM - 5:00 PM	669	506	1,175
5:00 PM - 6:00 PM	672	576	1,248
6:00 PM - 7:00 PM	412	409	821
7:00 PM - 8:00 PM	327	305	632
8:00 PM - 9:00 PM	243	230	473
9:00 PM - 10:00 PM	122	116	238
10:00 PM - 11:00 PM	47	63	110
11:00 PM - 12:00 AM	28	33	61
Total	**4,825**	**4,326**	**9,151**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 38. Via Cantebria north of Encinites Blvd

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

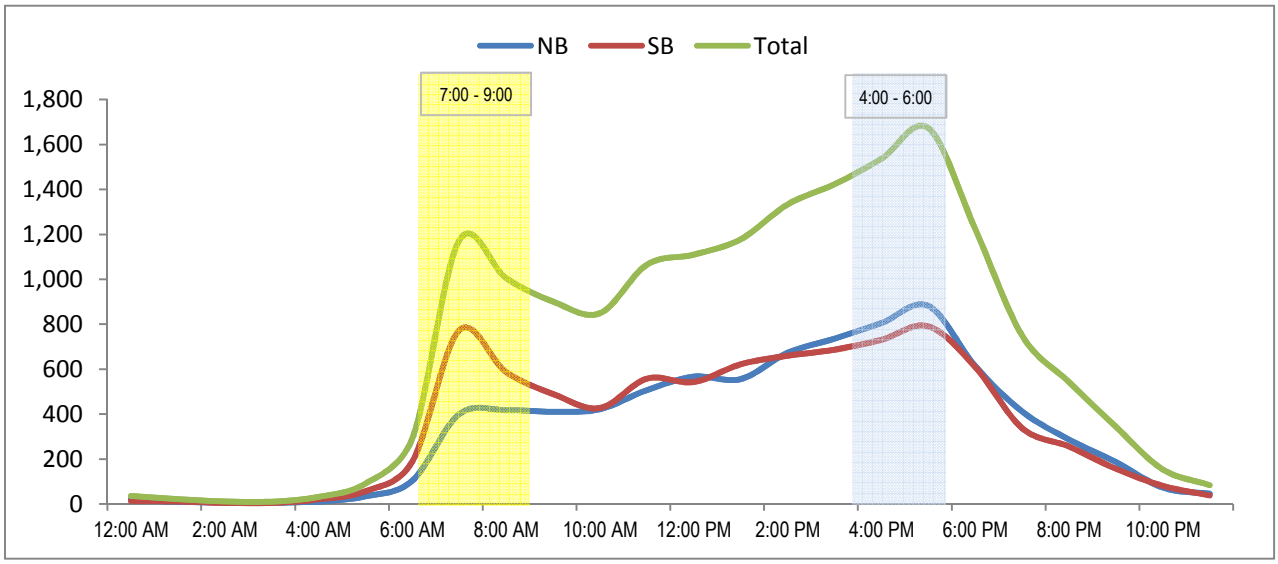
AVC Proj. No: *15-0360*

24 Hour Segment Volume			16,842

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	21	15	36
1:00 AM - 2:00 AM	10	12	22
2:00 AM - 3:00 AM	7	5	12
3:00 AM - 4:00 AM	6	5	11
4:00 AM - 5:00 AM	11	21	32
5:00 AM - 6:00 AM	34	57	91
6:00 AM - 7:00 AM	104	189	293
7:00 AM - 8:00 AM	400	773	1,173
8:00 AM - 9:00 AM	418	587	1,005
9:00 AM - 10:00 AM	411	490	901
10:00 AM - 11:00 AM	422	427	849
11:00 AM - 12:00 PM	507	558	1065
Total	**2,351**	**3,139**	**5,490**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	567	543	1,110
1:00 PM - 2:00 PM	556	622	1,178
2:00 PM - 3:00 PM	673	660	1,333
3:00 PM - 4:00 PM	736	687	1,423
4:00 PM - 5:00 PM	805	731	1,536
5:00 PM - 6:00 PM	882	791	1,673
6:00 PM - 7:00 PM	614	610	1,224
7:00 PM - 8:00 PM	412	338	750
8:00 PM - 9:00 PM	287	256	543
9:00 PM - 10:00 PM	187	157	344
10:00 PM - 11:00 PM	73	81	154
11:00 PM - 12:00 AM	46	38	84
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**

PACIFIC TECHNICAL DATA, LLC

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**

CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

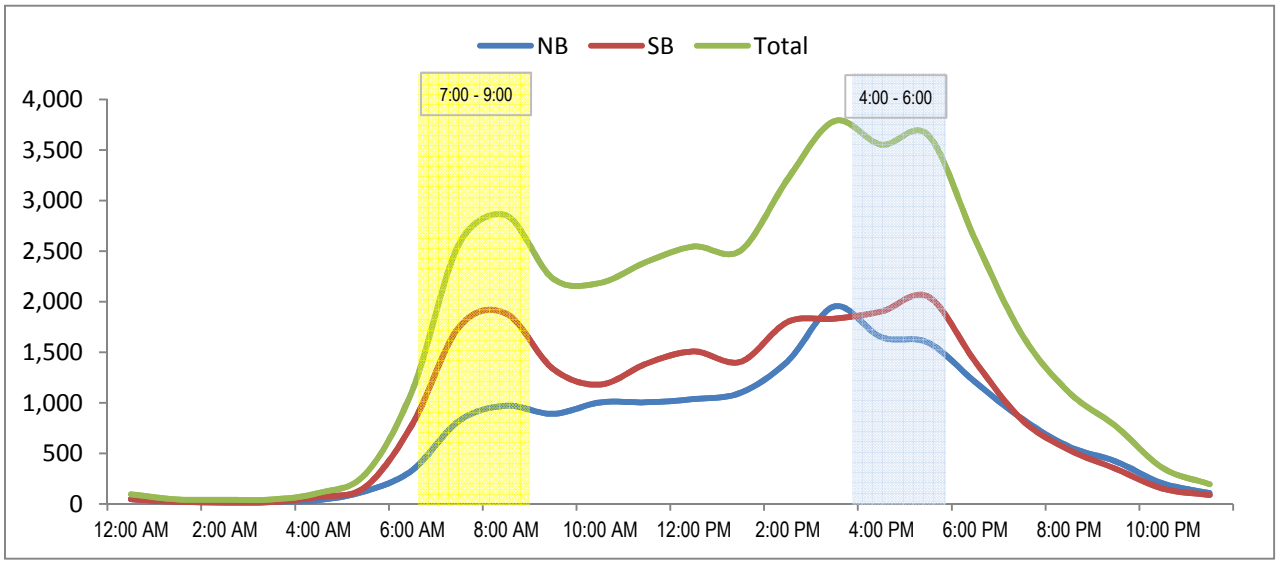
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*39,969*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	49	47	96
1:00 AM - 2:00 AM	24	22	46
2:00 AM - 3:00 AM	27	15	42
3:00 AM - 4:00 AM	25	19	44
4:00 AM - 5:00 AM	39	71	110
5:00 AM - 6:00 AM	127	170	297
6:00 AM - 7:00 AM	335	789	1,124
7:00 AM - 8:00 AM	824	1,753	2,577
8:00 AM - 9:00 AM	972	1,883	2,855
9:00 AM - 10:00 AM	892	1,337	2,229
10:00 AM - 11:00 AM	1,005	1,181	2,186
11:00 AM - 12:00 PM	1,006	1,390	2396
Total	**5,325**	**8,677**	**14,002**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	1,038	1,509	2,547
1:00 PM - 2:00 PM	1,100	1,407	2,507
2:00 PM - 3:00 PM	1,411	1,800	3,211
3:00 PM - 4:00 PM	1,954	1,833	3,787
4:00 PM - 5:00 PM	1,650	1,904	3,554
5:00 PM - 6:00 PM	1,596	2,051	3,647
6:00 PM - 7:00 PM	1,206	1,409	2,615
7:00 PM - 8:00 PM	843	831	1,674
8:00 PM - 9:00 PM	567	537	1,104
9:00 PM - 10:00 PM	421	348	769
10:00 PM - 11:00 PM	204	152	356
11:00 PM - 12:00 AM	108	88	196
Total	**12,098**	**13,869**	**25,967**

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



CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

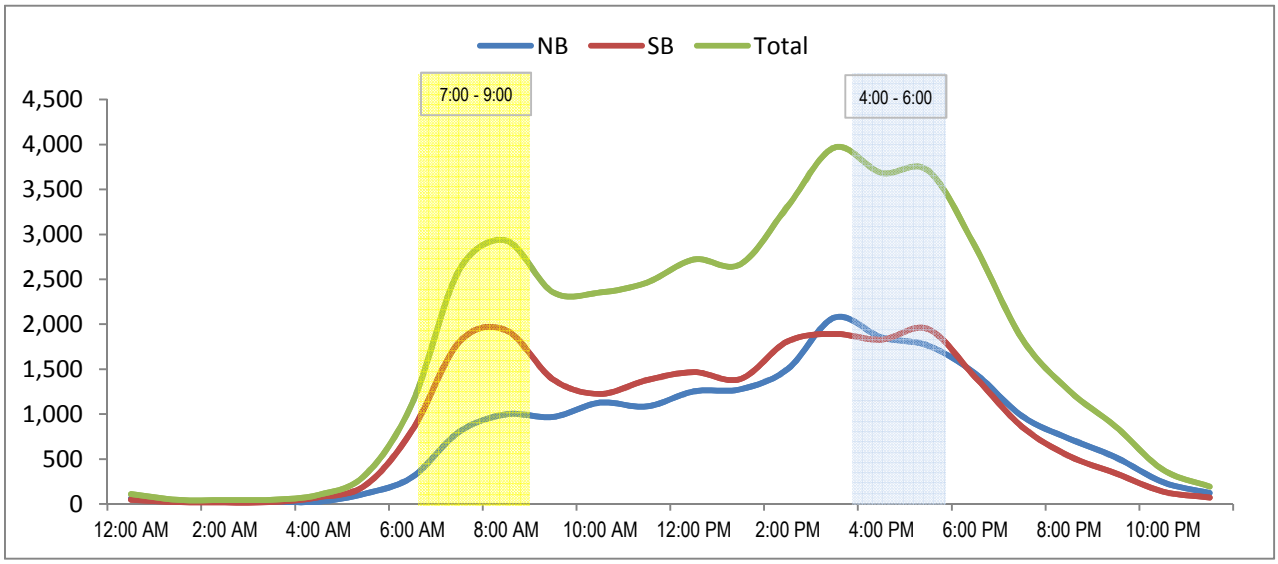
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*41,968*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	61	49	110
1:00 AM - 2:00 AM	25	22	47
2:00 AM - 3:00 AM	27	17	44
3:00 AM - 4:00 AM	26	22	48
4:00 AM - 5:00 AM	27	75	102
5:00 AM - 6:00 AM	116	209	325
6:00 AM - 7:00 AM	301	823	1,124
7:00 AM - 8:00 AM	803	1,803	2,606
8:00 AM - 9:00 AM	998	1,933	2,931
9:00 AM - 10:00 AM	969	1,386	2,355
10:00 AM - 11:00 AM	1,128	1,225	2,353
11:00 AM - 12:00 PM	1,085	1,379	2464
Total	**5,566**	**8,943**	**14,509**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	1,253	1,467	2,720
1:00 PM - 2:00 PM	1,277	1,392	2,669
2:00 PM - 3:00 PM	1,500	1,810	3,310
3:00 PM - 4:00 PM	2,074	1,892	3,966
4:00 PM - 5:00 PM	1,855	1,829	3,684
5:00 PM - 6:00 PM	1,762	1,946	3,708
6:00 PM - 7:00 PM	1,452	1,412	2,864
7:00 PM - 8:00 PM	978	860	1,838
8:00 PM - 9:00 PM	728	535	1,263
9:00 PM - 10:00 PM	519	341	860
10:00 PM - 11:00 PM	244	139	383
11:00 PM - 12:00 AM	122	72	194
Total	**13,764**	**13,695**	**27,459**

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



CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

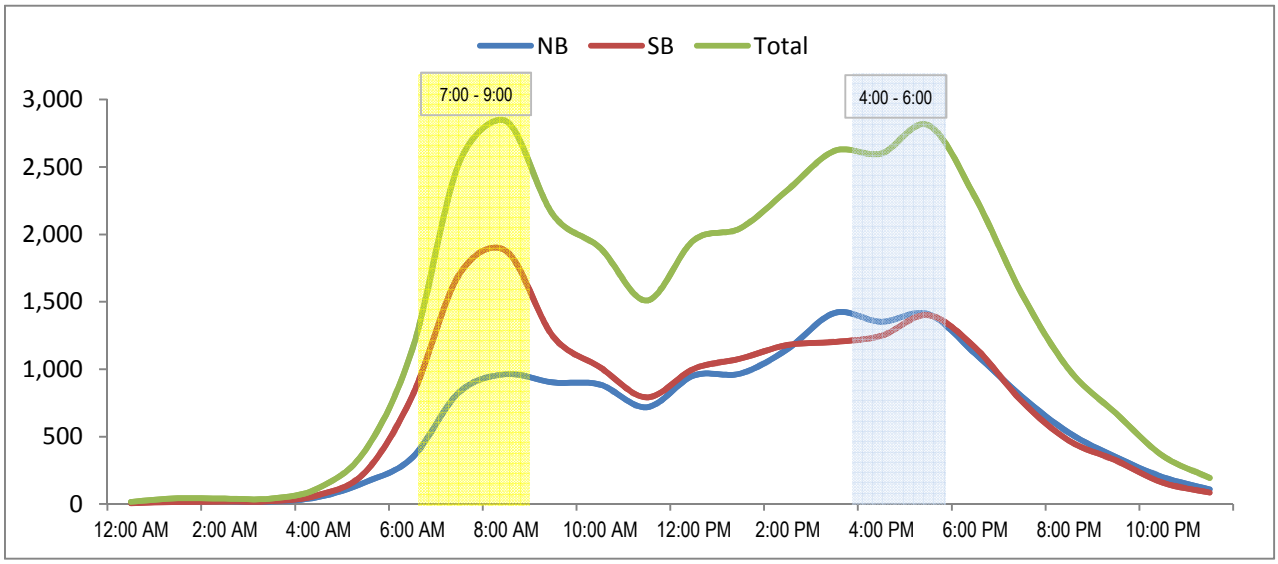
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*33,151*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	10	6	16
1:00 AM - 2:00 AM	27	16	43
2:00 AM - 3:00 AM	21	19	40
3:00 AM - 4:00 AM	19	22	41
4:00 AM - 5:00 AM	52	67	119
5:00 AM - 6:00 AM	162	238	400
6:00 AM - 7:00 AM	345	803	1,148
7:00 AM - 8:00 AM	830	1,703	2,533
8:00 AM - 9:00 AM	963	1,877	2,840
9:00 AM - 10:00 AM	902	1,244	2,146
10:00 AM - 11:00 AM	886	1,015	1,901
11:00 AM - 12:00 PM	718	791	1509
Total	**4,935**	**7,801**	**12,736**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	953	1,003	1,956
1:00 PM - 2:00 PM	968	1,079	2,047
2:00 PM - 3:00 PM	1,149	1,180	2,329
3:00 PM - 4:00 PM	1,417	1,202	2,619
4:00 PM - 5:00 PM	1,352	1,248	2,600
5:00 PM - 6:00 PM	1,409	1,401	2,810
6:00 PM - 7:00 PM	1,115	1,160	2,275
7:00 PM - 8:00 PM	796	760	1,556
8:00 PM - 9:00 PM	528	470	998
9:00 PM - 10:00 PM	349	324	673
10:00 PM - 11:00 PM	200	158	358
11:00 PM - 12:00 AM	109	85	194
Total	**10,345**	**10,070**	**20,415**

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



CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *North-South*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

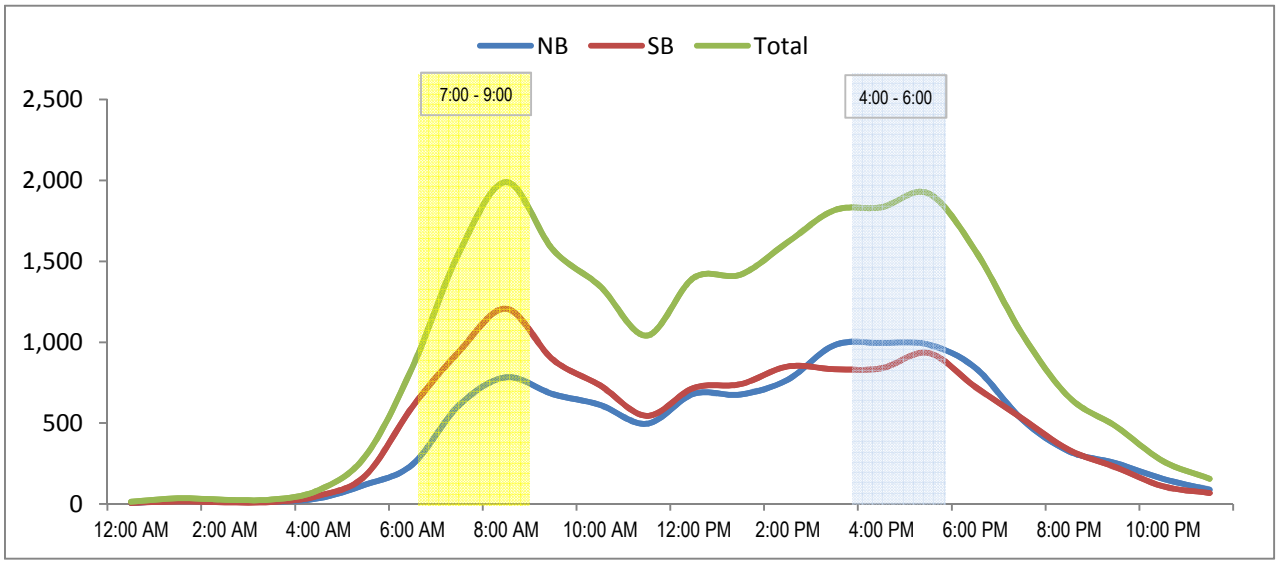
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*23,024*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	7	7	14
1:00 AM - 2:00 AM	20	16	36
2:00 AM - 3:00 AM	16	11	27
3:00 AM - 4:00 AM	15	13	28
4:00 AM - 5:00 AM	35	51	86
5:00 AM - 6:00 AM	120	176	296
6:00 AM - 7:00 AM	244	600	844
7:00 AM - 8:00 AM	612	944	1,556
8:00 AM - 9:00 AM	783	1,207	1,990
9:00 AM - 10:00 AM	679	892	1,571
10:00 AM - 11:00 AM	613	734	1,347
11:00 AM - 12:00 PM	496	545	1041
Total	**3,640**	**5,196**	**8,836**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	681	718	1,399
1:00 PM - 2:00 PM	677	741	1,418
2:00 PM - 3:00 PM	768	850	1,618
3:00 PM - 4:00 PM	982	834	1,816
4:00 PM - 5:00 PM	995	839	1,834
5:00 PM - 6:00 PM	986	934	1,920
6:00 PM - 7:00 PM	843	725	1,568
7:00 PM - 8:00 PM	523	529	1,052
8:00 PM - 9:00 PM	326	335	661
9:00 PM - 10:00 PM	253	227	480
10:00 PM - 11:00 PM	156	110	266
11:00 PM - 12:00 AM	88	68	156
Total	**7,278**	**6,910**	**14,188**

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



24 Hour Segment Count

CHEN RYAN

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

AVC

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

Orientation: *North-South*

Date of Count: *Thursday, June 04, 2015*

Analysts: *DASH*

Weather: *Sunny*

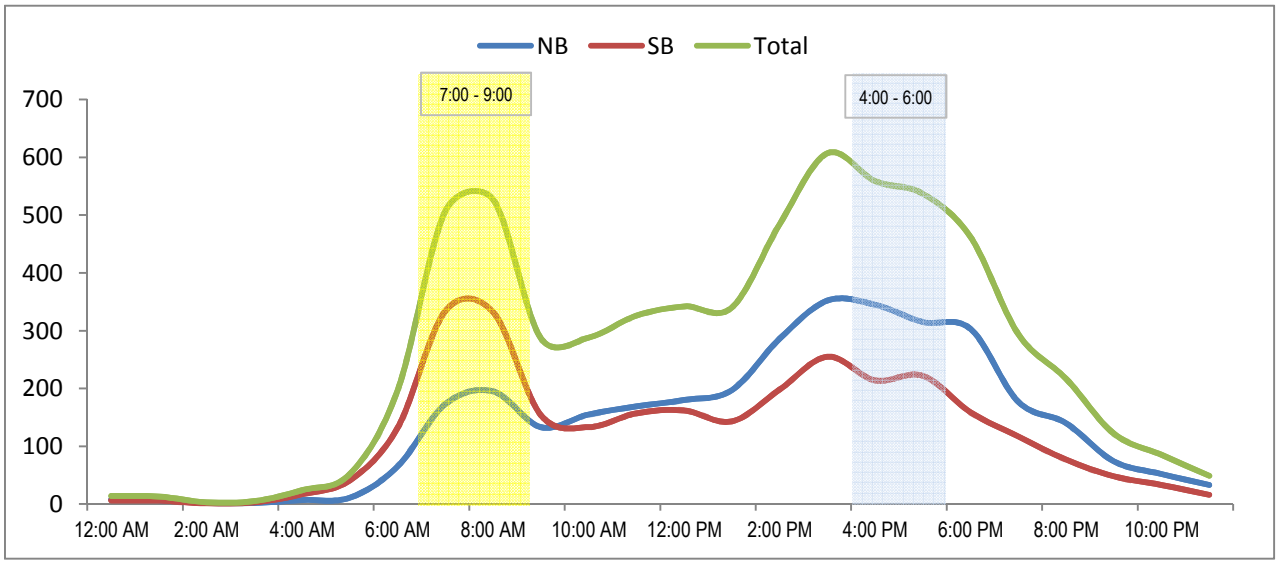
AVC Proj. No: *15-0360*

24 Hour Segment Volume			6,341

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	8	6	14
1:00 AM - 2:00 AM	7	6	13
2:00 AM - 3:00 AM	2	1	3
3:00 AM - 4:00 AM	2	3	5
4:00 AM - 5:00 AM	7	17	24
5:00 AM - 6:00 AM	11	41	52
6:00 AM - 7:00 AM	65	132	197
7:00 AM - 8:00 AM	173	334	507
8:00 AM - 9:00 AM	195	332	527
9:00 AM - 10:00 AM	133	154	287
10:00 AM - 11:00 AM	155	133	288
11:00 AM - 12:00 PM	169	157	326
Total	**927**	**1,316**	**2,243**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	180	162	342
1:00 PM - 2:00 PM	197	143	340
2:00 PM - 3:00 PM	286	198	484
3:00 PM - 4:00 PM	352	255	607
4:00 PM - 5:00 PM	345	214	559
5:00 PM - 6:00 PM	315	222	537
6:00 PM - 7:00 PM	303	159	462
7:00 PM - 8:00 PM	177	117	294
8:00 PM - 9:00 PM	140	77	217
9:00 PM - 10:00 PM	74	48	122
10:00 PM - 11:00 PM	52	33	85
11:00 PM - 12:00 AM	33	16	49
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*

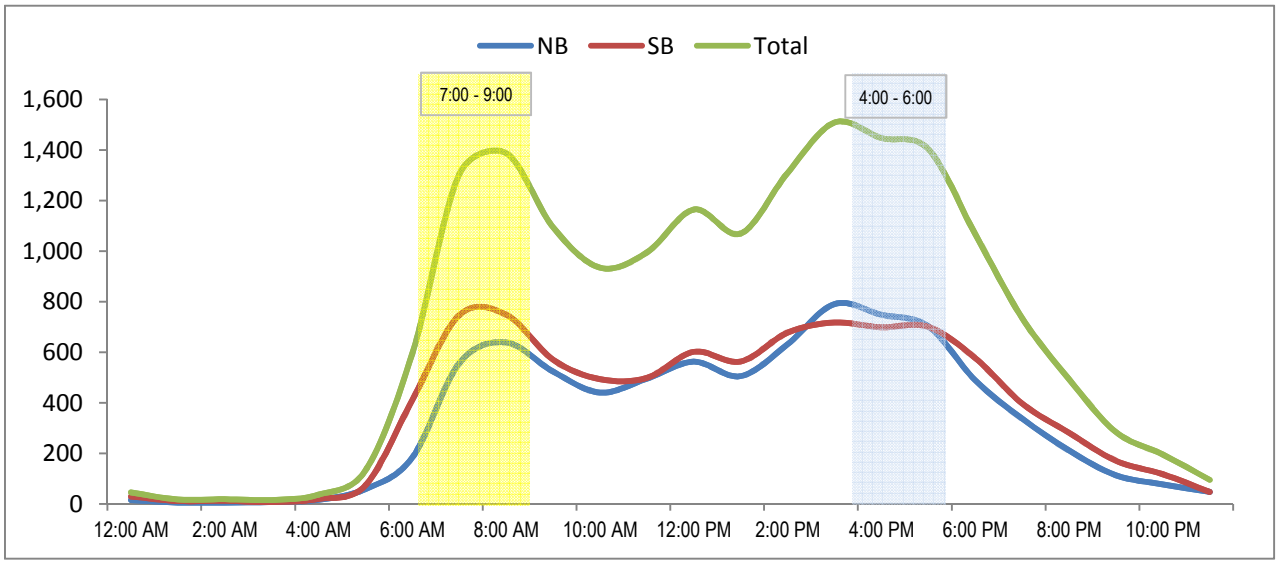
AVC Proj. No: *15-0360*

24 Hour Segment Volume			17,363

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	16	30	46
1:00 AM - 2:00 AM	6	12	18
2:00 AM - 3:00 AM	6	13	19
3:00 AM - 4:00 AM	8	8	16
4:00 AM - 5:00 AM	17	20	37
5:00 AM - 6:00 AM	59	74	133
6:00 AM - 7:00 AM	184	412	596
7:00 AM - 8:00 AM	557	747	1,304
8:00 AM - 9:00 AM	639	749	1,388
9:00 AM - 10:00 AM	524	571	1,095
10:00 AM - 11:00 AM	441	494	935
11:00 AM - 12:00 PM	496	499	995
Total	**2,953**	**3,629**	**6,582**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	563	602	1,165
1:00 PM - 2:00 PM	506	564	1,070
2:00 PM - 3:00 PM	632	678	1,310
3:00 PM - 4:00 PM	791	718	1,509
4:00 PM - 5:00 PM	749	699	1,448
5:00 PM - 6:00 PM	703	701	1,404
6:00 PM - 7:00 PM	490	578	1,068
7:00 PM - 8:00 PM	338	398	736
8:00 PM - 9:00 PM	212	282	494
9:00 PM - 10:00 PM	114	171	285
10:00 PM - 11:00 PM	78	118	196
11:00 PM - 12:00 AM	48	48	96
Total	**5,224**	**5,557**	**10,781**

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



CHEN RYAN

24 Hour Segment Count

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

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*

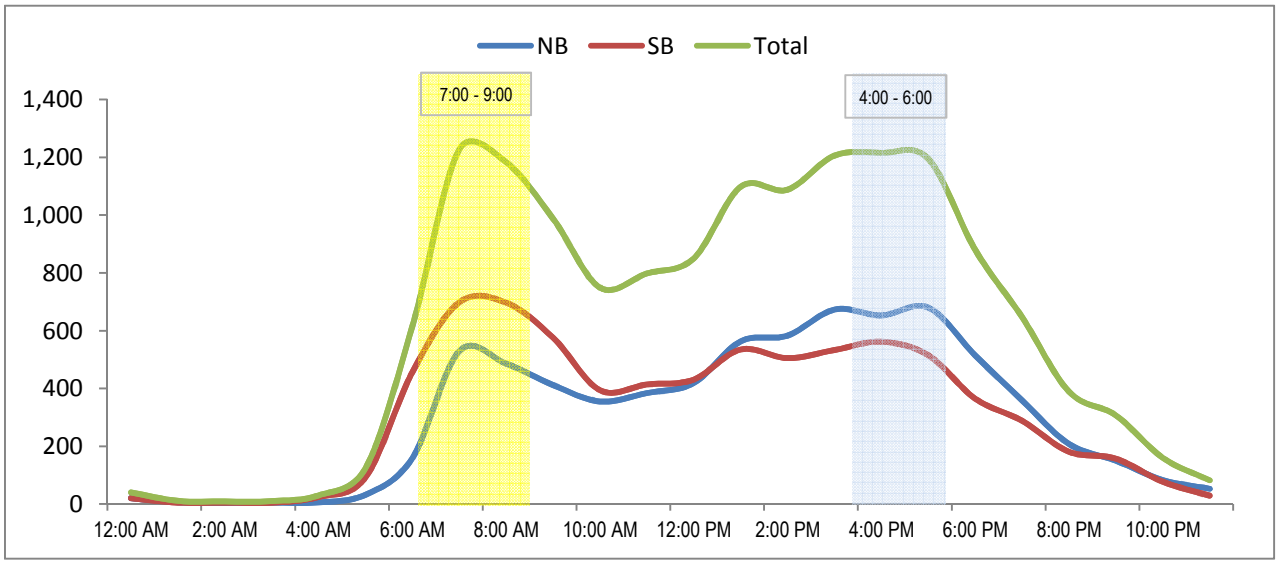
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*14,901*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	20	20	40
1:00 AM - 2:00 AM	6	5	11
2:00 AM - 3:00 AM	4	5	9
3:00 AM - 4:00 AM	5	5	10
4:00 AM - 5:00 AM	6	24	30
5:00 AM - 6:00 AM	32	92	124
6:00 AM - 7:00 AM	159	456	615
7:00 AM - 8:00 AM	529	698	1,227
8:00 AM - 9:00 AM	486	697	1,183
9:00 AM - 10:00 AM	412	576	988
10:00 AM - 11:00 AM	355	394	749
11:00 AM - 12:00 PM	384	414	798
Total	**2,398**	**3,386**	**5,784**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	419	431	850
1:00 PM - 2:00 PM	563	535	1,098
2:00 PM - 3:00 PM	583	505	1,088
3:00 PM - 4:00 PM	673	533	1,206
4:00 PM - 5:00 PM	653	562	1,215
5:00 PM - 6:00 PM	680	515	1,195
6:00 PM - 7:00 PM	515	365	880
7:00 PM - 8:00 PM	359	288	647
8:00 PM - 9:00 PM	208	181	389
9:00 PM - 10:00 PM	150	157	307
10:00 PM - 11:00 PM	83	77	160
11:00 PM - 12:00 AM	53	29	82
Total	**4,939**	**4,178**	**9,117**

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



CHEN RYAN

24 Hour Segment Count

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

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*

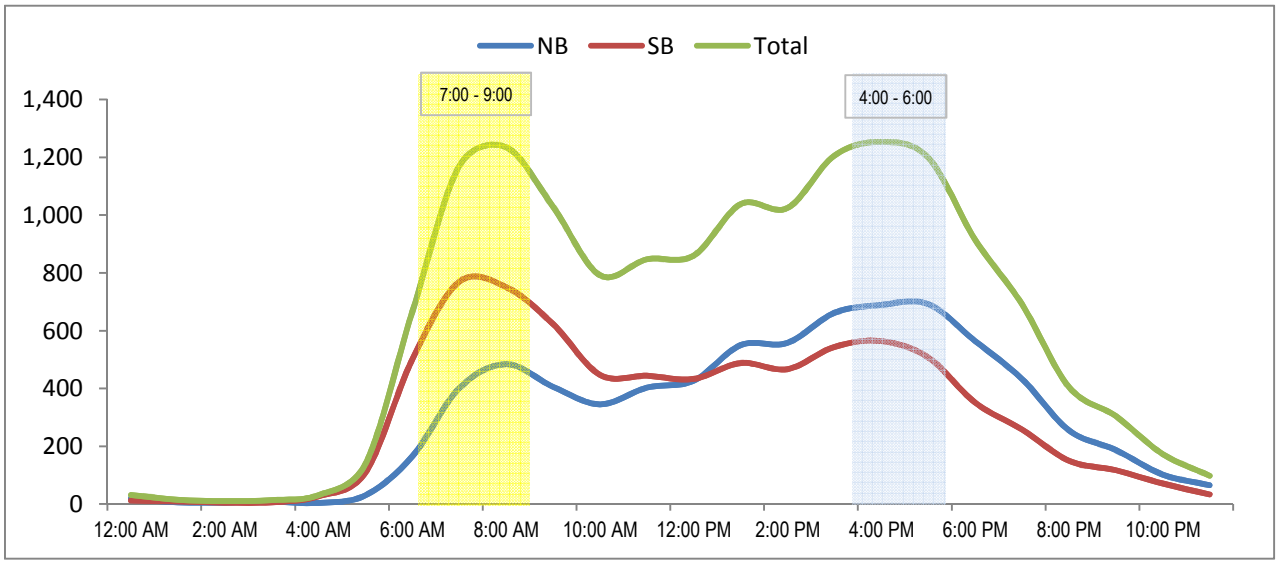
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*15,146*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	19	12	31
1:00 AM - 2:00 AM	6	9	15
2:00 AM - 3:00 AM	5	5	10
3:00 AM - 4:00 AM	8	6	14
4:00 AM - 5:00 AM	4	27	31
5:00 AM - 6:00 AM	30	109	139
6:00 AM - 7:00 AM	165	501	666
7:00 AM - 8:00 AM	401	769	1,170
8:00 AM - 9:00 AM	484	751	1,235
9:00 AM - 10:00 AM	406	623	1,029
10:00 AM - 11:00 AM	345	447	792
11:00 AM - 12:00 PM	403	444	847
Total	**2,276**	**3,703**	**5,979**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	427	433	860
1:00 PM - 2:00 PM	550	488	1,038
2:00 PM - 3:00 PM	558	467	1,025
3:00 PM - 4:00 PM	662	544	1,206
4:00 PM - 5:00 PM	689	564	1,253
5:00 PM - 6:00 PM	692	507	1,199
6:00 PM - 7:00 PM	564	351	915
7:00 PM - 8:00 PM	433	258	691
8:00 PM - 9:00 PM	255	150	405
9:00 PM - 10:00 PM	187	117	304
10:00 PM - 11:00 PM	102	71	173
11:00 PM - 12:00 AM	65	33	98
Total	**5,184**	**3,983**	**9,167**

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



24 Hour Segment Count

CHEN RYAN

Accurate Video Counts Inc
info@accuratevideocounts.com
(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*

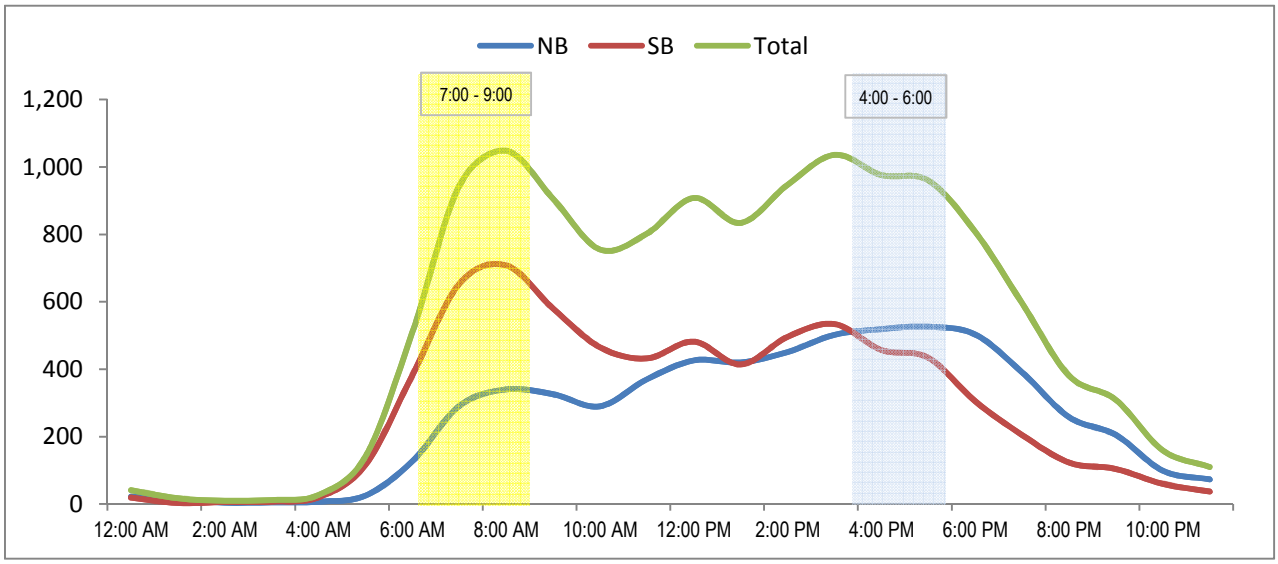
AVC Proj. No: *15-0360*

24 Hour Segment Volume			13,236

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	22	19	41
1:00 AM - 2:00 AM	14	3	17
2:00 AM - 3:00 AM	4	6	10
3:00 AM - 4:00 AM	5	7	12
4:00 AM - 5:00 AM	7	20	27
5:00 AM - 6:00 AM	25	116	141
6:00 AM - 7:00 AM	127	382	509
7:00 AM - 8:00 AM	291	653	944
8:00 AM - 9:00 AM	340	708	1,048
9:00 AM - 10:00 AM	326	580	906
10:00 AM - 11:00 AM	290	465	755
11:00 AM - 12:00 PM	370	432	802
Total	**1,821**	**3,391**	**5,212**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	426	482	908
1:00 PM - 2:00 PM	420	414	834
2:00 PM - 3:00 PM	451	496	947
3:00 PM - 4:00 PM	502	534	1,036
4:00 PM - 5:00 PM	519	457	976
5:00 PM - 6:00 PM	526	434	960
6:00 PM - 7:00 PM	503	305	808
7:00 PM - 8:00 PM	391	205	596
8:00 PM - 9:00 PM	258	123	381
9:00 PM - 10:00 PM	205	104	309
10:00 PM - 11:00 PM	99	60	159
11:00 PM - 12:00 AM	73	37	110
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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

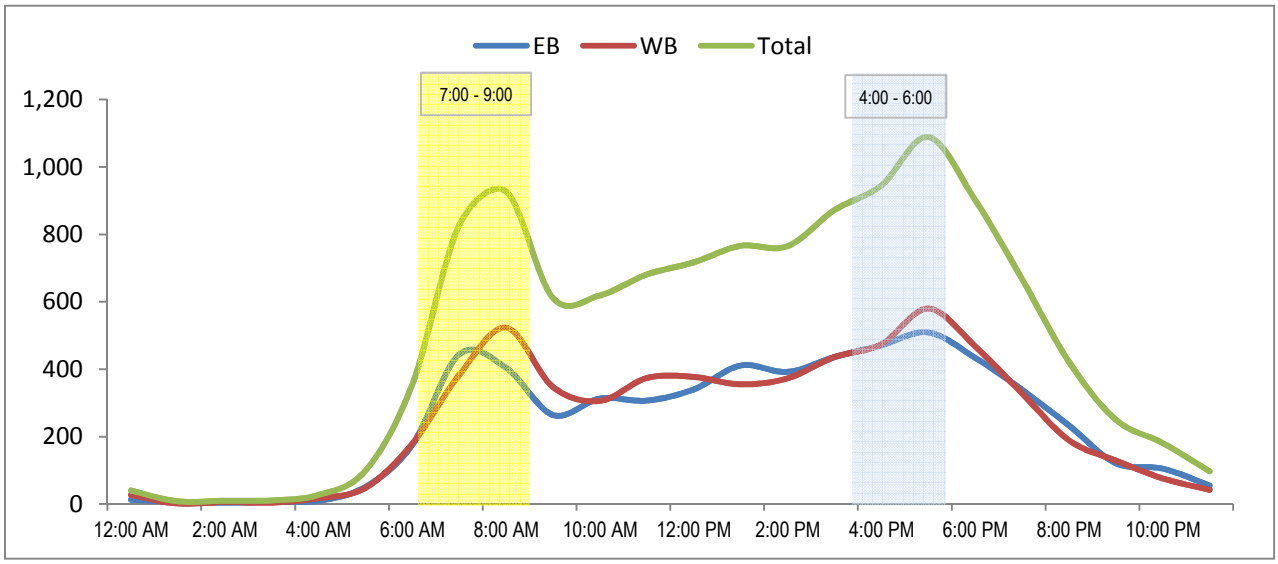
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*11,888*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	13	27	40
1:00 AM - 2:00 AM	7	1	8
2:00 AM - 3:00 AM	4	6	10
3:00 AM - 4:00 AM	7	4	11
4:00 AM - 5:00 AM	10	17	27
5:00 AM - 6:00 AM	51	48	99
6:00 AM - 7:00 AM	176	179	355
7:00 AM - 8:00 AM	444	383	827
8:00 AM - 9:00 AM	404	523	927
9:00 AM - 10:00 AM	264	347	611
10:00 AM - 11:00 AM	313	306	619
11:00 AM - 12:00 PM	307	374	681
Total	**2,000**	**2,215**	**4,215**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	340	377	717
1:00 PM - 2:00 PM	411	355	766
2:00 PM - 3:00 PM	392	373	765
3:00 PM - 4:00 PM	436	436	872
4:00 PM - 5:00 PM	471	474	945
5:00 PM - 6:00 PM	509	580	1,089
6:00 PM - 7:00 PM	434	468	902
7:00 PM - 8:00 PM	339	328	667
8:00 PM - 9:00 PM	233	189	422
9:00 PM - 10:00 PM	121	129	250
10:00 PM - 11:00 PM	105	76	181
11:00 PM - 12:00 AM	55	42	97
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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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

CHEN RYAN

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

AVC

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

Orientation: *East-West*

Date of Count: *Thursday, June 04, 2015*

Analysts: *DASH*

Weather: *Sunny*

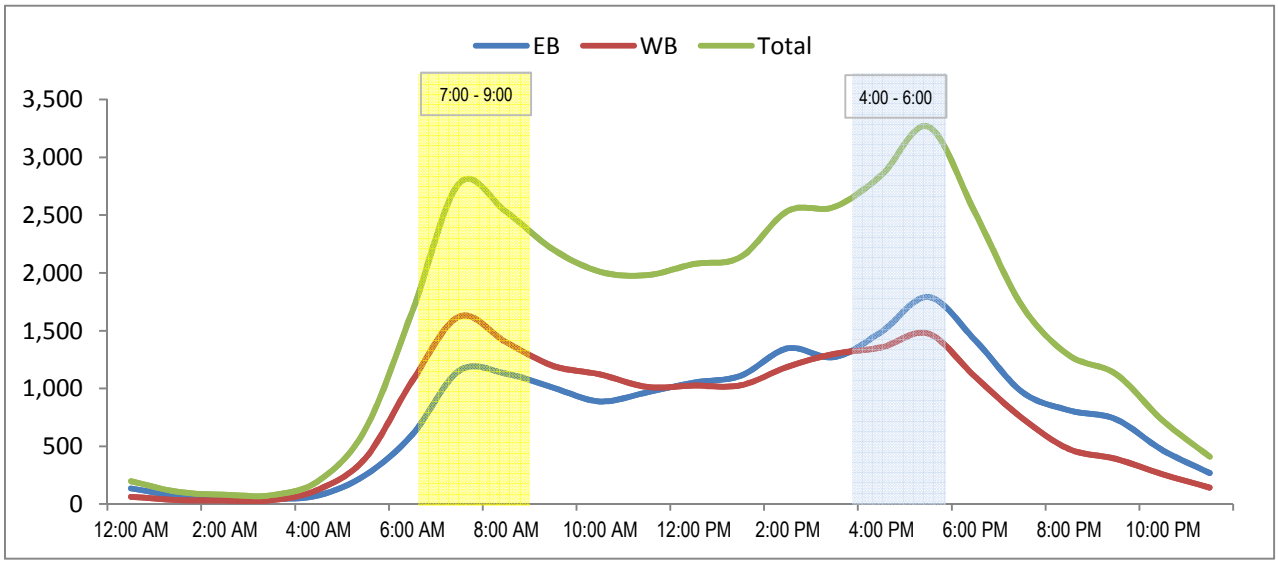
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*37,683*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	135	63	198
1:00 AM - 2:00 AM	72	34	106
2:00 AM - 3:00 AM	50	30	80
3:00 AM - 4:00 AM	44	33	77
4:00 AM - 5:00 AM	75	126	201
5:00 AM - 6:00 AM	251	398	649
6:00 AM - 7:00 AM	601	1,066	1,667
7:00 AM - 8:00 AM	1,154	1,622	2,776
8:00 AM - 9:00 AM	1,128	1,400	2,528
9:00 AM - 10:00 AM	1,007	1,196	2,203
10:00 AM - 11:00 AM	888	1,122	2,010
11:00 AM - 12:00 PM	966	1,014	1980
Total	**6,371**	**8,104**	**14,475**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,052	1,025	2,077
1:00 PM - 2:00 PM	1,110	1,027	2,137
2:00 PM - 3:00 PM	1,347	1,188	2,535
3:00 PM - 4:00 PM	1,271	1,300	2,571
4:00 PM - 5:00 PM	1,490	1,355	2,845
5:00 PM - 6:00 PM	1,791	1,475	3,266
6:00 PM - 7:00 PM	1,418	1,101	2,519
7:00 PM - 8:00 PM	970	744	1,714
8:00 PM - 9:00 PM	811	476	1,287
9:00 PM - 10:00 PM	734	391	1,125
10:00 PM - 11:00 PM	465	257	722
11:00 PM - 12:00 AM	268	142	410
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*

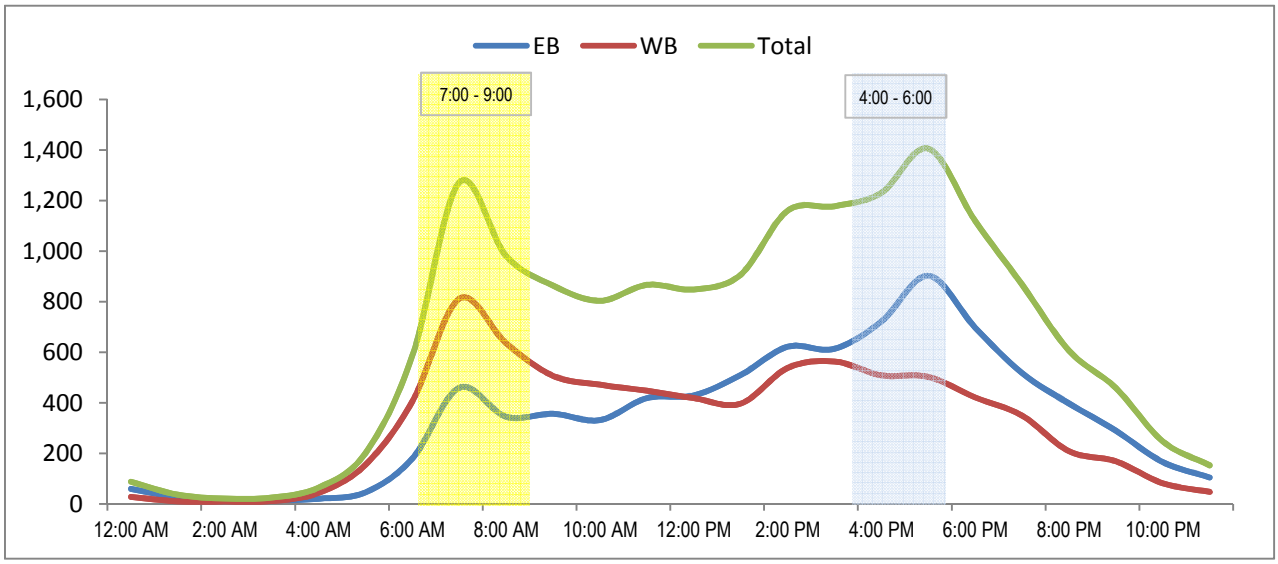
AVC Proj. No: *15-0360*

24 Hour Segment Volume			15,999

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	60	28	88
1:00 AM - 2:00 AM	26	11	37
2:00 AM - 3:00 AM	12	10	22
3:00 AM - 4:00 AM	14	12	26
4:00 AM - 5:00 AM	21	44	65
5:00 AM - 6:00 AM	46	155	201
6:00 AM - 7:00 AM	180	406	586
7:00 AM - 8:00 AM	460	812	1,272
8:00 AM - 9:00 AM	345	636	981
9:00 AM - 10:00 AM	357	507	864
10:00 AM - 11:00 AM	332	472	804
11:00 AM - 12:00 PM	419	448	867
Total	**2,272**	**3,541**	**5,813**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	430	419	849
1:00 PM - 2:00 PM	510	397	907
2:00 PM - 3:00 PM	622	538	1,160
3:00 PM - 4:00 PM	614	564	1,178
4:00 PM - 5:00 PM	722	509	1,231
5:00 PM - 6:00 PM	903	503	1,406
6:00 PM - 7:00 PM	698	422	1,120
7:00 PM - 8:00 PM	518	350	868
8:00 PM - 9:00 PM	398	209	607
9:00 PM - 10:00 PM	290	169	459
10:00 PM - 11:00 PM	166	82	248
11:00 PM - 12:00 AM	105	48	153
Total	**5,976**	**4,210**	**10,186**

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



TUESDAY, JUNE 9, 2015 CITY: ENCINITAS PROJECT: PTD15-0605-01

LUCADIA W-O VULCAN

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
Total Vol.				1992		2523	**4515**					3709		3964	**7673**

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

CHEN RYAN

24 Hour Segment Count

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

Location: 77. Leucadia Blvd west of Quail Gardens

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

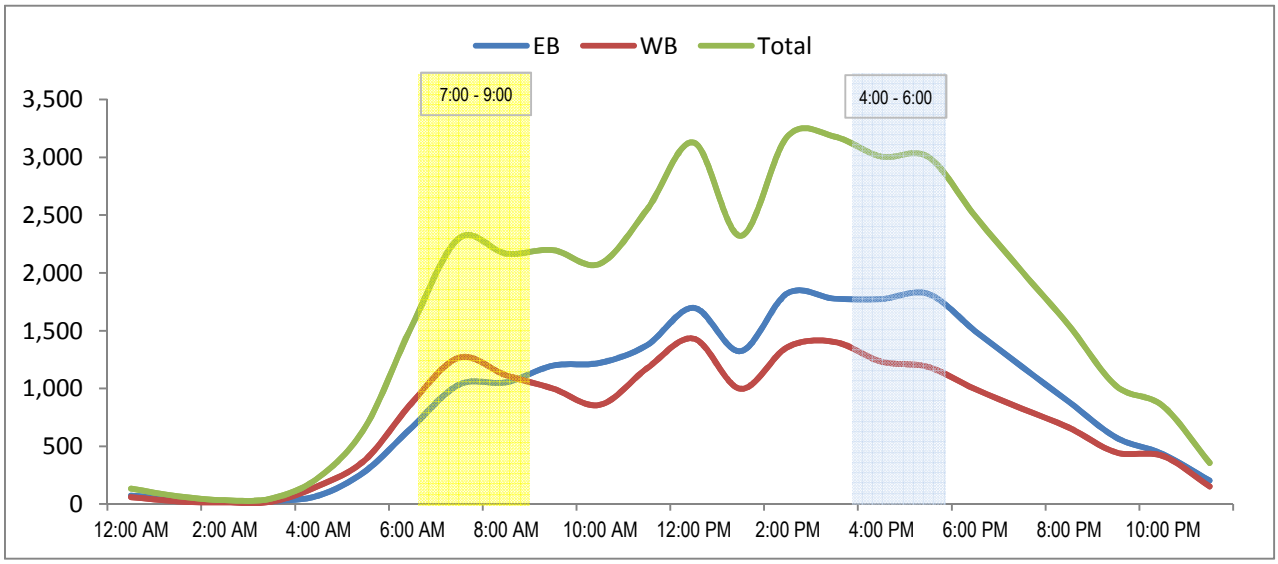
AVC Proj. No: *15-0360*

24 Hour Segment Volume			40,117

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	73	60	133
1:00 AM - 2:00 AM	45	23	68
2:00 AM - 3:00 AM	19	14	33
3:00 AM - 4:00 AM	27	21	48
4:00 AM - 5:00 AM	73	157	230
5:00 AM - 6:00 AM	285	384	669
6:00 AM - 7:00 AM	668	882	1,550
7:00 AM - 8:00 AM	1,034	1,267	2,301
8:00 AM - 9:00 AM	1,053	1,114	2,167
9:00 AM - 10:00 AM	1,198	999	2,197
10:00 AM - 11:00 AM	1,221	858	2,079
11:00 AM - 12:00 PM	1,373	1,173	2546
Total	**7,069**	**6,952**	**14,021**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,697	1,431	3,128
1:00 PM - 2:00 PM	1,323	997	2,320
2:00 PM - 3:00 PM	1,824	1,358	3,182
3:00 PM - 4:00 PM	1,777	1,403	3,180
4:00 PM - 5:00 PM	1,774	1,232	3,006
5:00 PM - 6:00 PM	1,818	1,186	3,004
6:00 PM - 7:00 PM	1,497	994	2,491
7:00 PM - 8:00 PM	1,187	825	2,012
8:00 PM - 9:00 PM	884	661	1,545
9:00 PM - 10:00 PM	577	447	1,024
10:00 PM - 11:00 PM	433	416	849
11:00 PM - 12:00 AM	203	152	355
Total	**14,994**	**11,102**	**26,096**

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



CHEN RYAN

24 Hour Segment Count

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

AVC

Location: 78. Leucadia Blvd east of Quail Gardens

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

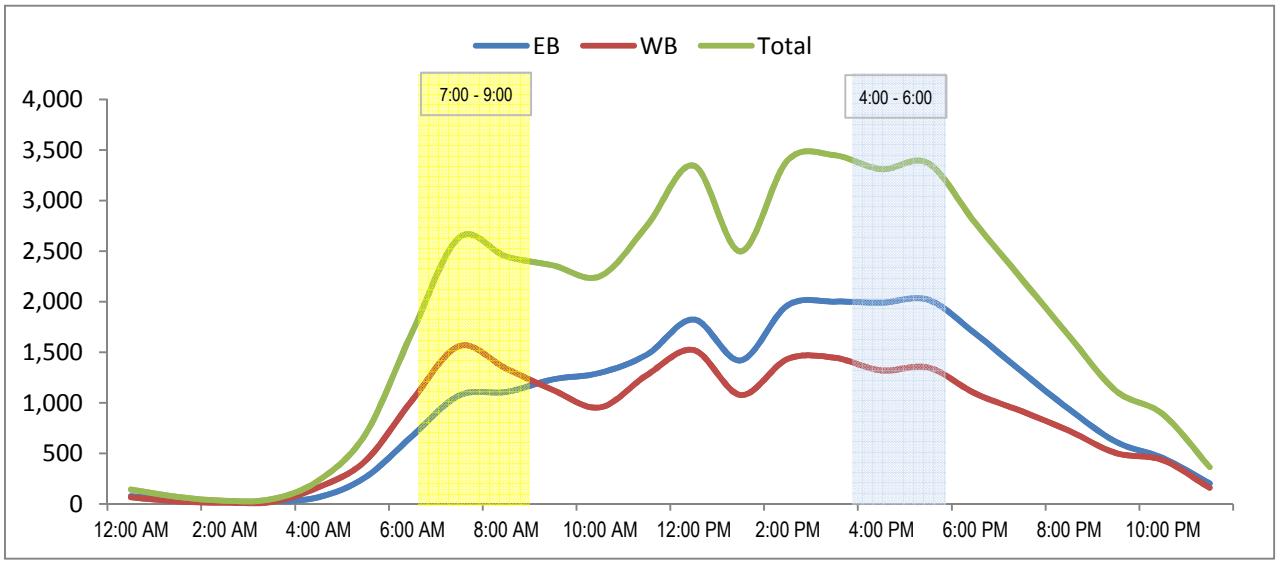
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*43,786*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	78	66	144
1:00 AM - 2:00 AM	45	26	71
2:00 AM - 3:00 AM	19	14	33
3:00 AM - 4:00 AM	28	20	48
4:00 AM - 5:00 AM	67	166	233
5:00 AM - 6:00 AM	264	427	691
6:00 AM - 7:00 AM	674	1,029	1,703
7:00 AM - 8:00 AM	1,074	1,562	2,636
8:00 AM - 9:00 AM	1,108	1,340	2,448
9:00 AM - 10:00 AM	1,233	1,127	2,360
10:00 AM - 11:00 AM	1,297	955	2,252
11:00 AM - 12:00 PM	1,477	1,275	2752
Total	**7,364**	**8,007**	**15,371**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,825	1,522	3,347
1:00 PM - 2:00 PM	1,420	1,078	2,498
2:00 PM - 3:00 PM	1,964	1,434	3,398
3:00 PM - 4:00 PM	2,002	1,447	3,449
4:00 PM - 5:00 PM	1,990	1,321	3,311
5:00 PM - 6:00 PM	2,020	1,350	3,370
6:00 PM - 7:00 PM	1,686	1,094	2,780
7:00 PM - 8:00 PM	1,307	916	2,223
8:00 PM - 9:00 PM	939	725	1,664
9:00 PM - 10:00 PM	616	504	1,120
10:00 PM - 11:00 PM	455	434	889
11:00 PM - 12:00 AM	205	161	366
Total	**16,429**	**11,986**	**28,415**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 79. Leucadia Blvd west of Town Center Place

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

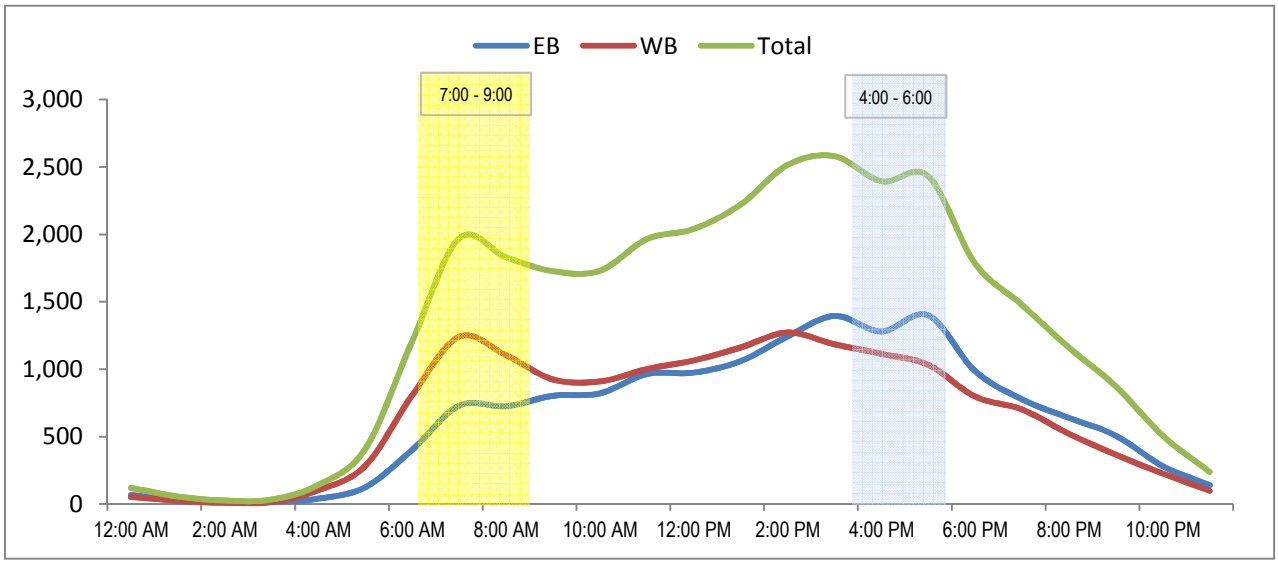
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*31,439*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	67	53	120
1:00 AM - 2:00 AM	31	25	56
2:00 AM - 3:00 AM	17	9	26
3:00 AM - 4:00 AM	19	14	33
4:00 AM - 5:00 AM	40	103	143
5:00 AM - 6:00 AM	125	285	410
6:00 AM - 7:00 AM	403	807	1,210
7:00 AM - 8:00 AM	730	1,241	1,971
8:00 AM - 9:00 AM	725	1,104	1,829
9:00 AM - 10:00 AM	803	924	1,727
10:00 AM - 11:00 AM	821	909	1,730
11:00 AM - 12:00 PM	964	1,001	1965
Total	**4,745**	**6,475**	**11,220**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	975	1,065	2,040
1:00 PM - 2:00 PM	1,060	1,161	2,221
2:00 PM - 3:00 PM	1,243	1,272	2,515
3:00 PM - 4:00 PM	1,395	1,185	2,580
4:00 PM - 5:00 PM	1,280	1,114	2,394
5:00 PM - 6:00 PM	1,399	1,032	2,431
6:00 PM - 7:00 PM	986	797	1,783
7:00 PM - 8:00 PM	776	701	1,477
8:00 PM - 9:00 PM	639	521	1,160
9:00 PM - 10:00 PM	507	366	873
10:00 PM - 11:00 PM	281	226	507
11:00 PM - 12:00 AM	140	98	238
Total	**10,681**	**9,538**	**20,219**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 80. Leucadia Blvd east of Town Center Place

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

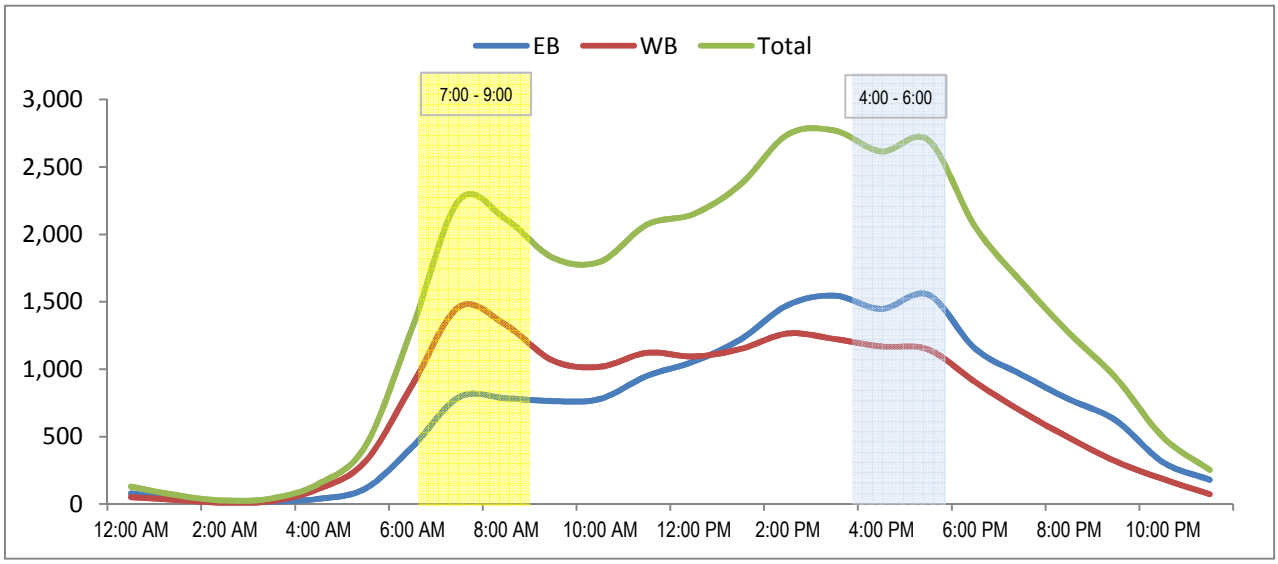
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*34,214*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	78	51	129
1:00 AM - 2:00 AM	35	29	64
2:00 AM - 3:00 AM	16	10	26
3:00 AM - 4:00 AM	20	22	42
4:00 AM - 5:00 AM	38	112	150
5:00 AM - 6:00 AM	115	316	431
6:00 AM - 7:00 AM	424	885	1,309
7:00 AM - 8:00 AM	793	1,463	2,256
8:00 AM - 9:00 AM	785	1,326	2,111
9:00 AM - 10:00 AM	763	1,063	1,826
10:00 AM - 11:00 AM	779	1,018	1,797
11:00 AM - 12:00 PM	950	1,122	2072
Total	**4,796**	**7,417**	**12,213**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,057	1,094	2,151
1:00 PM - 2:00 PM	1,221	1,150	2,371
2:00 PM - 3:00 PM	1,475	1,265	2,740
3:00 PM - 4:00 PM	1,546	1,224	2,770
4:00 PM - 5:00 PM	1,447	1,168	2,615
5:00 PM - 6:00 PM	1,553	1,146	2,699
6:00 PM - 7:00 PM	1,152	905	2,057
7:00 PM - 8:00 PM	958	685	1,643
8:00 PM - 9:00 PM	777	492	1,269
9:00 PM - 10:00 PM	620	316	936
10:00 PM - 11:00 PM	311	186	497
11:00 PM - 12:00 AM	180	73	253
Total	**12,297**	**9,704**	**22,001**

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



CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

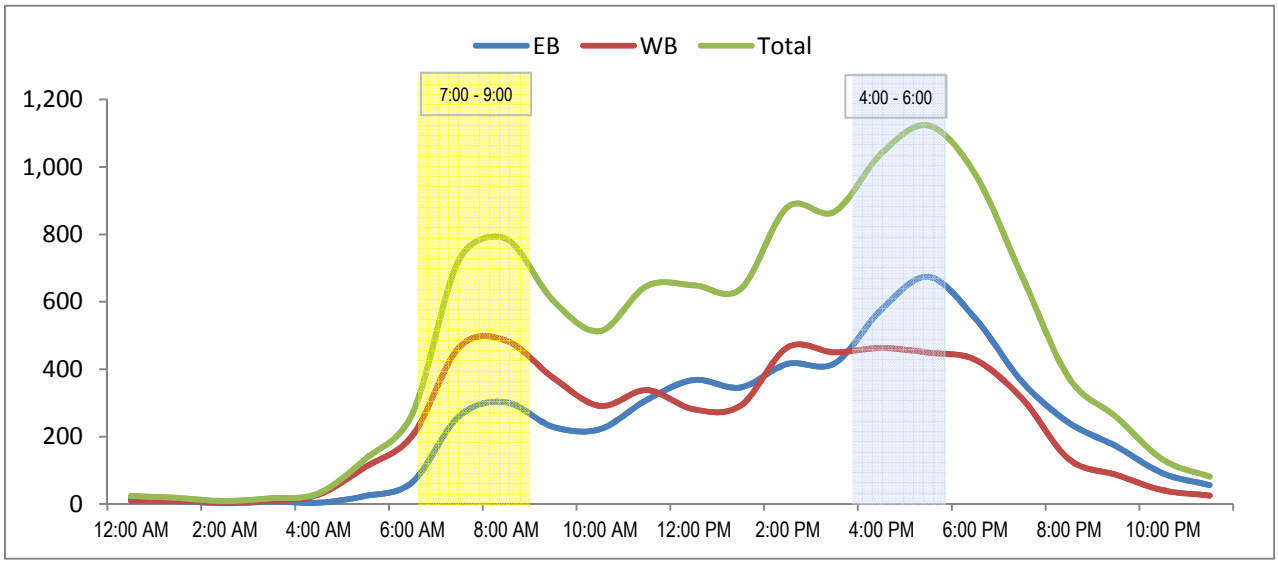
AVC Proj. No: *15-0360*

24 Hour Segment Volume			11,478

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	14	10	24
1:00 AM - 2:00 AM	9	9	18
2:00 AM - 3:00 AM	2	7	9
3:00 AM - 4:00 AM	7	10	17
4:00 AM - 5:00 AM	4	28	32
5:00 AM - 6:00 AM	24	110	134
6:00 AM - 7:00 AM	65	203	268
7:00 AM - 8:00 AM	261	465	726
8:00 AM - 9:00 AM	302	485	787
9:00 AM - 10:00 AM	229	375	604
10:00 AM - 11:00 AM	222	291	513
11:00 AM - 12:00 PM	309	338	647
Total	**1,448**	**2,331**	**3,779**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	368	281	649
1:00 PM - 2:00 PM	346	292	638
2:00 PM - 3:00 PM	416	465	881
3:00 PM - 4:00 PM	417	450	867
4:00 PM - 5:00 PM	577	463	1,040
5:00 PM - 6:00 PM	674	449	1,123
6:00 PM - 7:00 PM	551	428	979
7:00 PM - 8:00 PM	363	313	676
8:00 PM - 9:00 PM	241	133	374
9:00 PM - 10:00 PM	172	87	259
10:00 PM - 11:00 PM	91	41	132
11:00 PM - 12:00 AM	56	25	81
Total	**4,272**	**3,427**	**7,699**

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



24 Hour Segment Count

CHEN RYAN

Accurate Video Counts Inc
info@accuratevideocounts.com
(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*

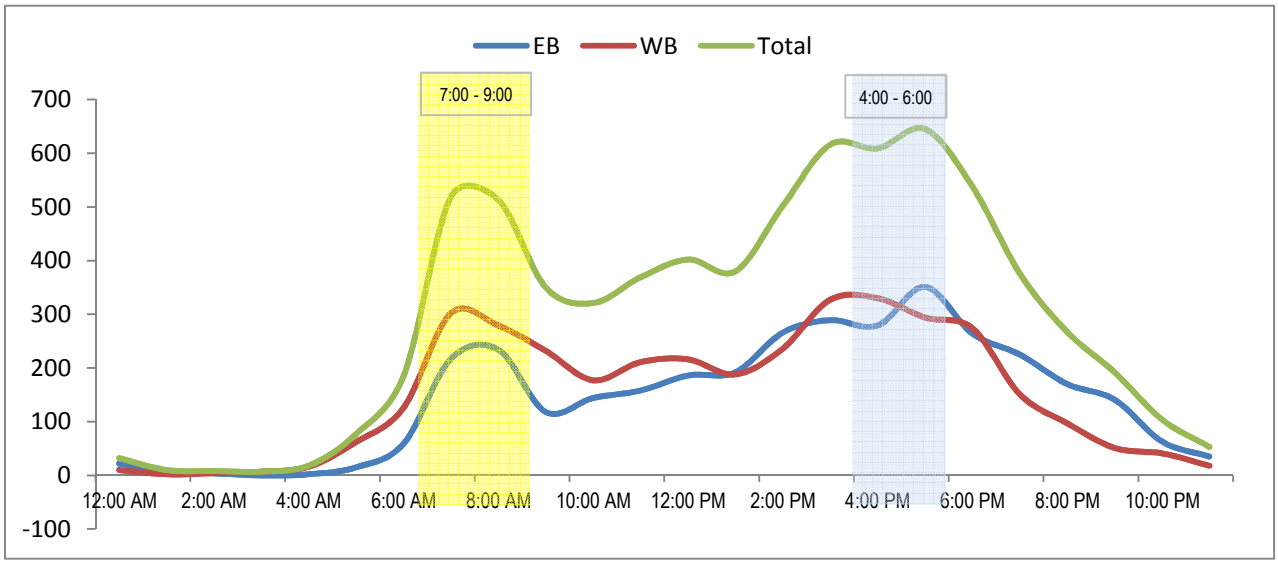
AVC Proj. No: *15-0360*

24 Hour Segment Volume			7,093

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	22	10	32
1:00 AM - 2:00 AM	8	2	10
2:00 AM - 3:00 AM	4	4	8
3:00 AM - 4:00 AM	0	7	7
4:00 AM - 5:00 AM	2	16	18
5:00 AM - 6:00 AM	15	62	77
6:00 AM - 7:00 AM	59	126	185
7:00 AM - 8:00 AM	217	302	519
8:00 AM - 9:00 AM	234	279	513
9:00 AM - 10:00 AM	118	232	350
10:00 AM - 11:00 AM	144	177	321
11:00 AM - 12:00 PM	158	211	369
Total	**981**	**1,428**	**2,409**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	186	216	402
1:00 PM - 2:00 PM	192	188	380
2:00 PM - 3:00 PM	266	236	502
3:00 PM - 4:00 PM	289	327	616
4:00 PM - 5:00 PM	279	330	609
5:00 PM - 6:00 PM	351	294	645
6:00 PM - 7:00 PM	264	274	538
7:00 PM - 8:00 PM	225	151	376
8:00 PM - 9:00 PM	170	97	267
9:00 PM - 10:00 PM	141	51	192
10:00 PM - 11:00 PM	63	41	104
11:00 PM - 12:00 AM	35	18	53
Total	**2,461**	**2,223**	**4,684**

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



CHEN RYAN

24 Hour Segment Count

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

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*

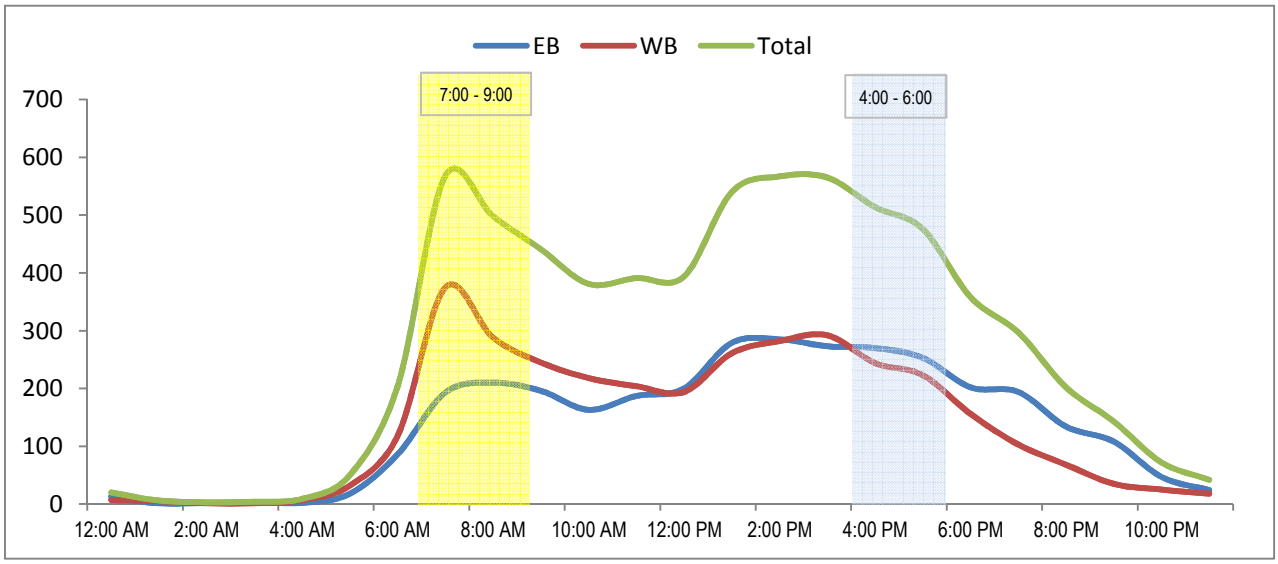
AVC Proj. No: *15-0360*

24 Hour Segment Volume			6,745

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	13	7	20
1:00 AM - 2:00 AM	1	5	6
2:00 AM - 3:00 AM	2	1	3
3:00 AM - 4:00 AM	3	1	4
4:00 AM - 5:00 AM	2	7	9
5:00 AM - 6:00 AM	18	32	50
6:00 AM - 7:00 AM	86	118	204
7:00 AM - 8:00 AM	193	375	568
8:00 AM - 9:00 AM	210	288	498
9:00 AM - 10:00 AM	196	245	441
10:00 AM - 11:00 AM	163	218	381
11:00 AM - 12:00 PM	187	204	391
Total	**1,074**	**1,501**	**2,575**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	200	194	394
1:00 PM - 2:00 PM	279	261	540
2:00 PM - 3:00 PM	285	282	567
3:00 PM - 4:00 PM	273	292	565
4:00 PM - 5:00 PM	270	244	514
5:00 PM - 6:00 PM	253	223	476
6:00 PM - 7:00 PM	202	156	358
7:00 PM - 8:00 PM	194	103	297
8:00 PM - 9:00 PM	134	68	202
9:00 PM - 10:00 PM	108	35	143
10:00 PM - 11:00 PM	47	25	72
11:00 PM - 12:00 AM	24	18	42
Total	**2,269**	**1,901**	**4,170**

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



24 Hour Segment Count

CHEN RYAN

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

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*

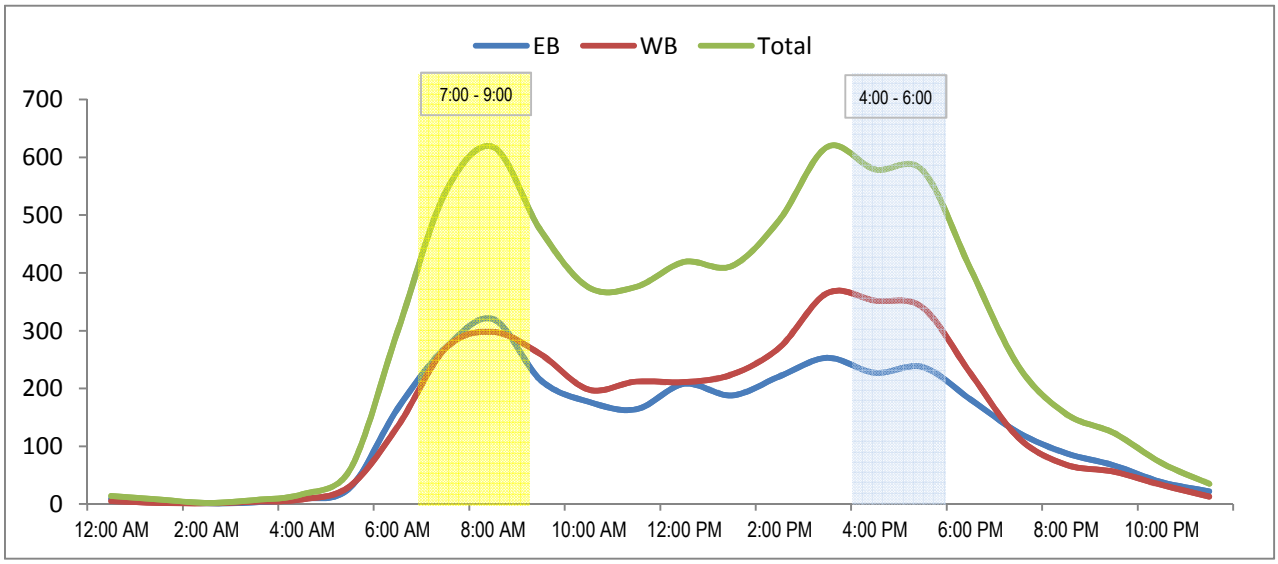
AVC Proj. No: *15-0360*

24 Hour Segment Volume			6,915

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	9	5	14
1:00 AM - 2:00 AM	6	2	8
2:00 AM - 3:00 AM	1	1	2
3:00 AM - 4:00 AM	3	4	7
4:00 AM - 5:00 AM	9	8	17
5:00 AM - 6:00 AM	28	31	59
6:00 AM - 7:00 AM	165	134	299
7:00 AM - 8:00 AM	270	269	539
8:00 AM - 9:00 AM	320	298	618
9:00 AM - 10:00 AM	214	259	473
10:00 AM - 11:00 AM	177	198	375
11:00 AM - 12:00 PM	164	212	376
Total	**1,366**	**1,421**	**2,787**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	208	211	419
1:00 PM - 2:00 PM	188	224	412
2:00 PM - 3:00 PM	221	271	492
3:00 PM - 4:00 PM	253	365	618
4:00 PM - 5:00 PM	227	352	579
5:00 PM - 6:00 PM	237	340	577
6:00 PM - 7:00 PM	181	226	407
7:00 PM - 8:00 PM	124	115	239
8:00 PM - 9:00 PM	88	68	156
9:00 PM - 10:00 PM	67	56	123
10:00 PM - 11:00 PM	38	33	71
11:00 PM - 12:00 AM	22	13	35
Total	**1,854**	**2,274**	**4,128**

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



24 Hour Segment Count

CHEN RYAN

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

AVC

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*

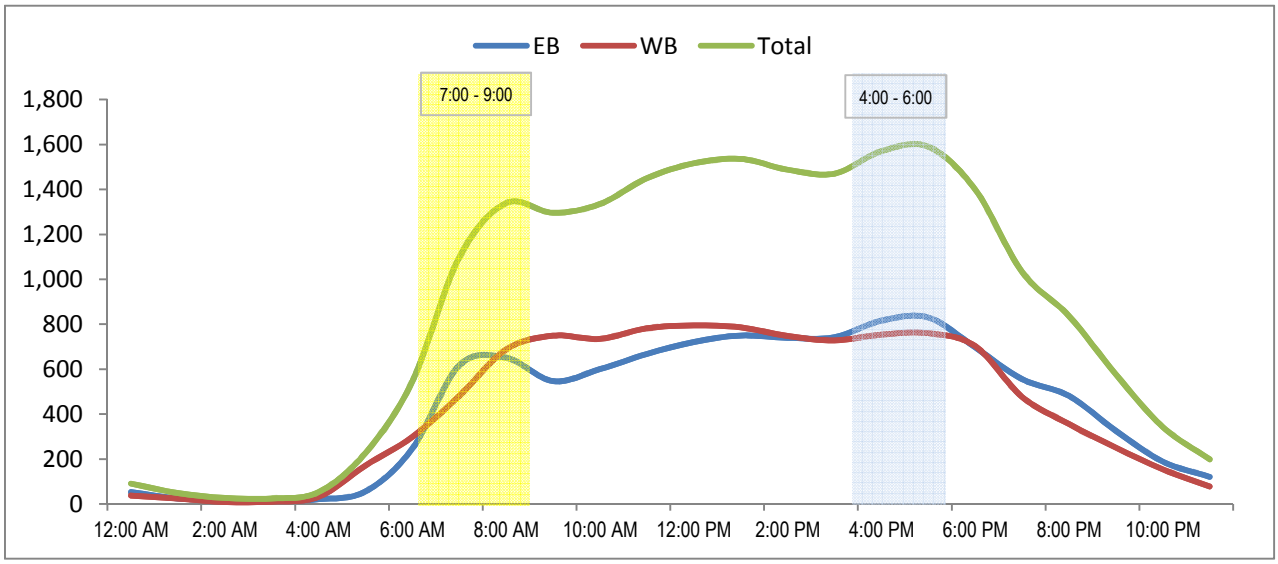
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*21,095*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	53	38	91
1:00 AM - 2:00 AM	25	24	49
2:00 AM - 3:00 AM	18	9	27
3:00 AM - 4:00 AM	14	11	25
4:00 AM - 5:00 AM	21	32	53
5:00 AM - 6:00 AM	56	171	227
6:00 AM - 7:00 AM	247	299	546
7:00 AM - 8:00 AM	617	481	1,098
8:00 AM - 9:00 AM	651	688	1,339
9:00 AM - 10:00 AM	547	749	1,296
10:00 AM - 11:00 AM	600	735	1,335
11:00 AM - 12:00 PM	668	782	1450
Total	**3,517**	**4,019**	**7,536**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	721	795	1,516
1:00 PM - 2:00 PM	750	786	1,536
2:00 PM - 3:00 PM	740	748	1,488
3:00 PM - 4:00 PM	742	728	1,470
4:00 PM - 5:00 PM	816	754	1,570
5:00 PM - 6:00 PM	830	760	1,590
6:00 PM - 7:00 PM	697	703	1,400
7:00 PM - 8:00 PM	556	477	1,033
8:00 PM - 9:00 PM	481	356	837
9:00 PM - 10:00 PM	326	251	577
10:00 PM - 11:00 PM	189	154	343
11:00 PM - 12:00 AM	121	78	199
Total	**6,969**	**6,590**	**13,559**

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



24 Hour Segment Count

CHEN RYAN

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

AVC

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*

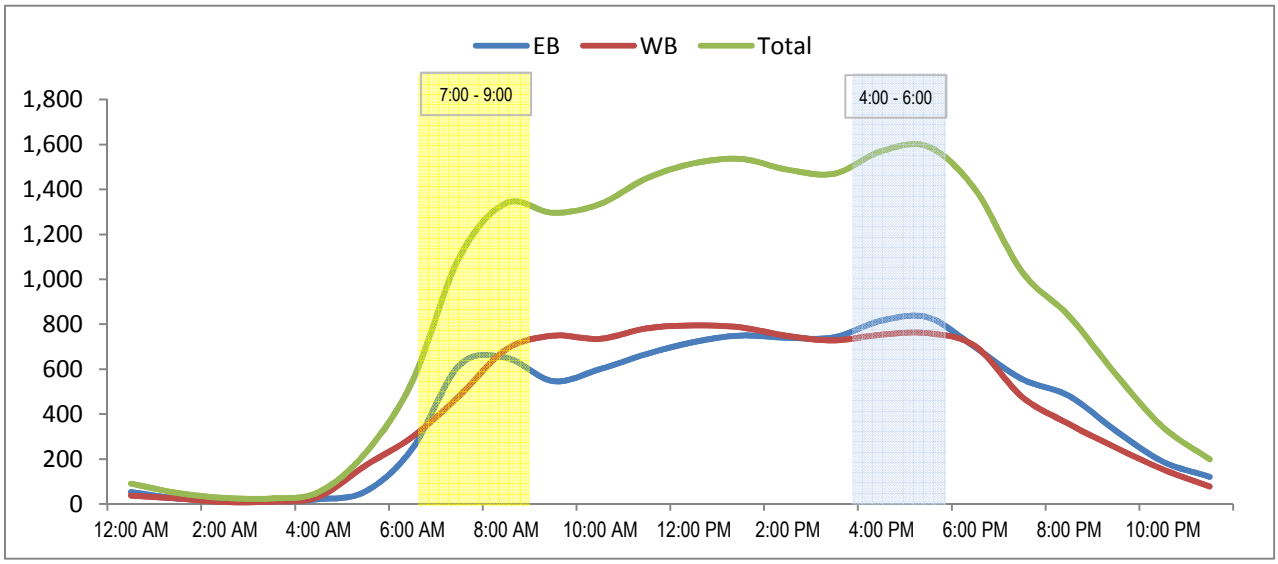
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*21,095*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	53	38	91
1:00 AM - 2:00 AM	25	24	49
2:00 AM - 3:00 AM	18	9	27
3:00 AM - 4:00 AM	14	11	25
4:00 AM - 5:00 AM	21	32	53
5:00 AM - 6:00 AM	56	171	227
6:00 AM - 7:00 AM	247	299	546
7:00 AM - 8:00 AM	617	481	1,098
8:00 AM - 9:00 AM	651	688	1,339
9:00 AM - 10:00 AM	547	749	1,296
10:00 AM - 11:00 AM	600	735	1,335
11:00 AM - 12:00 PM	668	782	1450
Total	**3,517**	**4,019**	**7,536**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	721	795	1,516
1:00 PM - 2:00 PM	750	786	1,536
2:00 PM - 3:00 PM	740	748	1,488
3:00 PM - 4:00 PM	742	728	1,470
4:00 PM - 5:00 PM	816	754	1,570
5:00 PM - 6:00 PM	830	760	1,590
6:00 PM - 7:00 PM	697	703	1,400
7:00 PM - 8:00 PM	556	477	1,033
8:00 PM - 9:00 PM	481	356	837
9:00 PM - 10:00 PM	326	251	577
10:00 PM - 11:00 PM	189	154	343
11:00 PM - 12:00 AM	121	78	199
Total	**6,969**	**6,590**	**13,559**

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



WEDNESDAY, JUNE 3, 2015 CITY: ENCINITAS PROJECT: PTD15-0605-01

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	13	50	111	12:45			351	1300	161	876	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	5	18	51	13:45			345	1199	249	926	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	2	13	36	14:45			343	1345	211	984	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	14	26	66	15:45			293	1255	210	722	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	29	75	126	16:45			297	1318	325	1176	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	58	203	361	17:45			363	1419	265	1158	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	160	475	981	18:45			265	1149	224	908	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	287	1021	1911	19:45			177	822	120	533	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	293	1149	2118	20:45			127	632	76	452	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	249	1018	2020	21:45			101	472	56	276	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	270	1008	2111	22:45			46	243	38	202	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	273	1084	2266	23:45			24	139	15	73	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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	13	50	111	12:45			351	1300	161	876	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	5	18	51	13:45			345	1199	249	926	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	2	13	36	14:45			343	1345	211	984	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	14	26	66	15:45			293	1255	210	722	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	29	75	126	16:45			297	1318	325	1176	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	58	203	361	17:45			363	1419	265	1158	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	160	475	981	18:45			265	1149	224	908	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	287	1021	1911	19:45			177	822	120	533	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	293	1149	2118	20:45			127	632	76	452	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	249	1018	2020	21:45			101	472	56	276	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	270	1008	2111	22:45			46	243	38	202	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	273	1084	2266	23:45			24	139	15	73	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**

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

CHEN RYAN

24 Hour Segment Count

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

Location: 93. Encinitas Blvd west of Via Cantebria

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

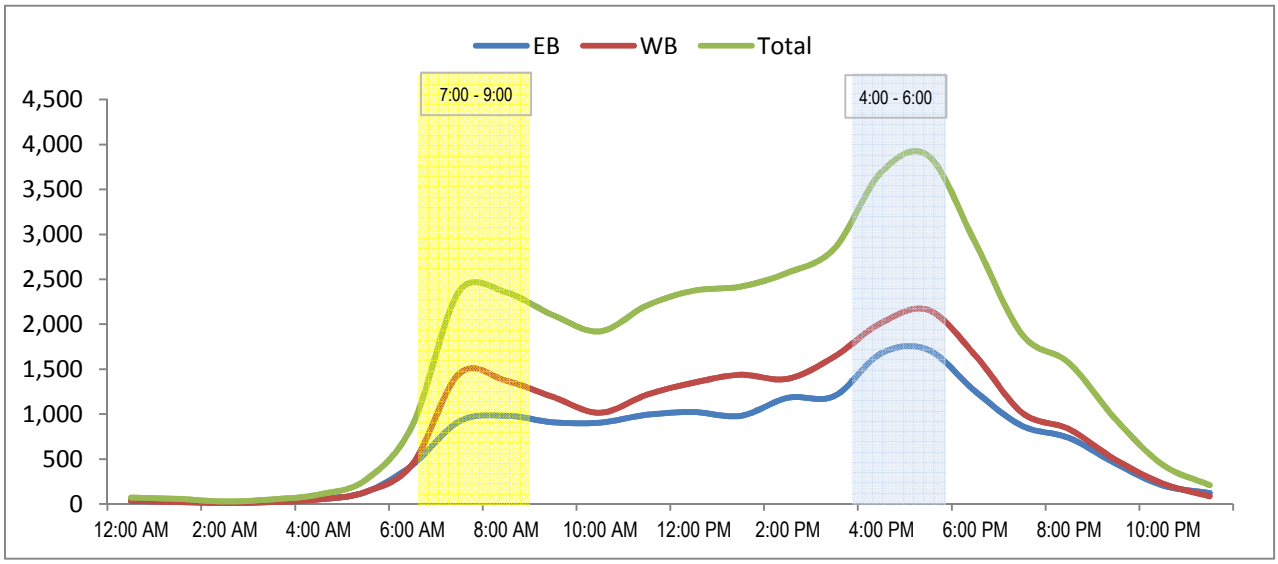
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*38,142*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	36	35	71
1:00 AM - 2:00 AM	35	23	58
2:00 AM - 3:00 AM	19	10	29
3:00 AM - 4:00 AM	30	21	51
4:00 AM - 5:00 AM	56	50	106
5:00 AM - 6:00 AM	132	135	267
6:00 AM - 7:00 AM	433	442	875
7:00 AM - 8:00 AM	919	1,451	2,370
8:00 AM - 9:00 AM	983	1,372	2,355
9:00 AM - 10:00 AM	910	1,191	2,101
10:00 AM - 11:00 AM	906	1,015	1,921
11:00 AM - 12:00 PM	993	1,216	2209
Total	**5,452**	**6,961**	**12,413**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,023	1,351	2,374
1:00 PM - 2:00 PM	981	1,438	2,419
2:00 PM - 3:00 PM	1,181	1,393	2,574
3:00 PM - 4:00 PM	1,202	1,641	2,843
4:00 PM - 5:00 PM	1,677	2,016	3,693
5:00 PM - 6:00 PM	1,716	2,159	3,875
6:00 PM - 7:00 PM	1,254	1,656	2,910
7:00 PM - 8:00 PM	870	1,016	1,886
8:00 PM - 9:00 PM	736	833	1,569
9:00 PM - 10:00 PM	449	491	940
10:00 PM - 11:00 PM	207	229	436
11:00 PM - 12:00 AM	124	86	210
Total	**11,420**	**14,309**	**25,729**

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



CHEN RYAN

24 Hour Segment Count

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

Location: 57. Encinitas Blvd east of Via Cantebria

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

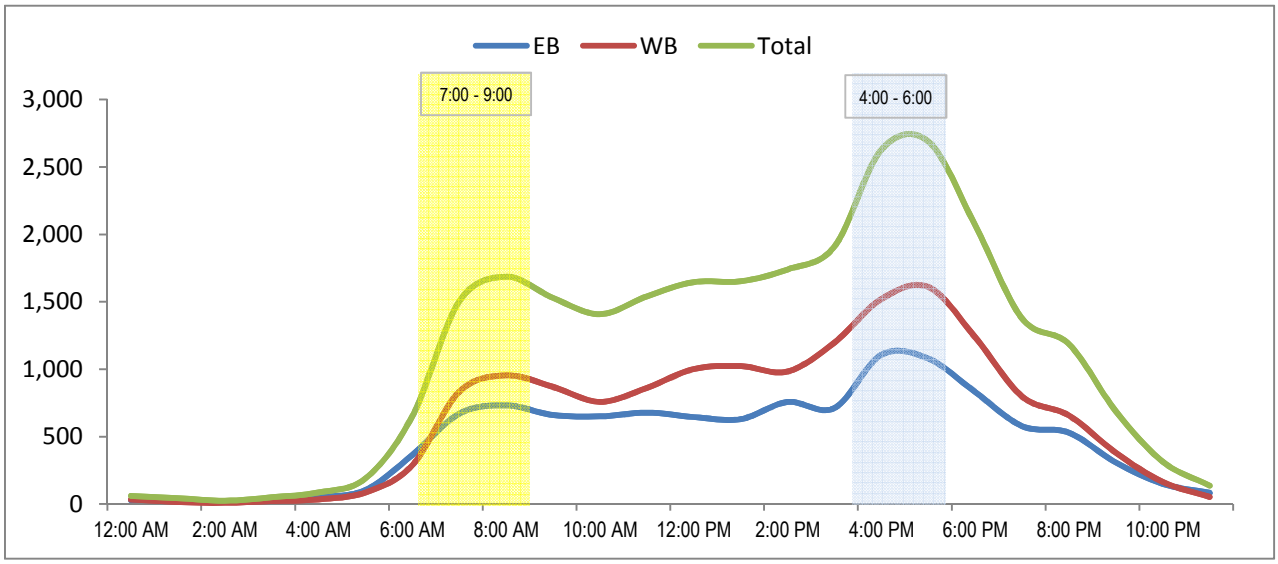
AVC Proj. No: *15-0360*

24 Hour Segment Volume			26,806

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	28	33	61
1:00 AM - 2:00 AM	29	15	44
2:00 AM - 3:00 AM	16	9	25
3:00 AM - 4:00 AM	29	21	50
4:00 AM - 5:00 AM	51	35	86
5:00 AM - 6:00 AM	104	86	190
6:00 AM - 7:00 AM	364	288	652
7:00 AM - 8:00 AM	670	833	1,503
8:00 AM - 9:00 AM	732	954	1,686
9:00 AM - 10:00 AM	660	869	1,529
10:00 AM - 11:00 AM	650	758	1,408
11:00 AM - 12:00 PM	678	862	1540
Total	**4,011**	**4,763**	**8,774**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	645	1,001	1,646
1:00 PM - 2:00 PM	629	1,023	1,652
2:00 PM - 3:00 PM	757	983	1,740
3:00 PM - 4:00 PM	712	1,198	1,910
4:00 PM - 5:00 PM	1,107	1,520	2,627
5:00 PM - 6:00 PM	1,079	1,610	2,689
6:00 PM - 7:00 PM	831	1,237	2,068
7:00 PM - 8:00 PM	578	798	1,376
8:00 PM - 9:00 PM	529	657	1,186
9:00 PM - 10:00 PM	308	380	688
10:00 PM - 11:00 PM	150	164	314
11:00 PM - 12:00 AM	83	53	136
Total	**7,408**	**10,624**	**18,032**

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



24 Hour Segment Count

CHEN RYAN

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

AVC

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

Orientation: *East-West*

Date of Count: *Wednesday, June 03, 2015*

Analysts: *DASH*

Weather: *Sunny*

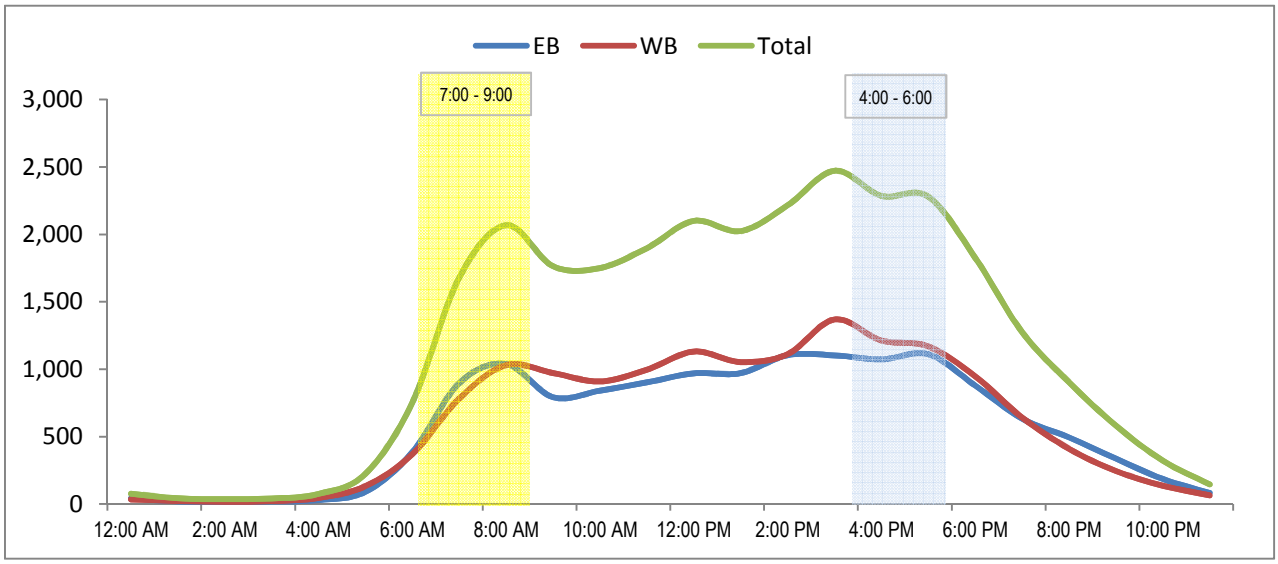
AVC Proj. No: *15-0360*

24 Hour Segment Volume			28,841

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	41	35	76
1:00 AM - 2:00 AM	20	23	43
2:00 AM - 3:00 AM	18	18	36
3:00 AM - 4:00 AM	19	22	41
4:00 AM - 5:00 AM	30	45	75
5:00 AM - 6:00 AM	91	133	224
6:00 AM - 7:00 AM	384	369	753
7:00 AM - 8:00 AM	897	783	1,680
8:00 AM - 9:00 AM	1,038	1,030	2,068
9:00 AM - 10:00 AM	792	972	1,764
10:00 AM - 11:00 AM	841	909	1,750
11:00 AM - 12:00 PM	902	996	1898
Total	**5,073**	**5,335**	**10,408**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	969	1,131	2,100
1:00 PM - 2:00 PM	971	1,053	2,024
2:00 PM - 3:00 PM	1,104	1,111	2,215
3:00 PM - 4:00 PM	1,103	1,369	2,472
4:00 PM - 5:00 PM	1,073	1,213	2,286
5:00 PM - 6:00 PM	1,111	1,169	2,280
6:00 PM - 7:00 PM	879	948	1,827
7:00 PM - 8:00 PM	633	642	1,275
8:00 PM - 9:00 PM	494	410	904
9:00 PM - 10:00 PM	337	245	582
10:00 PM - 11:00 PM	186	136	322
11:00 PM - 12:00 AM	82	64	146
Total	**8,942**	**9,491**	**18,433**

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



24 Hour Segment Count

CHEN RYAN

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

AVC

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

Orientation: *North-South*

Date of Count: *Wednesday, June 03, 2015*

Analysts: *DASH*

Weather: *Sunny*

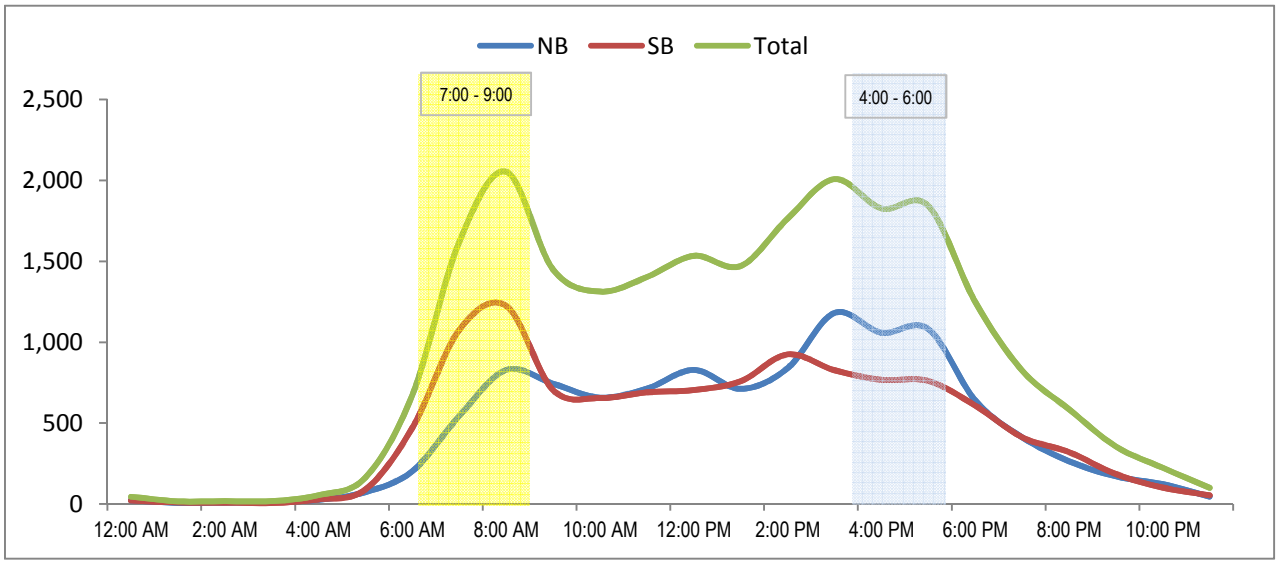
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*22,619*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	23	22	45
1:00 AM - 2:00 AM	7	10	17
2:00 AM - 3:00 AM	9	9	18
3:00 AM - 4:00 AM	12	6	18
4:00 AM - 5:00 AM	26	29	55
5:00 AM - 6:00 AM	74	90	164
6:00 AM - 7:00 AM	203	471	674
7:00 AM - 8:00 AM	544	1,076	1,620
8:00 AM - 9:00 AM	829	1,225	2,054
9:00 AM - 10:00 AM	744	705	1,449
10:00 AM - 11:00 AM	658	655	1,313
11:00 AM - 12:00 PM	713	690	1403
Total	**3,842**	**4,988**	**8,830**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	829	705	1,534
1:00 PM - 2:00 PM	712	759	1,471
2:00 PM - 3:00 PM	839	925	1,764
3:00 PM - 4:00 PM	1,181	827	2,008
4:00 PM - 5:00 PM	1,059	768	1,827
5:00 PM - 6:00 PM	1,082	761	1,843
6:00 PM - 7:00 PM	641	609	1,250
7:00 PM - 8:00 PM	413	413	826
8:00 PM - 9:00 PM	265	321	586
9:00 PM - 10:00 PM	171	185	356
10:00 PM - 11:00 PM	123	101	224
11:00 PM - 12:00 AM	46	54	100
Total	**7,361**	**6,428**	**13,789**

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



CHEN RYAN

24 Hour Segment Count

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

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*

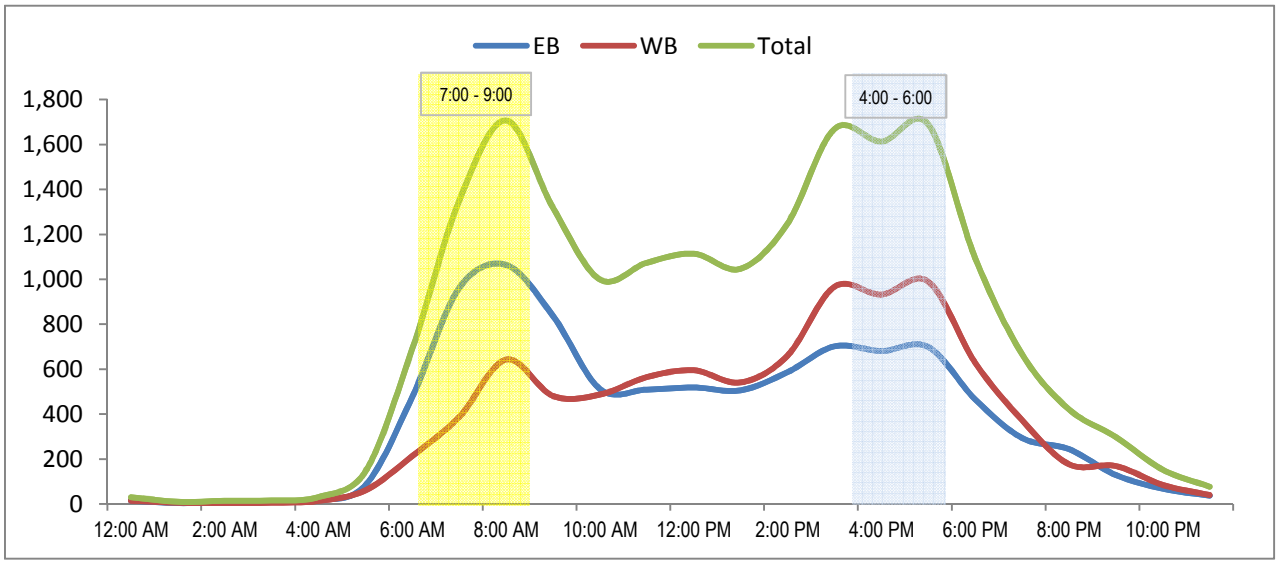
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*18,476*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	15	15	30
1:00 AM - 2:00 AM	4	6	10
2:00 AM - 3:00 AM	9	5	14
3:00 AM - 4:00 AM	10	6	16
4:00 AM - 5:00 AM	17	14	31
5:00 AM - 6:00 AM	84	61	145
6:00 AM - 7:00 AM	477	214	691
7:00 AM - 8:00 AM	962	388	1,350
8:00 AM - 9:00 AM	1,064	643	1,707
9:00 AM - 10:00 AM	837	481	1,318
10:00 AM - 11:00 AM	512	487	999
11:00 AM - 12:00 PM	509	565	1074
Total	**4,500**	**2,885**	**7,385**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	519	595	1,114
1:00 PM - 2:00 PM	506	541	1,047
2:00 PM - 3:00 PM	587	661	1,248
3:00 PM - 4:00 PM	702	967	1,669
4:00 PM - 5:00 PM	681	932	1,613
5:00 PM - 6:00 PM	699	990	1,689
6:00 PM - 7:00 PM	466	629	1,095
7:00 PM - 8:00 PM	294	373	667
8:00 PM - 9:00 PM	244	177	421
9:00 PM - 10:00 PM	129	169	298
10:00 PM - 11:00 PM	68	85	153
11:00 PM - 12:00 AM	37	40	77
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	1	4	13	12:45			43	172	62	187	359
01:00			0		2			13:00			62		42		
01:15			1		1			13:15			43		57		
01:30			0		0			13:30			62		56		
01:45			3	4	0	3	7	13:45			51	218	44	199	417
02:00			0		2			14:00			59		32		
02:15			0		1			14:15			51		30		
02:30			0		1			14:30			63		60		
02:45			0	0	0	4	4	14:45			55	228	49	171	399
03:00			0		0			15:00			70		54		
03:15			0		0			15:15			71		80		
03:30			0		0			15:30			56		48		
03:45			0	0	0	0		15:45			58	255	51	233	488
04:00			1		0			16:00			71		44		
04:15			0		0			16:15			67		55		
04:30			0		1			16:30			79		51		
04:45			4	5	3	4	9	16:45			72	289	56	206	495
05:00			1		1			17:00			83		53		
05:15			7		2			17:15			99		41		
05:30			1		3			17:30			70		56		
05:45			7	16	7	13	29	17:45			53	305	56	206	511
06:00			3		10			18:00			67		37		
06:15			9		12			18:15			55		62		
06:30			7		14			18:30			56		46		
06:45			17	36	35	71	107	18:45			44	222	29	174	396
07:00			33		45			19:00			41		35		
07:15			54		46			19:15			38		25		
07:30			85		64			19:30			30		19		
07:45			44	216	96	251	467	19:45			34	143	25	104	247
08:00			43		71			20:00			26		22		
08:15			48		75			20:15			31		24		
08:30			26		51			20:30			15		19		
08:45			45	162	58	255	417	20:45			8	80	9	74	154
09:00			37		65			21:00			14		13		
09:15			33		54			21:15			10		12		
09:30			28		39			21:30			15		10		
09:45			37	135	49	207	342	21:45			10	49	4	39	88
10:00			40		52			22:00			4		9		
10:15			40		39			22:15			10		3		
10:30			49		32			22:30			4		2		
10:45			30	159	32	155	314	22:45			3	21	3	17	38
11:00			26		31			23:00			2		2		
11:15			41		38			23:15			7		3		
11:30			43		41			23:30			1		3		
11:45			56	166	33	143	309	23:45			2	12	1	9	21
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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	36	82	12:45			119	530	169	647	1177
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	8	33	73	13:45			148	552	168	668	1220
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	4	6	28	14:45			183	659	206	684	1343
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	6	22	36	15:45			173	734	155	715	1449
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	30	65	96	16:45			183	741	166	621	1362
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	51	173	269	17:45			154	719	151	591	1310
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	168	453	677	18:45			126	598	168	615	1213
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	268	835	1277	19:45			118	495	107	431	926
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	204	894	1363	20:45			86	360	64	282	642
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	182	721	1177	21:45			55	270	48	238	508
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	148	618	1091	22:45			31	174	25	143	317
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	140	613	1221	23:45			26	133	15	80	213
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	36	82	12:45			119	530	169	647	1177
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	8	33	73	13:45			148	552	168	668	1220
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	4	6	28	14:45			183	659	206	684	1343
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	6	22	36	15:45			173	734	155	715	1449
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	30	65	96	16:45			183	741	166	621	1362
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	51	173	269	17:45			154	719	151	591	1310
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	168	453	677	18:45			126	598	168	615	1213
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	268	835	1277	19:45			118	495	107	431	926
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	204	894	1363	20:45			86	360	64	282	642
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	182	721	1177	21:45			55	270	48	238	508
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	148	618	1091	22:45			31	174	25	143	317
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	140	613	1221	23:45			26	133	15	80	213
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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

THURSDAY - JUNE 4TH, 2015 CITY: ENCINTIAS PROJECT: PTD15-0605-01

BRIMINGHAM W-O FREDA

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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

CHEN RYAN

24 Hour Segment Count

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

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

Orientation: *East-West*

Date of Count: *Tuesday, June 02, 2015*

Analysts: *DASH*

Weather: *Sunny*

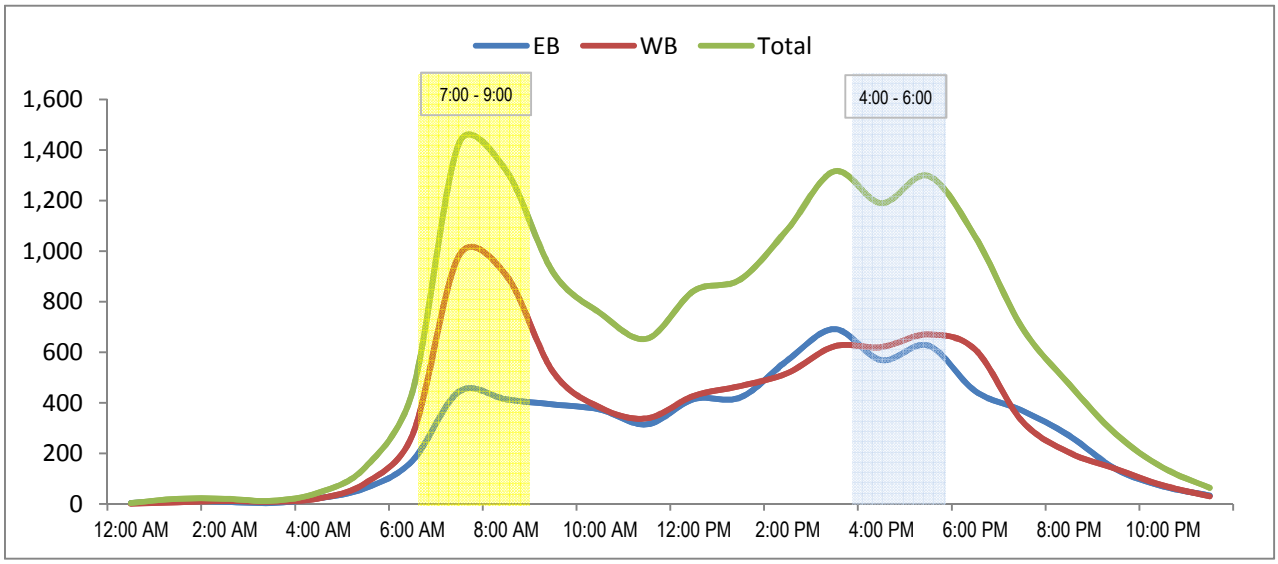
AVC Proj. No: *15-0360*

24 Hour Segment Volume			*15,107*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	4	0	4
1:00 AM - 2:00 AM	14	7	21
2:00 AM - 3:00 AM	9	12	21
3:00 AM - 4:00 AM	4	9	13
4:00 AM - 5:00 AM	23	22	45
5:00 AM - 6:00 AM	63	83	146
6:00 AM - 7:00 AM	171	272	443
7:00 AM - 8:00 AM	445	984	1,429
8:00 AM - 9:00 AM	414	905	1,319
9:00 AM - 10:00 AM	394	523	917
10:00 AM - 11:00 AM	374	382	756
11:00 AM - 12:00 PM	315	339	654
Total	**2,230**	**3,538**	**5,768**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	415	428	843
1:00 PM - 2:00 PM	422	467	889
2:00 PM - 3:00 PM	569	518	1,087
3:00 PM - 4:00 PM	692	624	1,316
4:00 PM - 5:00 PM	569	621	1,190
5:00 PM - 6:00 PM	627	671	1,298
6:00 PM - 7:00 PM	447	611	1,058
7:00 PM - 8:00 PM	370	328	698
8:00 PM - 9:00 PM	271	204	475
9:00 PM - 10:00 PM	138	139	277
10:00 PM - 11:00 PM	70	74	144
11:00 PM - 12:00 AM	34	30	64
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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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	12:45			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	13:45			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	14:45			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	15:45			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	16:45			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	17:45			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	18:45			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	19:45			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	20:45			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	21:45			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	22:45			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	23:45			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**

Turn Count Summary

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

Location: Manchester Avenue @ El Camino Real

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Manchester Avenue @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Manchester Avenue @ I-5 NB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Manchester Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
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	
	Right	Left	Right	Thru		Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Manchester Avenue @ I-5 SB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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

Turn Count Summary

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

Location: Birmingham Drive @ I-5 NB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Birmingham Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Birmingham Drive @ I-5 SB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Birmingham Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Birmingham Dr @ San Elijo Ave

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

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			TOTAL
	Thru	Left	Right	Left	Right	Thru		
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			TOTAL
	Thru	Left	Right	Left	Right	Thru		
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

Turn Count Summary

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

Location: El Camino Real @ Santa Fe Drive

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: El Camino Real @ Santa Fe Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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

Turn Count Summary

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

Location: Santa Fe Drive @ Lake Drive

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Santa Fe Drive @ Lake Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Santa Fe Drive @ Balour Drive

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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

Turn Count Summary

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

Location: Santa Fe Drive @ MacKinnon Avenue

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Santa Fe Drive @ MacKinnon Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

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*

CHEN RYAN

Vehicular Count

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

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

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

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*

CHEN RYAN

Vehicular Count

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

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

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

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*

CHEN RYAN

Vehicular Count

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

Location: Santa Fe Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Santa Fe Drive @ San Elijo Avenue

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Santa Fe Drive @ San Elijo Avenue

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
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			
	Thru	Left	Right	Left	Right	Thru		TOTAL
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

Turn Count Summary

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

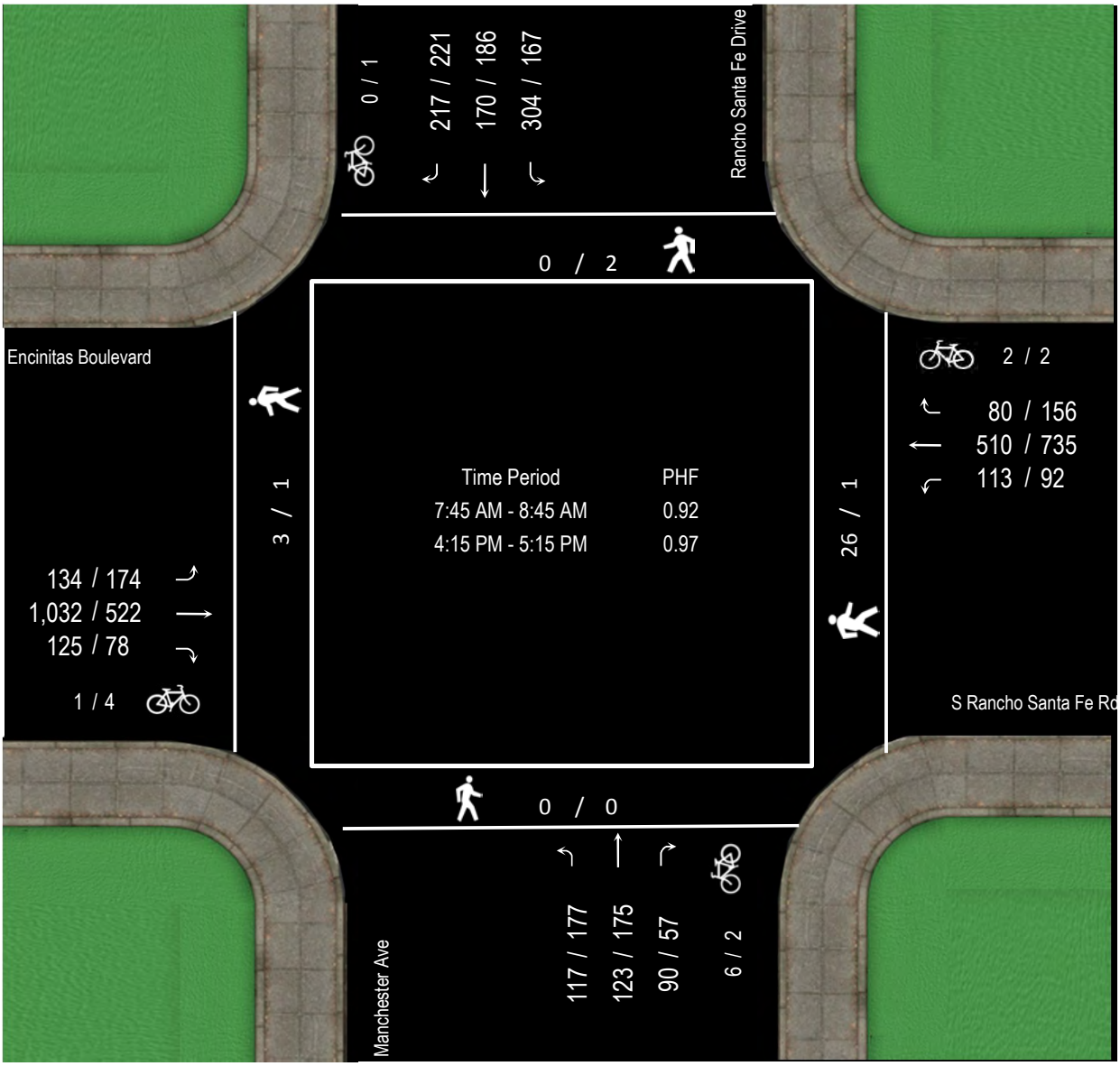
Location: Encinitas Boulevard @ Rancho Santa Fe Drive

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ Rancho Santa Fe Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ Village Park Way

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	211	63	151	834		665	314	2238
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

Turn Count Summary

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

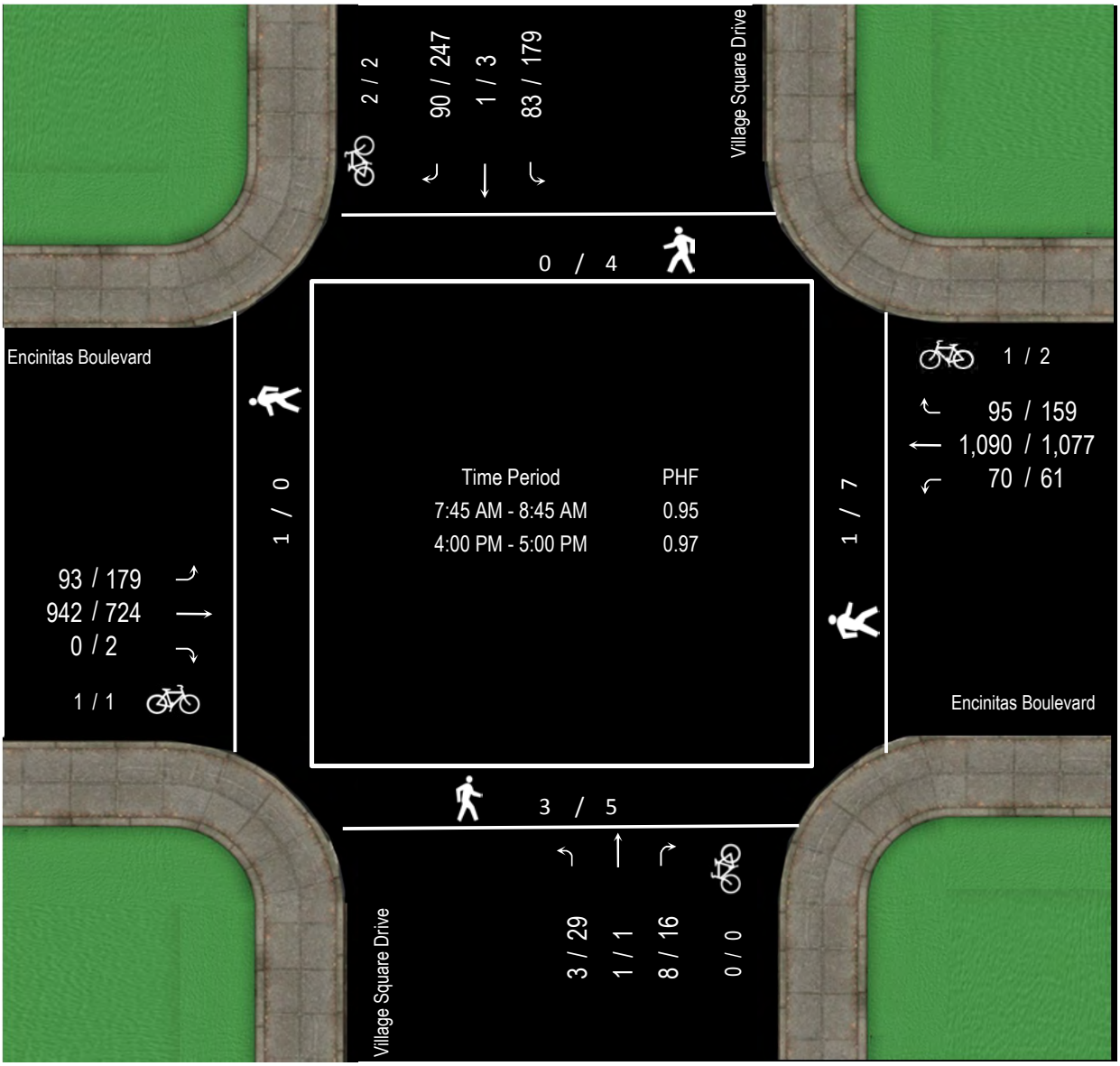
Location: Encinitas Boulevard @ Village Square Drive

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ Village Square Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ El Camino Real

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ Via Cantebria

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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

Turn Count Summary

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

Location: Encinitas Boulevard @ Balour Drive

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ Balour Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ Quail Garden Drive

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ Quail Garden Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ Saxony Road

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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		TOTAL
	Right	Left	Right	Thru		Thru	Left	
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

Turn Count Summary

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

Location: Encinitas Boulevard @ I-5 NB Ramps

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ I-5 SB Ramps

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

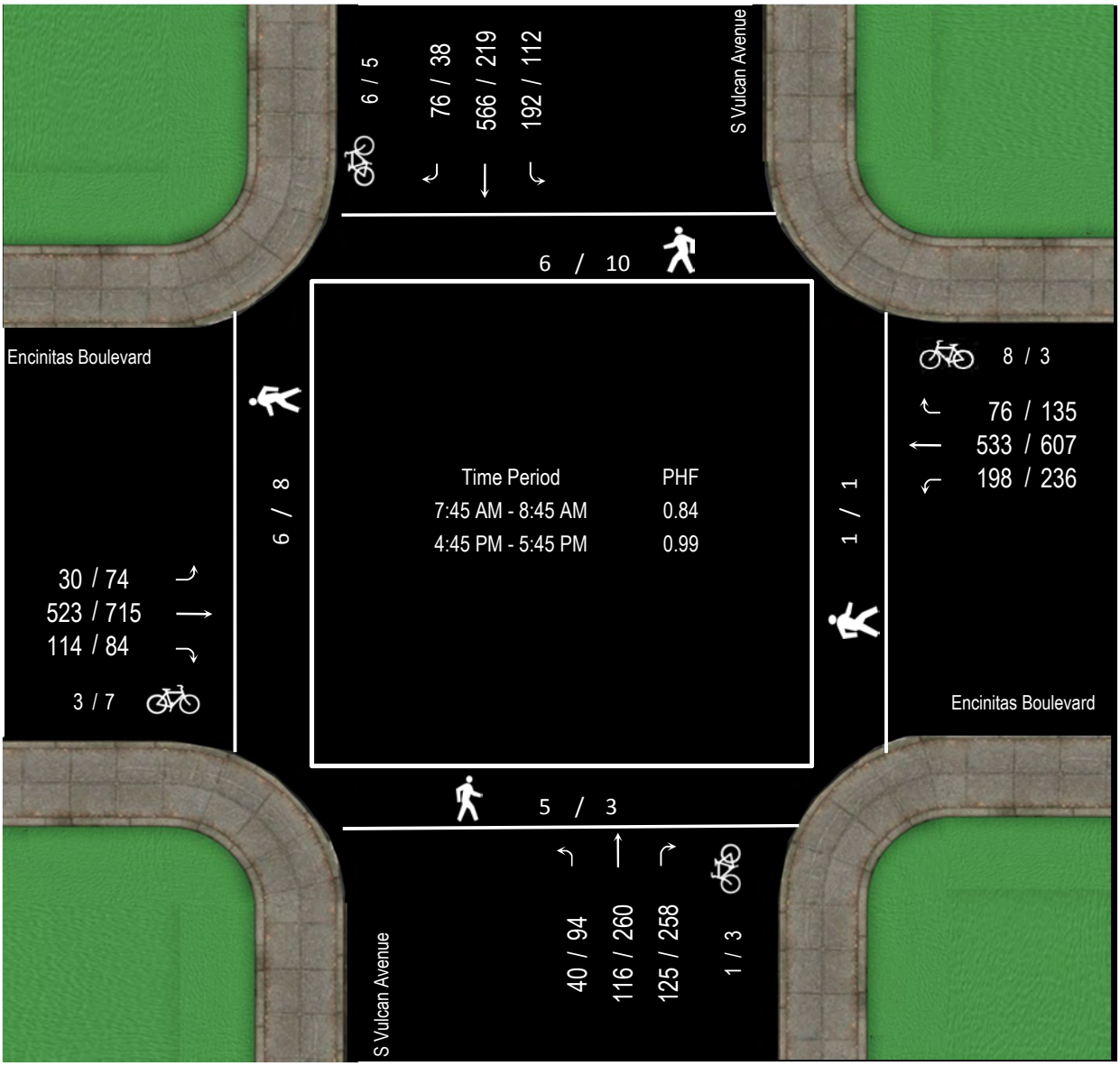
Location: Encinitas Boulevard @ S Vulcan Avenue

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ S Vulcan Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Encinitas Boulevard @ Highway 101

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Encinitas Boulevard @ Highway 101

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

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*

CHEN RYAN

Vehicular Count

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

Location: El Camino Del Norte @ Rancho Santa Fe Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Via Molena @ El Camino Real

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Via Molena @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

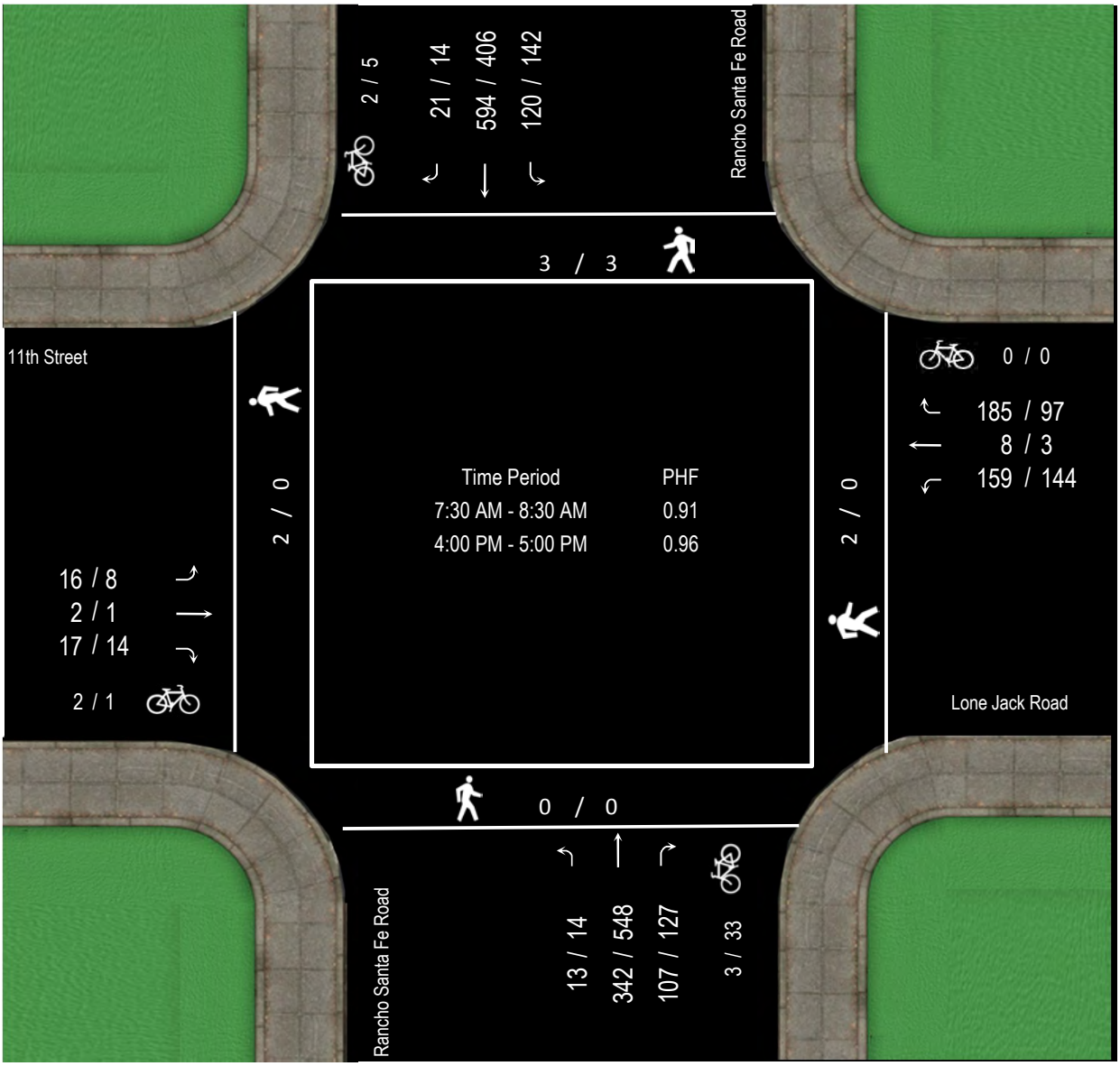
Location: Lone Jack Road @ Rancho Santa Fe Road

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Lone Jack Road @ Rancho Santa Fe Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Mountain Vista Drive @ El Camino Real

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Mountain Vista Drive @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1689	346	194	65	257	255	1404	139	68	62	27	4575
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

Turn Count Summary

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

Location: Garden View Road @ El Camino Real

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Garden View Road @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1305	183	278	225	156	106	1759	197	241	177	101	4816
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

Turn Count Summary

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

Location: Town Center Place @ El Camino Real

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Town Center Place @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	2574	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	1299	125	105	36	109	41	1839	203	132	41	335	4453
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

Turn Count Summary

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

Location: Leucadia Boulevard @ El Camino Real

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1452	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	1325	315	147	1108	267	6716
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

Turn Count Summary

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

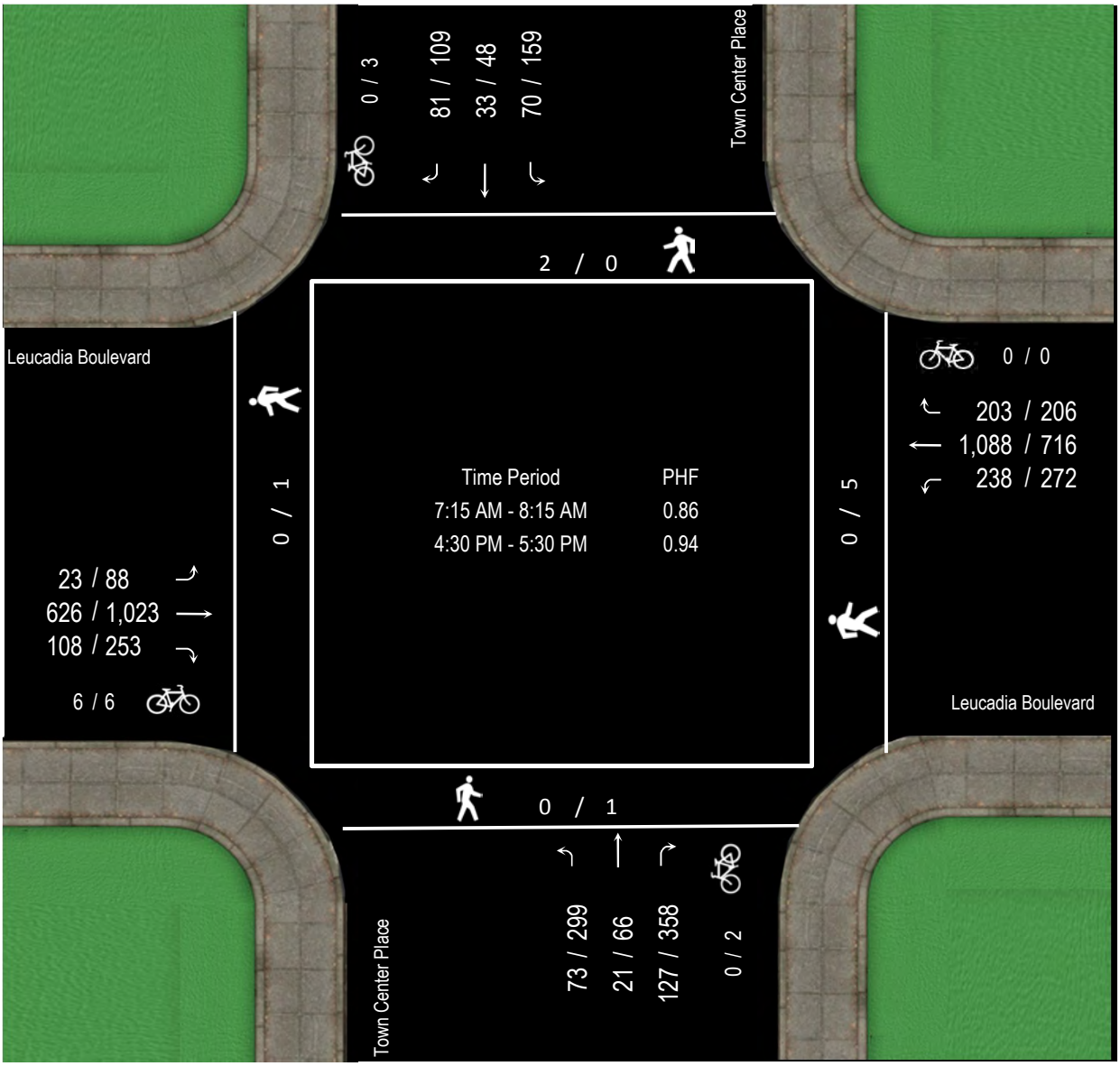
Location: Leucadia Boulevard @ Town Center Place

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Town Center Place

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Leucadia Boulevard @ Garden View Road

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Garden View Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

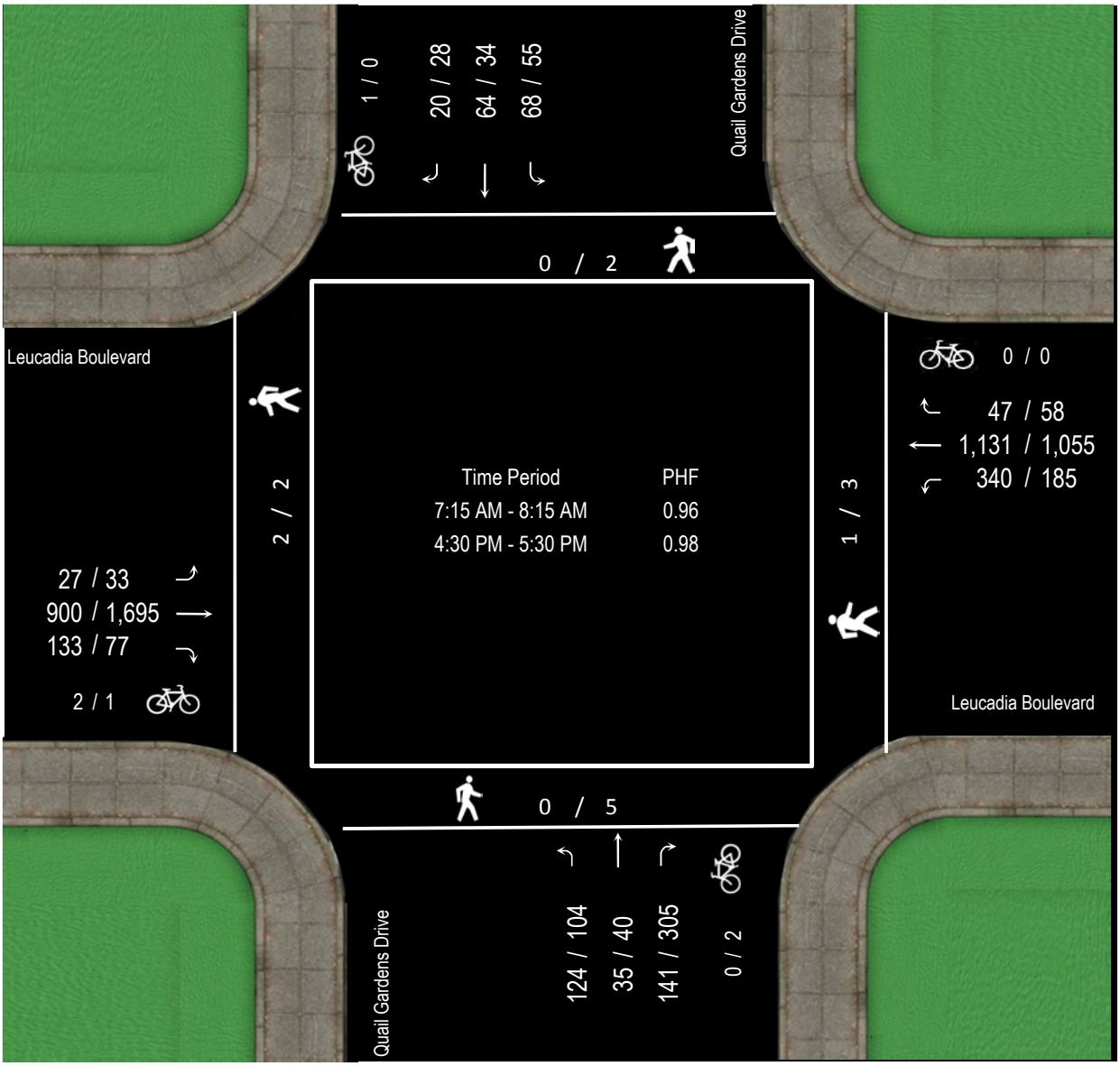
Location: Leucadia Boulevard @ Quail Gardens Drive

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Quail Gardens Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

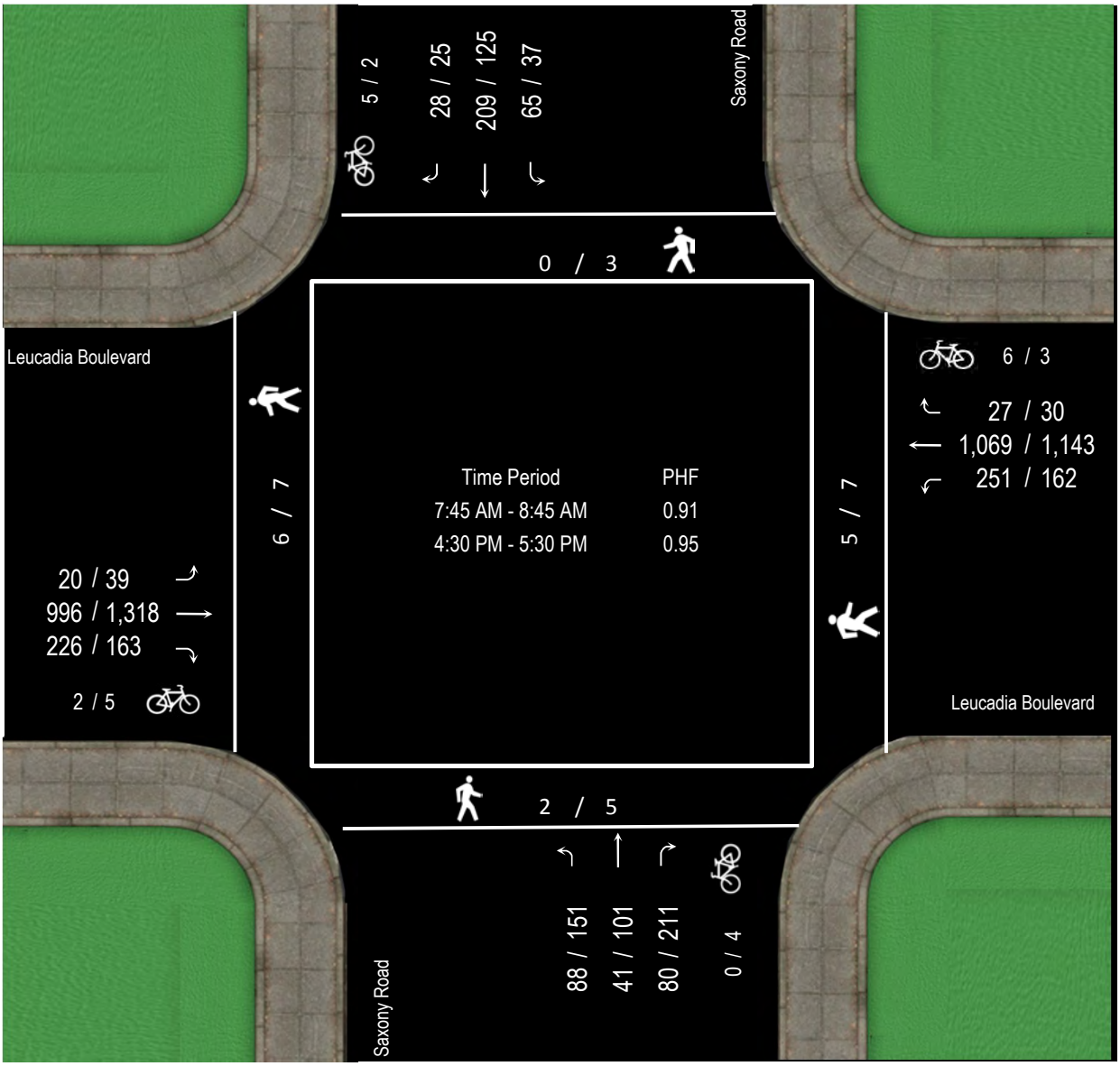
Location: Leucadia Boulevard @ Saxony Road

Date of Count: *Saturday, June 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Saxony Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Leucadia Boulevard @ I-5 NB Ramps

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	3275
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

Turn Count Summary

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

Location: Leucadia Boulevard @ I-5 SB Ramps

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Leucadia Boulevard @ Orpheus Avenue

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Orpheus Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

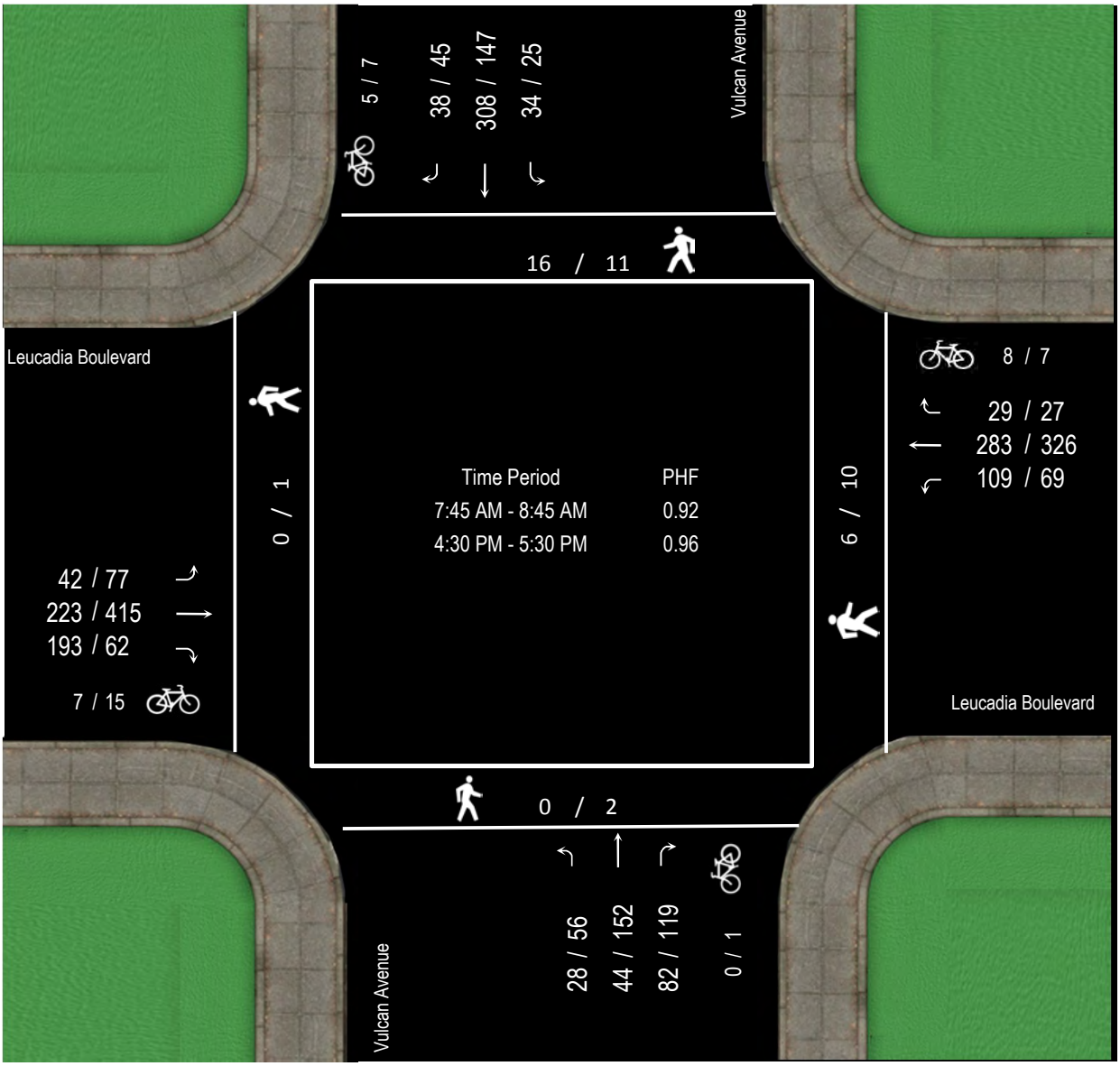
Location: Leucadia Boulevard @ Vulcan Avenue

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Vulcan Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Leucadia Boulevard @ Highway 101

Date of Count: *Wednesday, June 03, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Leucadia Boulevard @ Highway 101

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: La Costa Avenue @ El Camino Real

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ El Camino Real

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: La Costa Avenue @ Saxony Road

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ Saxony Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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

Turn Count Summary

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

Location: La Costa Avenue @ Pirareus Street

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ Pirareus Street

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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

Turn Count Summary

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

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*

CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

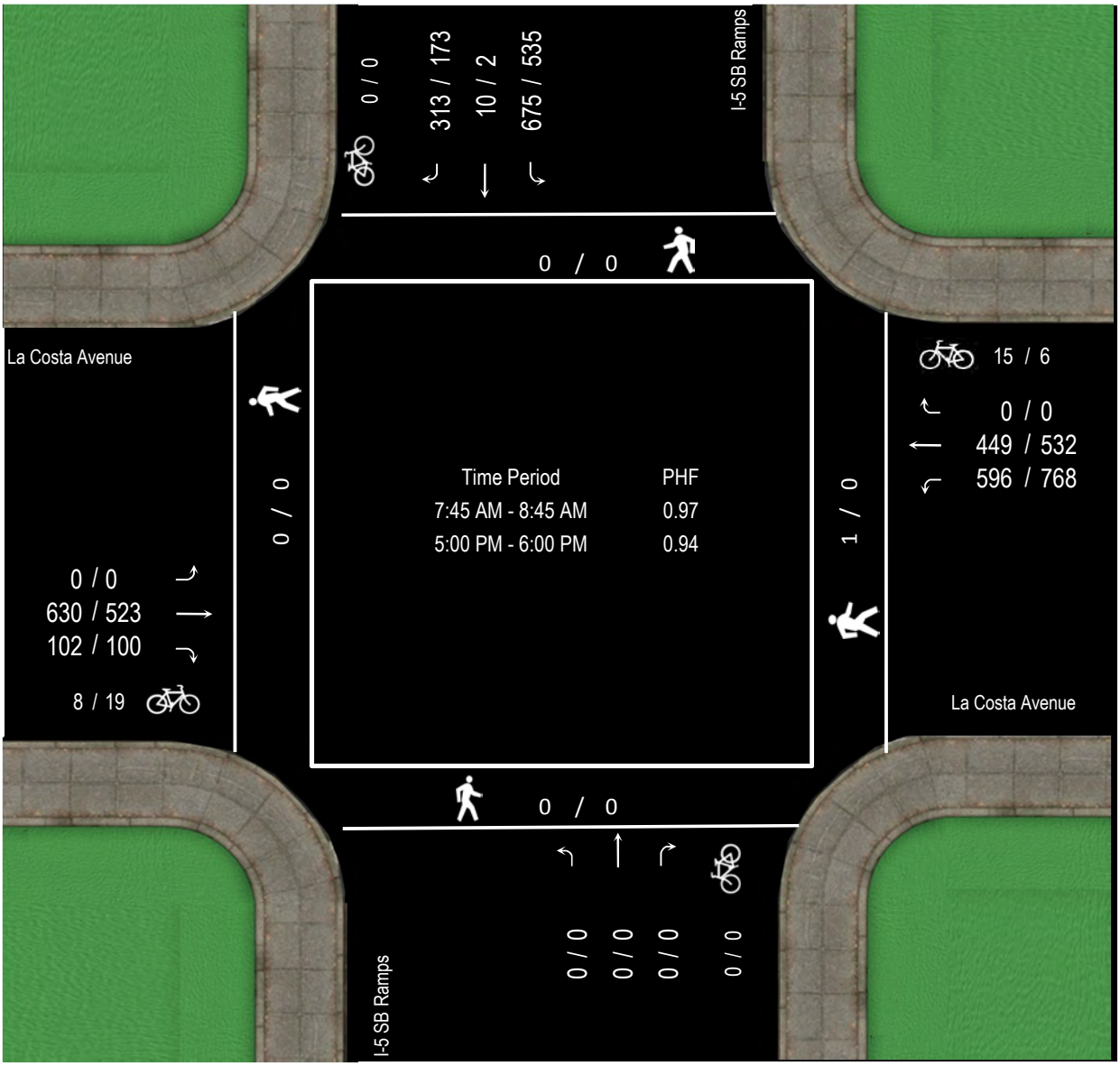
Location: La Costa Avenue @ I-5 SB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: La Costa Avenue @ Vulcan Avenue

Date of Count: *Tuesday, June 02, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ Vulcan Avenue

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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		
		Thru	Left	Right	Left	Right	Thru	TOTAL
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*

CHEN RYAN

Vehicular Count

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

Location: La Costa Avenue @ Highway 101

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		
	Thru	Left	Right	Left	Right	Thru	TOTAL
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		
	Thru	Left	Right	Left	Right	Thru	TOTAL
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

Turn Count Summary

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

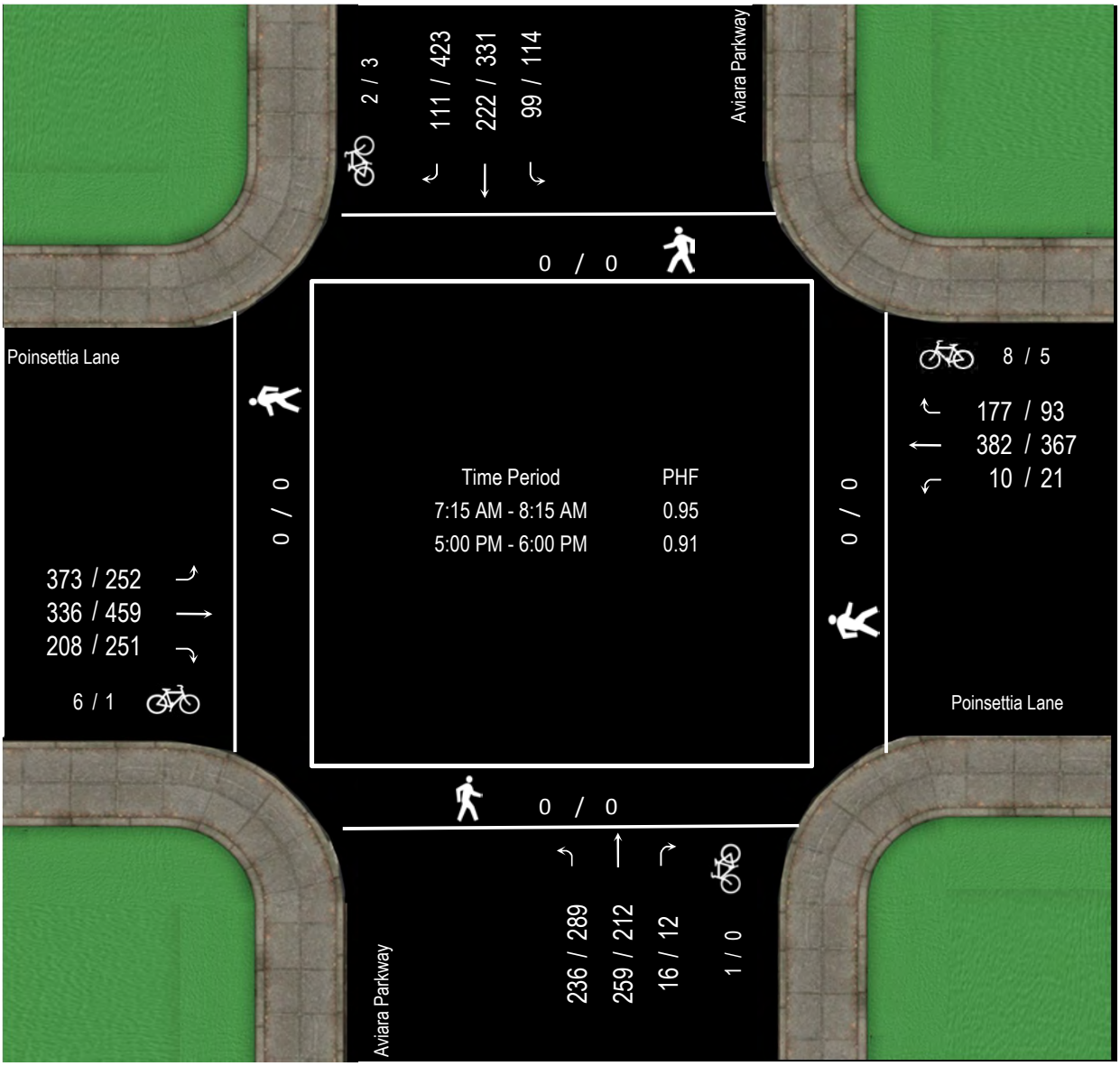
Location: Poinsettia Lane @ Aviara Parkway

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Poinsettia Lane @ Aviara Parkway

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Poinsettia Lane @ I-5 NB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Poinsettia Lane @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

Location: Poinsettia Lan @ I-5 SB Ramps

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*

CHEN RYAN

Vehicular Count

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

Location: Poinsettia Lan @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

Turn Count Summary

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

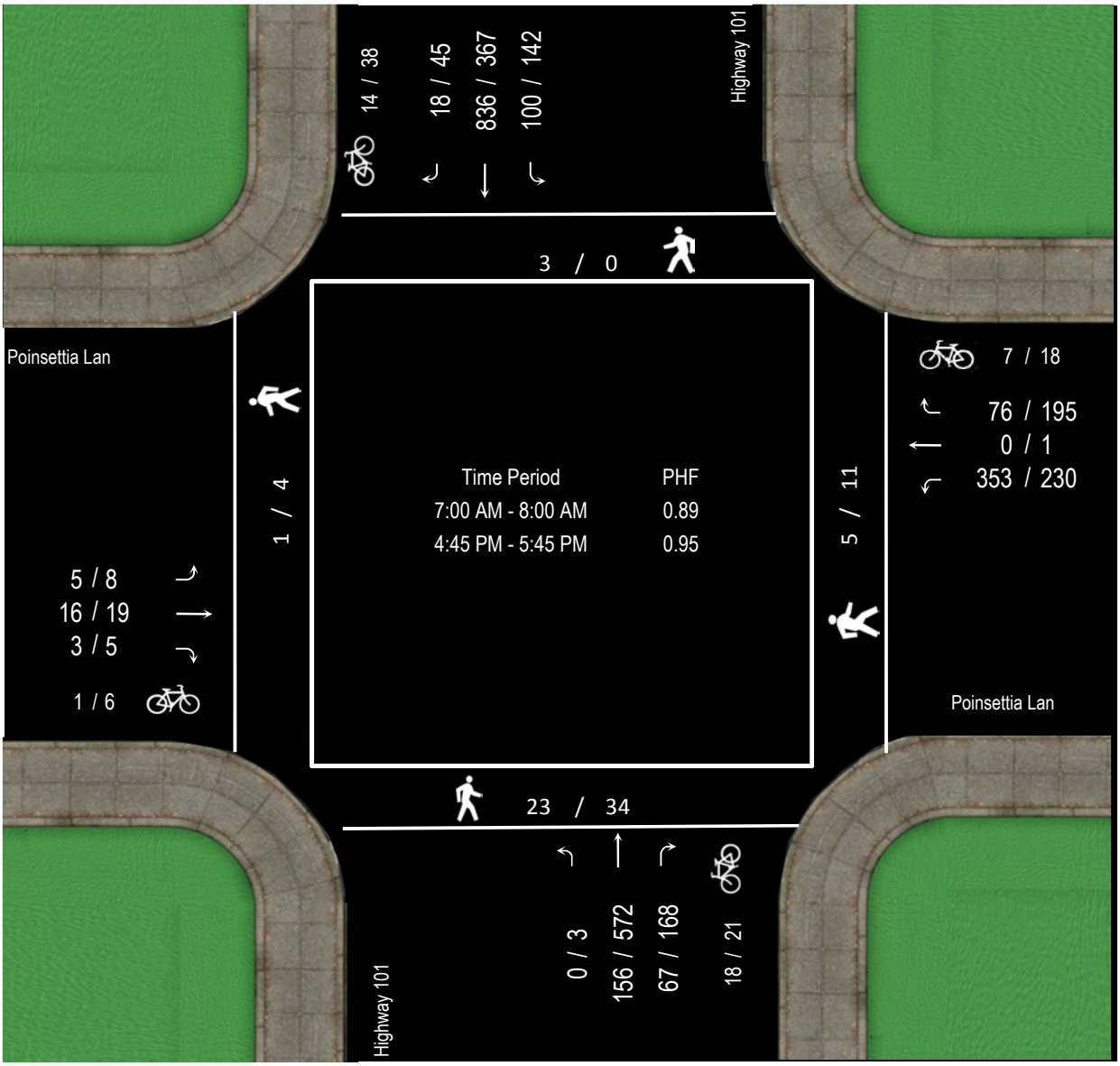
Location: Poinsettia Lan @ Highway 101

Date of Count: *Thursday, June 04, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0360*



CHEN RYAN

Vehicular Count

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

Location: Poinsettia Lan @ Highway 101

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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

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**

Notes:

Change Record					
Change	By	Date	Change	By	Date

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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

Row		F
0	Permit	12_456_8
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_2___6__
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	_____8
F	First Phases	_2___6__

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	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

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

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

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

Coordination Transition Minimums <C+0+C=5>

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

Row	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	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	0	0	0	0	0	0	0	0	0	D
E	Hold Release	0	0	0	0	0	0	0	0	0	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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

Coordination - Bank 2 <C+0+C=2>

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>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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

Row		1	2	3	4	5	6	7	8
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 ----->		0	1	2	3	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

Row	*Detector Name*	4 C1 Pin Number	5 Attributes	6 Phase(s)	7 Assign	2 Delay	4 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>

Detector 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

	Ped / Phase / Overlap								
Column Numbers ----->	1	2	3	4	5	6	7	8	Row
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 Monitor

	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	_____
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	_____
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	_____
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

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

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)

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

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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 Channel

Low 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)

LOCATION: **RTE 5 SB @ POINSETTIA LANE**

CALTRANS C8 Version 3 DATE: 12/11/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7		1		7			CLK RST
1	DONT WALK	1	12		1		11			
2	MIN GREEN	5	7		5		8			
3	TYPE 3 DET	0	0		0		255			
4	ADD/VEH	0.0	0.0		0.0		0.0			
5	PASSAGE	2.0	2.0		2.0		5.0			
6	MAX GAP	2.0	2.0		2.0		6.0			
7	MIN GAP	2.0	2.0		2.0		3.0			
8	MAX EXT	40	45		25		45			
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0		0.0		0.1			DOW
D	EVERY	1.0	1.0		1.0		0.8			HR
E	YELLOW	3.7	4.1		4.1		4.1			MIN
F	RED	1.0	1.0		1.0		1.0			SEC
3.5	PED XING FT		57				51			
	BIKE XING FT		69				82			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT	1	2		4		6			0
RED LOCK	1			4					1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2				6			5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE				4					F
	1	2	3	4	5	6	7	8	

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

LOCATION: **RTE 5 SB @ POINSETTIA LANE**

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D 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								
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

E PAGE

	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								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	

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

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
				ON/	S	M	T	W	T	F	S
	HR	MIN	ACT	OFF	1	2	3	4	5	6	7
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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
					S	M	T	W	T	F	S
	HR	MIN	CP	OS	1	2	3	4	5	6	7
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

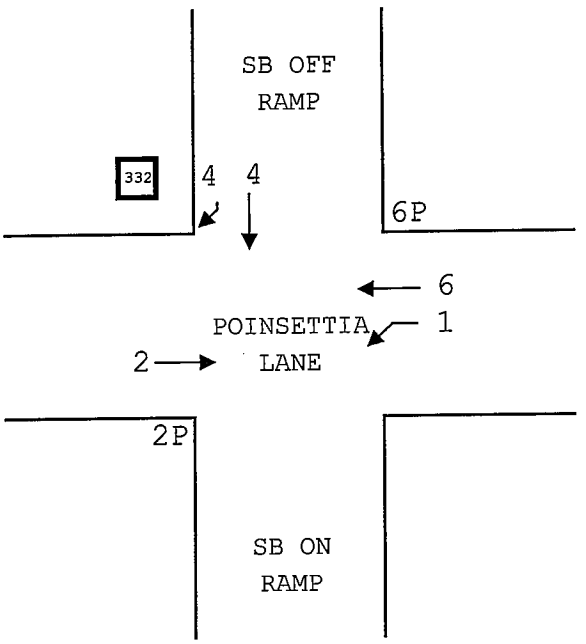
9 PAGE C09 = 2

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

DATE: 2/23/05

LOCATION: RTE 5 SB @ POINSETTIA LANE

CONFLICT MONITOR PROGRAM



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

DIODE CUT OUT LIST:

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 OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 2" /1	3" /2	3" /3	3" /4	3" /5	3" /6	2-3" /7	3-3" /8
NO 14 CABLES		POLE A								1
CONDUCTORS 3 / 12 CONDUCTORS		B							1	1
		C						1	1	1
		D					1	1	1	1
		E	1	1	1	1	1	1	1	1
		F	1	1	1	1	1	1	1	1
		G	1	1	1	1	1	1	1	1
		H								1
TOTAL CABLES-3 CONDUCT/12 CONDUCT			1	1/2	2/2	3/2	3	1	1/2	2/3/4/7
14		11SNS								
8		LIGHTING	2	2	2	2				
4		SIGNAL SERVICE								2
TYPE B DLC	1	LOOP DETECTOR					2	2	2	2
	2				4	6				6
	3									
	4							2	4	4
	5								2	2
	6						4	4	4	4
	7									
	8									
EV - DLC			1	2	2	2				3
SIC							2	2	2	4
TOTAL CONDUCTORS/CABLE			5	8	13	15	9	13	18	37

CONDUCTOR NOTES

9. 1½" C, 3 DLC
10. 1½" C, 4 DLC
11. 2" C, 2 DLC
12. 2" C, 2 DLC, 2 SIC
13. 2½" C, 6 DLC, 2 SIC
14. 2½" C, 6 DLC, 2 SIC
15. 1½" C, 2 DLC
16. 1½" C, 3 DLC
17. 2" C, 4 DLC
18. 1½" C, 2 DLC

7' 10' 7' 10' 7' 10' 7' 6' TYP

LANE LINE

LIKE NUMBERED LOOPS SHALL BE CONNECTED TO THE SAME DLC. CENTER IN LANES LESS THAN 12 FT IN WIDTH

TYPICAL "B" LOOP DETECTOR PLACEMENT

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.
11	SD	5	R44.9/R45.9	138 167

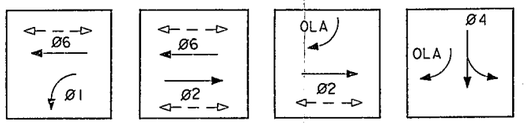
BD Matters
REGISTERED CIVIL ENGINEER

6-6-94
PLANS APPROVAL DATE

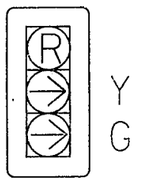
Bruce D. Matters No. 19388 Exp. 9/30/97 CIVIL STATE OF CALIFORNIA

CITY OF CARLSBAD
2075 LAS PALMAS DRIVE
CARLSBAD, CA 92009

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

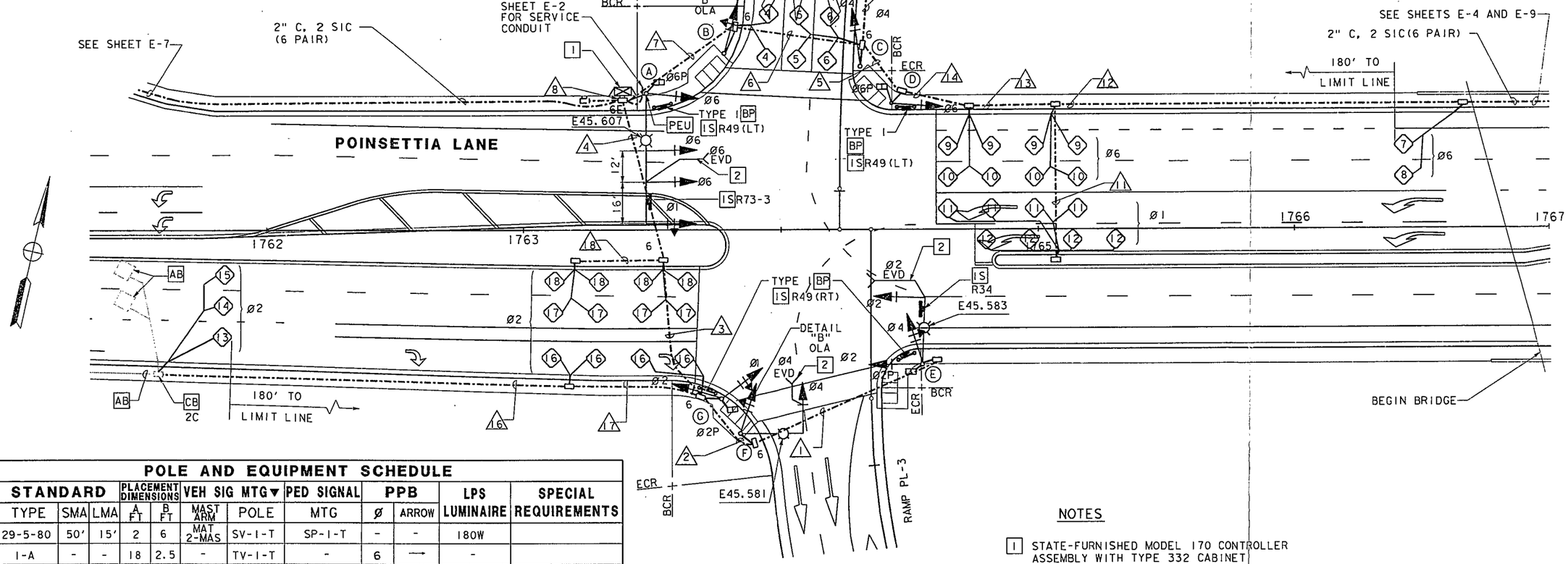


PHASE DIAGRAM STEADY DEMAND SEQUENCE



DETAIL "B"

NO SCALE



POLE AND EQUIPMENT SCHEDULE

NO	STANDARD TYPE	SMA	LMA	PLACEMENT DIMENSIONS A FT	B FT	VEH SIG MTG▼ MAST ARM	POLE	PED SIGNAL MTG	PPB Ø	PPB ARROW	LPS LUMINAIRE	SPECIAL REQUIREMENTS
(A)	29-5-80	50'	15'	2	6	MAT 2-MAS	SV-1-T	SP-1-T	-	-	180W	
(B)	1-A	-	-	18	2.5	-	TV-1-T	-	6	→	-	
(C)	1-A	-	-	-1	2.5	-	TV-1-T	-	6	←	-	
(D)	1-A	-	-	0	2.5	-	TV-1-T	SP-1-T	-	-	-	
(E)	19-3-80	25'	15'	1	6	MAS	SV-2-T	SP-1-T	2	→	180W	
(F)	19-3-80	25'	15'	18	6	MAS	SV-1-T	-	2	←	180W	
(G)	1-A	-	-	18	2.5	-	TV-2-T	SP-1-T	-	-	-	

▼ = ALL INDICATIONS SHALL BE 12"

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

NOTES

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-6T REQUIRED

SIGNAL AND LIGHTING LOCATION 2 SIGNAL NO P45.595

SCALE 1"=20' **E-8**

DESIGN OVERSIGHT — S M LAHITE
CALCULATED/DESIGNED BY — TZ — DATE 2/93 — REVISED BY
CHECKED BY — CRW 3/93 — DATE REVISED

OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT

TIME PLOTTED => 20-JUN-1994 19:36

FORM DC-OE-92-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

USERNAME => phillf
DGN FILE => /usr/phillf/PO/b16784u08.dgn

CU 11276 EA 167841

LOCATION: **RTE 5 NB @ POINSETTIA LANE**

CALTRANS C8 Version 3 DATE: 12/11/14 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK		7			1	7		1	CLK RST
1	DONT WALK		12			1	10		1	
2	MIN GREEN		8			5	5		5	
3	TYPE 3 DET		255			0	0		0	
4	ADD/VEH		0.0			0.0	0.0		0.0	
5	PASSAGE		5.0			2.0	2.0		2.0	
6	MAX GAP		6.0			2.0	2.0		2.0	
7	MIN GAP		3.0			2.0	2.0		2.0	
8	MAX EXT		45			25	45		25	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY		0.1			0.0	0.0		0.0	DOW
D	EVERY		0.8			1.0	1.0		1.0	HR
E	YELLOW		4.1			3.7	4.1		4.1	MIN
F	RED		1.0			1.0	1.0		1.0	SEC
3.5	PED XING FT		55				48			
	BIKE XING FT		85				43			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

	F FLAGS	1	2	3	4	5	6	7	8	
0	PERMIT		2			5	6		8	0
1	RED LOCK					5			8	1
2	YEL LOCK									2
3	V RECALL		2				6			3
4	P RECALL									4
5	PED PHASES		2				6			5
6	RT OLA									6
7	RT OLB									7
8	DBL ENTRY									8
9	MAX 2 PHASES									9
A	LAG PHASES	READ ONLY								A
B	RED REST									B
C	REST-IN-WALK									C
D	MAX 3 PHASES									D
E	YEL START UP		2				6			E
F	FIRST PHASE								8	F
		1	2	3	4	5	6	7	8	

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 8

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

INTERSECTION: Aviara & Poinsettia

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **87**

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

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

Change Record					
Change	By	Date	Change	By	Date

Notes:

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

	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**	**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	Row
Permit	**12345678**	**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	**_2_4_6_8**	**8**
Max Recall	_____	**9**
Soft Recall	_____	**A**
Max 2	_____	**B**
Cond. Service	_____	**C**
Man Cntrl Calls	_____	**D**
Yellow Start	**___4___8**	**E**
First Phases	**_2___6__**	**F**

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 <C Page>

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

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E 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_____
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	_____

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

Lag Phases <C Page>

Row		F	Row
0	Free Lag	_23__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	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F 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	_____	_____

TOD Function
<7 Key>

<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	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 <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	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 3 <F Page>

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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: N Coast Hwy 101 & La Costa

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

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	3	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	1	<C/0+0+2>
Area Address	53	<C/0+0+3>
QuicNet Channel	COM4:	(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>

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 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	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

Row		F
0	Permit	12_4_6__
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_2___6__
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	___4____
F	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								
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 <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 =

Row		**C**	Row
0	EV-A	**0**	**0**
1	EV-B	**0**	**1**
2	EV-C	**0**	**2**
3	EV-D	**0**	**3**
4	RR-1 *	**- - -**	**4**
5	RR-2 *	**- - -**	**5**
6	SE-1	**0**	**6**
7	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	
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	
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	
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 <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A
2 = EV B
3 = EV C
4 = EV D
5 = RR 1
6 = RR 2
7 = SE 1
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

Row		**2**	Row
0			**0**
1	Phase 1	**20**	**1**
2	Phase 2	**30**	**2**
3	Phase 3	**0**	**3**
4	Phase 4	**25**	**4**
5	Phase 5	**0**	**5**
6	Phase 6	**50**	**6**
7	Phase 7	**0**	**7**
8	Phase 8	**0**	**8**
9			**9**
A			**A**
B			**B**
C			**C**
D			**D**
E			**E**
F			**F**

Coordination Transition Minimums <C+0+C=5>

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

Row	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	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	0	0	0	0	0	0	0	0	0	D
E	Hold Release	0	0	0	0	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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 <C+0+C=1>

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

Coordination - Bank 2 <C+0+C=2>

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 <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	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 <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	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 <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
	Column Numbers ----->								
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>

	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

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 <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	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

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)

Column Numbers ----->	0	1	2	3	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

	4	5	6	7	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>

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

Column Numbers ----->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
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)	254	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
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

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

<C+0+C=5>

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 =

	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	0	<C/5+C+0>

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

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)

Row	Time	Funct.	Day of Week	Column 4 Phases/Bits
0	00 : 00	0		
1	00 : 00	0		
2	00 : 00	0		
3	00 : 00	0		
4	00 : 00	0		
5	00 : 00	0		
6	00 : 00	0		
7	00 : 00	0		
8	00 : 00	0		
9	00 : 00	0		
A	00 : 00	0		
B	00 : 00	0		
C	00 : 00	0		
D	00 : 00	0		
E	00 : 00	0		
F	00 : 00	0		

TOD Function <C+0+7=0.1> <C+0+E=27>

Row	Day	Year	Month	Holiday Type
0	00	00	0	
1	00	00	0	
2	00	00	0	
3	00	00	0	
4	00	00	0	
5	00	00	0	
6	00	00	0	
7	00	00	0	
8	00	00	0	
9	00	00	0	
A	00	00	0	
B	00	00	0	
C	00	00	0	
D	00	00	0	
E	00	00	0	
F	00	00	0	

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

Row	Time	Plan	Offset	Holiday Type
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	20 : 00	0	0	
F	50 : 00	0	0	

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

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)

Row	Time	Funct.	Holiday Type	Column 4 Phases/Bits
0	00 : 00	0		
1	00 : 00	0		
2	00 : 00	0		
3	00 : 00	0		
4	00 : 00	0		
5	00 : 00	0		
6	00 : 00	0		
7	00 : 00	0		
8	00 : 00	0		
9	00 : 00	0		
A	00 : 00	0		
B	00 : 00	0		
C	00 : 00	0		
D	00 : 00	0		
E	00 : 00	0		
F	00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Row	Day	Year	Month	Holiday Type
0	00	00	0	
1	00	00	0	
2	00	00	0	
3	00	00	0	
4	00	00	0	
5	00	00	0	
6	00	00	0	
7	00	00	0	
8	00	00	0	
9	00	00	0	
A	00	00	0	
B	00	00	0	
C	00	00	0	
D	00	00	0	
E	00	00	0	
F	00	00	0	

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

Row	Time	Plan	Offset	Holiday Type
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	

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

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

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		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) **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 Channel

Low 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	_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)

LOCATION: **RTE 5 SB @ LEUCADIA BLVD - ORPHEUS AVE**

CALTRANS C8 Version 3 DATE: 12/11/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7	7	1	1	7			CLK RST
1	DONT WALK	1	14	28	1	1	10			
2	MIN GREEN	8	9	10	5	10	7			
3	TYPE 3 DET	0	0	0	0	0	0			
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0			
5	PASSAGE	2.0	2.0	2.0	2.0	2.0	2.0			
6	MAX GAP	2.0	2.0	2.0	2.0	2.0	2.0			
7	MIN GAP	2.0	2.0	2.0	2.0	2.0	2.0			
8	MAX EXT	17	21	20	20	10	23			
9	MAX 2		31							YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0			DOW
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0			HR
E	YELLOW	4.1	4.1	4.1	4.1	4.1	4.1			MIN
F	RED	1.0	1.0	1.0	1.0	1.0	1.0			SEC
	BIKE XING FT	93	94	112		110	69			
3.5	PED XING FT		66	115			50			
			53				53			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT	1	2	3	4	5	6			0
RED LOCK	1			4	5				1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2	3			6			5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES		2							9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE			3						F
	1	2	3	4	5	6	7	8	

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

NOTES:

OLA = CH 11

OLB = CH 12

OLC = CH 8

OLD = FZ 4

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	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								PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR	0	0								LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR	0	0								LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR	0	0								NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE	0	0											GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A	0	0								OFFSET				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
																1	2	3	4	5	6	7	8	

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		
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

D 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									0
1	CP 1									CP 1									CP 1									1
2	CP 2									CP 2									CP 2									2
3	CP 3									CP 3									CP 3									3
4	CP 4									CP 4									CP 4									4
5	CP 5									CP 5									CP 5									5
6	CP 6									CP 6									CP 6									6
7	CP 7									CP 7									CP 7									7
8	CP 8									CP 8									CP 8									8
9	CP 9									CP 9									CP 9									9
A																			RCL 1									A
B																			RCL 2									B
C																												C
D																												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	

E PAGE

	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			3		5				OLA ON	1	2		4		6			A
B	OLB NOT		2	3						OLB ON	1			4	5	6			B
C	OLC NOT	1			4					OLC ON		2	3		5	6			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	

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

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	06	00	2	ON	1	2	3	4	5	6	7
1	09	00	2		1	2	3	4	5	6	7
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

9 PAGE C09 = 0 or 1

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

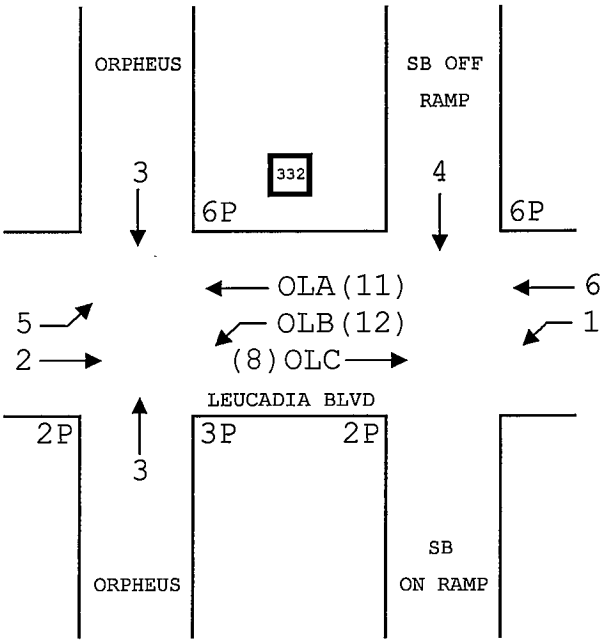
9 PAGE C09 = 2

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

DATE: 5/3/04

LOCATION: RTE 5 SB @ LEUCADIA BLVD - ORPHEUS AVE

CONFLICT MONITOR PROGRAM



							OLC			OLA	OLB	2P		6P	3P
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FZ 1	C	C	C	X	X		C	X	X	X	X	C		X	C
FZ 2	C	C	X	X			X	X	X	X	C	X		X	C
FZ 3	C	C	C				X	X	X	C	C	C		C	X
FZ 4	C	C					C	X	X	X	X	C		C	C
FZ 5	C						X	X	X	C	X	X		C	C
FZ 6							X	X	X	X	X	X		X	C
FZ 7															
OLC FZ 8	X	X	X	X	X										
RTOLA 9	X	X	X	X											
RTOLB 10	X	X	X												
OLA AUX 1 11	X	X													
OLB AUX 2 12	C														
FZ 2 P 13															
FZ 4 P 14															
FZ 6 P 15	C														
FZ (8) 3 P 16															

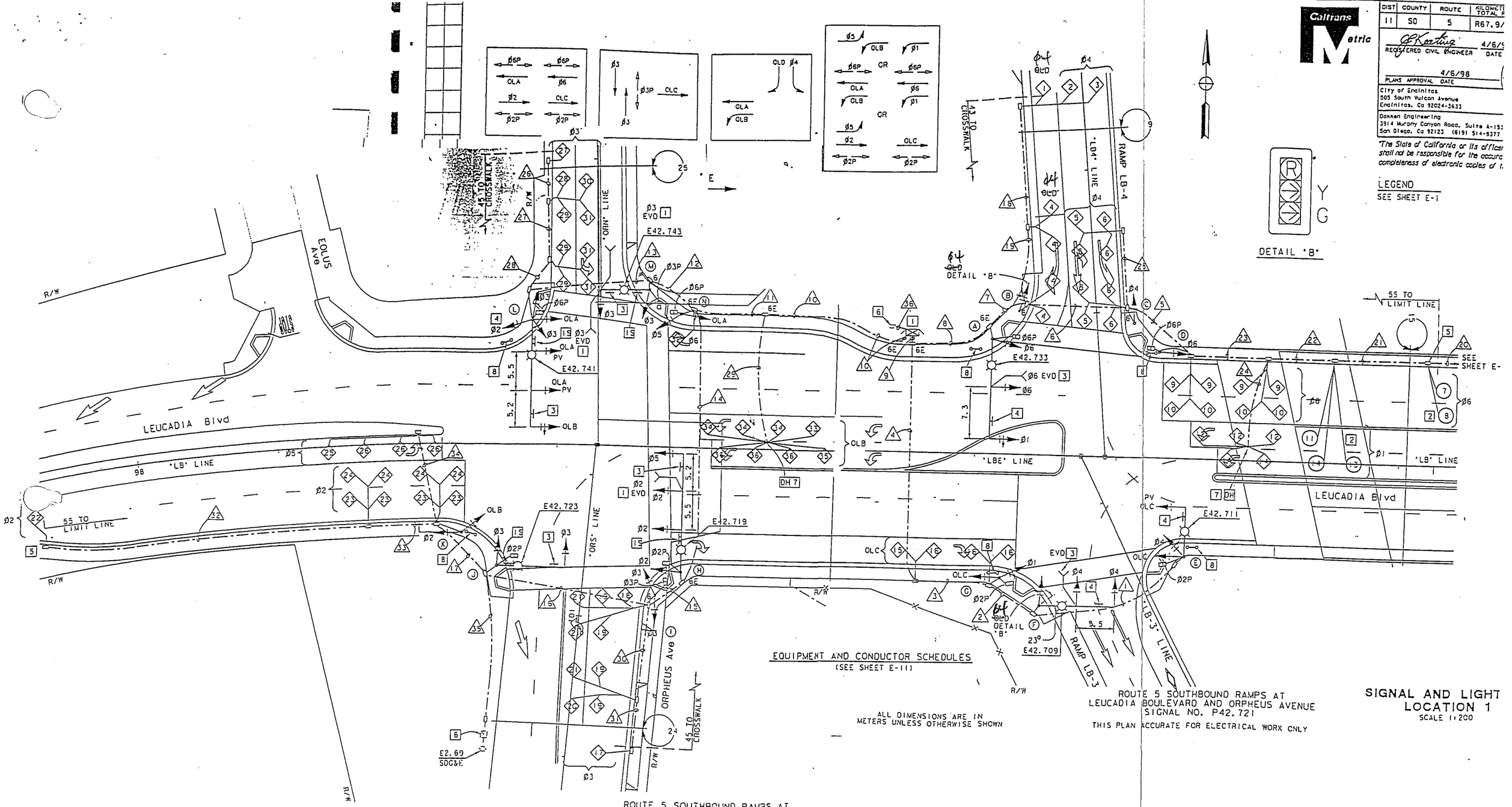
DIODE CUT OUT LIST:

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)


LEUCADIA Blvd
EOLUS Ave
ORPHEUS Ave
R/W
"LB" LINE
"LBE" LINE
"LB-3" LINE
"LB-4" LINE
"LD4" LINE
"ORN" LINE
"ORS" LINE
RAMP LB-3
RAMP LB-4
55 TO LIMIT LINE
45 TO CROSSWALK
DETAIL "B"
SEE SHEET E-
EQUIPMENT AND CONDUCTOR SCHEDULES
(SEE SHEET E-11)
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
ROUTE 5 SOUTHBOUND RAMPS AT LEUCADIA BOULEVARD AND ORPHEUS AVENUE SIGNAL NO. P42.721
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY
ROUTE 5 SOUTHBOUND RAMPS AT LEUCADIA BOULEVARD AND ORPHEUS AVENUE SIGNAL NO. P42.721
THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY
SIGNAL AND LIGHT LOCATION 1
SCALE 1:200
LEGEND
SEE SHEET E-1
Caltrans Metric
DIST 11 | COUNTY SD | ROUTE 5 | KILOMETER TOTAL PROJECT R67.9/
REGISTERED CIVIL ENGINEER 4/6/98
PLANS APPROVAL DATE 4/6/98
City of Encinitas
505 South Vulcan Avenue
Encinitas, Ca 92024-3633
Dankert Engineering
3914 Murphy Canyon Road, Suite A-153
San Diego, Ca 92123 (619) 514-8377
"The State of California or its officers shall not be responsible for the accuracy completeness of electronic copies of t.

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

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																

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

2.5 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																

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																

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 2

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 4

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 6

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 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

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 11

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 13

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 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

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																

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

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

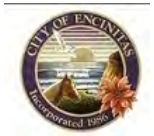
3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

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



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															

5.2 Pattern Parameters	1
Cycle Time	0
Offset Time	0
Split	1
Sequence	1
Correction Mode	
Maximum Mode	
Force Mode	
Perm Strategy	
Omit Strategy	
Early Return	Default
Texas Diamond	
Max2 Phases	0
Phase Timing Set	1
Phase Option Set	1
Overlap Set	1
Veh. Det. Set	1
Veh. Det. Diag Set	1
Ped. Det. Diag Set	1
Priority Set	1
Ped Ovlp Set	1
Det. Reset	

5.2 Pattern Parameters	2
Cycle Time	0
Offset Time	0
Split	1
Sequence	1
Correction Mode	
Maximum Mode	
Force Mode	
Perm Strategy	
Omit Strategy	
Early Return	Default
Texas Diamond	
Max2 Phases	0
Phase Timing Set	1
Phase Option Set	2
Overlap Set	1
Veh. Det. Set	1
Veh. Det. Diag Set	1
Ped. Det. Diag Set	1
Priority Set	1
Ped Ovlp Set	1
Det. Reset	

5.2 Pattern Parameters	3
Cycle Time	0
Offset Time	0
Split	1
Sequence	1
Correction Mode	
Maximum Mode	
Force Mode	
Perm Strategy	
Omit Strategy	
Early Return	Default
Texas Diamond	
Max2 Phases	33
Phase Timing Set	1
Phase Option Set	1
Overlap Set	2
Veh. Det. Set	1
Veh. Det. Diag Set	1
Ped. Det. Diag Set	1
Priority Set	1
Ped Ovlp Set	1
Det. Reset	

5.2 Pattern Parameters	4
Cycle Time	0
Offset Time	0
Split	1
Sequence	1
Correction Mode	
Maximum Mode	
Force Mode	
Perm Strategy	
Omit Strategy	
Early Return	Default
Texas Diamond	
Max2 Phases	0
Phase Timing Set	2
Phase Option Set	1
Overlap Set	1
Veh. Det. Set	1
Veh. Det. Diag Set	1
Ped. Det. Diag Set	1
Priority Set	1
Ped Ovlp Set	1
Det. Reset	

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

6.4 Schedules

	Month												Days Of Week							Date																																			Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	Plan
1	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	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2																																																				0
3																																																				0
4																																																				0
5																																																				0
6																																																				0
7																																																				0
8																																																				0

	Month												Days Of Week							Date																																				Day
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	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	Plan
9																																																				0
10																																																					0
11																																																				0
12																																																				0
13																																																				0
14																																																				0
15																																																				0
16																																																				0

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	

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

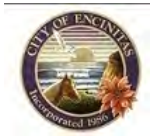
1.6 Logic Gate					14
	Functions	IDX	!	DLY	EXT
Type	Or				
Out Mode	Latch				
IN1	Logic Output	6		0.0	5.0
IN2	Unused	1		0.0	0.0
IN3	Unused	1		0.0	0.0
IN4	Channel Red	1		25.5	0.0
OUT	Phase Omit	2		0.0	0.0

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
C1-39	Vehicle Detector	2
C1-40	Vehicle Detector	16
C1-41	Vehicle Detector	8
C1-42	Vehicle Detector	22
C1-43	Vehicle Detector	3
C1-44	Vehicle Detector	17
C1-45	Vehicle Detector	9
C1-46	Vehicle Detector	23
C1-47	Vehicle Detector	6
C1-48	Vehicle Detector	20
C1-49	Vehicle Detector	12
C1-50	Vehicle Detector	26
C1-51	Preempt Detector	7
C1-52	Preempt Detector	2
C1-53	Man Control Enable	1
C1-54	Alarm	1
C1-55	Vehicle Detector	15
C1-56	Vehicle Detector	1
C1-57	Vehicle Detector	21
C1-58	Vehicle Detector	7
C1-59	Vehicle Detector	27
C1-60	Vehicle Detector	13
C1-61	Vehicle Detector	28
C1-62	Vehicle Detector	14
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Vehicle Detector	4
C1-64	Vehicle Detector	18
C1-65	Vehicle Detector	10
C1-66	Vehicle Detector	24

Pins	Function	IDX
C1-67	Pedestrian Detector	1
C1-68	Pedestrian Detector	3
C1-69	Pedestrian Detector	2
C1-70	Pedestrian Detector	4
C1-71	Preempt Detector	3
C1-72	Preempt Detector	4
C1-73	Preempt Detector	5
C1-74	Preempt Detector	6
C1-75	Unused Input	1
C1-76	Vehicle Detector	5
C1-77	Vehicle Detector	19
C1-78	Vehicle Detector	11
C1-79	Vehicle Detector	25
C1-80	Interval Advance	1
C1-81	Mmu Flash	1
C1-82	Stop Time All Rings	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Channel Red	6
C1-03	Channel Green	6
C1-04	Channel Red	5
C1-05	Channel Yellow	5
C1-06	Channel Green	5
C1-07	Channel Red	4
C1-08	Channel Yellow	4
C1-09	Channel Green	4
C1-10	Logic Output	11
C1-11	Channel Green	3
C1-12	Channel Red	2
C1-13	Channel Yellow	2
C1-15	Channel Green	2
C1-16	Channel Red	1
C1-17	Channel Yellow	1
C1-18	Channel Green	1
C1-19	Logic Output	12
C1-20	Channel Green	12
C1-21	Logic Output	2
C1-22	Channel Yellow	11
C1-23	Channel Green	11
C1-24	Logic Output	3
C1-25	Channel Yellow	10
C1-26	Channel Green	10
C1-27	Channel Red	9
C1-28	Channel Green	9
C1-29	Channel Red	8
C1-30	Channel Yellow	8
C1-31	Channel Green	8
C1-32	Channel Red	7
C1-33	Channel Yellow	7
C1-34	Channel Green	7

Pins	Function	IDX
C1-35	Logic Output	10
C1-36	Logic Output	6
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Auto Flash Status	1
C1-102	Detector Reset	1
C1-103	Wdt Reset	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Channel Red	16
C1-86	Channel Yellow	16
C1-87	Channel Green	16
C1-88	Channel Red	15
C1-89	Channel Yellow	15
C1-90	Channel Green	15
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Logic Output	5
C1-95	Channel Yellow	14
C1-96	Channel Green	14
C1-97	Logic Output	4
C1-98	Channel Yellow	13
C1-99	Channel Green	13
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
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

Group Assignment: **South El Camino Real**
Field Master Assignment: **NONE**
System Reference Number: **3**

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

Last Database Change: **5/26/2015 13:41**

Notes:

Change Record					
Change	By	Date	Change	By	Date

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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		Row
Permit	12345678	0
Red Lock		1
Yellow Lock	3	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		C
Man Cntrl Calls		D
Yellow Start	4 8	E
First Phases	2 6	F

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ---->									
0	Load Switch Number	0	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases	23								1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases	1 4								4
5	Neg Ped Phases	2 4								5
6	Green Omit Phases	2								6
7	Green Clear Omit Phs.									7
8	Overlap Recall	N	N	N	N	N	N	N	N	8
9	Queue Jump Phase									9
A	Queue Jump Time	0	0	0	0	0	0	0	0	A
B	Minimum Green	0	0	0	0	0	0	0	0	B
C	Maximum Green	0	0	0	0	0	0	0	0	C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

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

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

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

Row		2	Row
0			0
1	Phase 1	15	1
2	Phase 2	37	2
3	Phase 3	15	3
4	Phase 4	45	4
5	Phase 5	15	5
6	Phase 6	37	6
7	Phase 7	15	7
8	Phase 8	45	8

Coordination Transition Minimums <C+0+C=5>

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

Row	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	0
1	Phase 1 - ForceOff	22	22	30	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	72	98	80	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	117	68	108	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	141	118	135	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	20	20	28	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	117	43	65	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	66	96	108	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	136	120	68	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	32	32	40	0	0	0	0	0	0	D
E	Hold Release	255	255	255	0	0	0	0	0	0	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_23__6_8	0
1	Plan 1 - Lag	1__4_67_	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_67_	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>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
	Column Numbers ---->	1	2	3	4	5	6	7	8
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	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 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

Row		1	2	3	4	5	6	7	8
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	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 ----->		0	1	2	3	1	3	
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over	Row
0		39	45_7	2	123	0.0	0.0	0
1		40	45_7	6	123	0.0	0.0	1
2		41	45_7	4	123	0.0	0.0	2
3		42	45_7	8	123	0.0	0.0	3
4		43	45_7	2	123	0.0	0.0	4
5		44	45_7	6	123	0.0	0.0	5
6		45	45_7	4	123	0.0	0.0	6
7		46	45_7	8	123	0.0	0.0	7
8		47	67	2	123	0.0	0.0	8
9		48	67	6	123	0.0	0.0	9
A		49	67	4	123	0.0	0.0	A
B		50	67	8	123	0.0	0.0	B
C		55	45_7	5	123	0.0	0.0	C
D		56	45_7	1	123	0.0	0.0	D
E		57	45_7	7	123	0.0	0.0	E
F		58	45_7	3	123	0.0	0.0	F

		4	5	6	7	2	4	
Row	*Detector Name*	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over	Row
0		59	45_7	5	123	0.0	0.0	0
1		60	45_7	1	123	0.0	0.0	1
2		61	45_7	7	123	0.0	0.0	2
3		62	45_7	3	123	0.0	0.0	3
4		63	45_7	2	123	0.0	0.0	4
5		64	45_7	6	123	0.0	0.0	5
6		65	45_7	4	123	0.0	0.0	6
7		66	45_7	8	123	0.0	0.0	7
8		67	2	2	123	0.0	0.0	8
9		68	2	6	123	0.0	0.0	9
A		69	2	4	123	0.0	0.0	A
B		70	2	8	123	0.0	0.0	B
C		76	45_7	2	123	0.0	0.0	C
D		77	45_7	6	123	0.0	0.0	D
E		78	45_7	4	123	0.0	0.0	E
F		79	45_7		123	0.0	0.0	F

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector 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

	Ped / Phase / Overlap								
Column Numbers ----->	1	2	3	4	5	6	7	8	Row
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 Monitor

	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	_____
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	_____
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 6 - FYA Inhibit
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

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

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)

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

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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								

Notes:

1 <E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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								

Notes:

1 <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)	**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 Channel

Low 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

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **152**

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

Last Database Change: **4/25/2014 12:21**

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8	Row
0	Ped Walk	0	7	0	7	0	0	0	7	0
1	Ped FDW	0	20	0	16	0	0	0	16	1
2	Min Green	0	6	5	10	0	6	0	10	2
3	Type 3 Disconnect	0	0	0	0	0	0	0	0	3
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4
5	Veh Extension	0.0	3.0	2.0	5.0	0.0	2.0	0.0	5.0	5
6	Max Gap	0.0	3.0	2.0	5.0	0.0	2.0	0.0	5.0	6
7	Min Gap	0.0	3.0	2.0	5.0	0.0	2.0	0.0	5.0	7
8	Max Limit	0	35	25	60	0	15	0	60	8
9	Max Limit 2	0	0	0	0	0	0	0	0	9
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0	A
B	PE Min Ped FDW	0	0	0	0	0	0	0	0	B
C	Cond Serv Check	0	0	0	0	0	0	0	0	C
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	4.0	4.0	5.0	0.0	4.0	0.0	5.0	E
F	Red Clear	0.0	1.0	1.0	1.0	0.0	1.0	0.0	1.0	F

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	Row
Permit	_234_6_8	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	___4___8	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	_2___6__	E
First Phases	___4___8	F

Phase Functions <C+0+F=1>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8
	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

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

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
Phase 1	0
Phase 2	3
Phase 3	0
Phase 4	0
Phase 5	5
Phase 6	5
Phase 7	5
Phase 8	17

Coordination Transition Minimums <C+0+C=5>

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

Row	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	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	0	0	0	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	0	0	0	0	0	0	0	0	0	D
E	Hold Release	0	0	0	0	0	0	0	0	0	E
F	Reserved	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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

Coordination - Bank 2 <C+0+C=2>

Row	F	Row
1	Free Lag _2_4_6_8	1
2	Plan 1 - Lag _____	2
3	Plan 2 - Lag _____	3
4	Plan 3 - Lag _____	4
5	Plan 4 - Lag _____	5
6	Plan 5 - Lag _____	6
7	Plan 6 - Lag _____	7
8	Plan 7 - Lag _____	8
9	Plan 8 - Lag _____	9
A	Plan 9 - Lag _____	A
B	External Lag _____	B
C	Lag Hold _____	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>

Row	Phase Names ---->	Phase 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 <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

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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	10	0	10	0	1.0
Phase 2	7	3	7	3	0.7
Phase 3	0	0	0	0	0.0
Phase 4	12	0	12	0	1.2
Phase 5	35	5	35	5	3.5
Phase 6	50	5	50	5	5.0
Phase 7	20	5	20	5	2.0
Phase 8	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 ----->		0	1	2	3	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	0
1		40	___45_7_	_____6__	123____	0.0	0.0	1
2		41	___45_7_	___4____	123____	0.0	0.0	2
3		42	___45_7_	_______8	123____	0.0	0.0	3
4		43	___45_7_	_2_____	123____	0.0	0.0	4
5		44	___45_7_	_____6__	123____	0.0	0.0	5
6		45	___45_7_	___4____	123____	0.0	0.0	6
7		46	___45_7_	_______8	123____	0.0	0.0	7
8		47	_____67_	_2_____	123____	0.0	0.0	8
9		48	_____67_	_____6__	123____	0.0	0.0	9
A		49	_____67_	___4____	123____	0.0	0.0	A
B		50	_____67_	_______8	123____	0.0	0.0	B
C		55	___45_7_	____5___	123____	0.0	0.0	C
D		56	___45_7_	1_____	123____	0.0	0.0	D
E		57	___45_7_	_____7_	123____	0.0	0.0	E
F		58	___45_7_	__3____	123____	0.0	0.0	F

		4	5	6	7	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	0
1		60	___45_7_	1_____	123____	0.0	0.0	1
2		61	___45_7_	_____7_	123____	0.0	0.0	2
3		62	___45_7_	__3____	123____	0.0	0.0	3
4		63	___45_7_	_2_____	123____	0.0	0.0	4
5		64	___45_7_	_____6__	123____	0.0	0.0	5
6		65	___45_7_	___4____	123____	0.0	0.0	6
7		66	___45_7_	_______8	123____	0.0	0.0	7
8		67	_2_____	_2_____	123____	0.0	0.0	8
9		68	_2_____	_____6__	123____	0.0	0.0	9
A		69	_2_____	___4____	123____	0.0	0.0	A
B		70	_2_____	_______8	123____	0.0	0.0	B
C		76	___45_7_	_2_____	123____	0.0	0.0	C
D		77	___45_7_	_____6__	123____	0.0	0.0	D
E		78	___45_7_	___4____	123____	0.0	0.0	E
F		79	___45_7_	_______8	123____	0.0	0.0	F

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector 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

	Ped / Phase / Overlap								
Column Numbers ----->	1	2	3	4	5	6	7	8	Row
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 Monitor

	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	_____
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	_____
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

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

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
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)

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

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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)	**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 Channel

Low 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)

LOCATION: **LA COSTA AVENUE @ PIRAEUS STREET - PARK N RIDE**

CALTRANS C8 Version 3 DATE: 12/8/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8
0	WALK	1	7	7	1	1	7	1	1
1	DONT WALK	1	10	24	1	1	11	1	1
2	MIN GREEN	9	10	12	1	10	10	10	1
3	TYPE 3 DET	0	0	0	1	0	255	0	1
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	PASSAGE	2.0	2.0	2.0	0.9	2.0	7.0	2.0	0.9
6	MAX GAP	2.0	2.0	2.0	0.9	2.0	9.0	2.0	0.9
7	MIN GAP	2.0	2.0	2.0	0.9	2.0	3.5	2.0	0.9
8	MAX EXT	6	55	1	1	17	35	2	1
9	MAX 2							14	
A	MAX 3								
B									
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
D	EVERY	1.0	1.0	1.0	1.0	1.0	0.5	1.0	1.0
E	**YELLOW**	3.7	5.2	4.1	4.1	3.7	5.2	4.1	4.1
F	RED	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
3.5	PED XING FT		50	100			62		
	BIKE XING FT	99	103	145		108	94	129	

9	
CLK RST	
YR	
MO	
DAY	
DOW	
HR	
MIN	
SEC	

PRE-EMPTION E		
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT	1	2	3	4	5	6	7	8	0
RED LOCK									1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2	3			6			5
RT OLA									6
RT OLB									7
DBL ENTRY				4				8	8
MAX 2 PHASES							7		9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE			3				7		F
	1	2	3	4	5	6	7	8	

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

FD0 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 = CH 11

OLB = CH 12

FZ 2 BIKE = 7

FZ 6 BIKE = 7

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

LOCATION: **LA COSTA AVENUE @ PIRAEUS STREET - PARK N RIDE**

CALTRANS C8 Version 3 DATE: 2/18/15

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	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				PERM TIME			GAPOUT CP4	1	LAG FZ CP 4		2		4	5			8	4
5	FZ5 GRN FCTR	25	25	25	25	25	25				LAG OFFSET			GAPOUT CP5	1	LAG FZ CP 5		2		4	5			8	5
6											FORCE OFF			GAPOUT CP6	1	LAG FZ CP 6		2		4	5			8	6
7	FZ7 GRN FCTR	10	10	10	18	10	10				LONG GRN			GAPOUT CP7		LAG FZ CP 7									7
8	FZ8 GRN FCTR	0	0	0	0	0	0				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	83	83	83	83	83	83				OFFSET					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
																	1	2	3	4	5	6	7	8	

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

D 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					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

E PAGE

	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	A
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	

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

LOCATION: **LA COSTA AVENUE @ PIRAEUS STREET - PARK N RIDE**

CALTRANS C8 Version 3 DATE: 2/18/15

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TIME OF DAY ACTIVITY TABLE

7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS

	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	14	00	2	ON		2	3	4	5	6	
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
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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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						6	
5	14	30	2	A						6	
6	15	00	3	A	1					6	7
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											

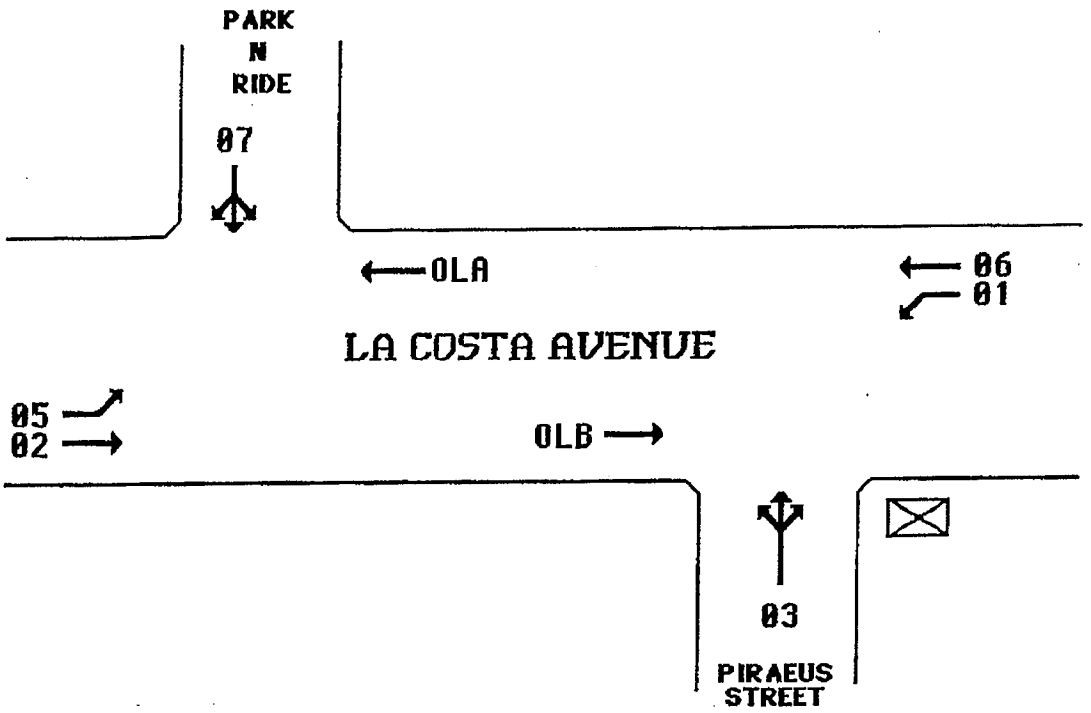
9 PAGE C09 = 2

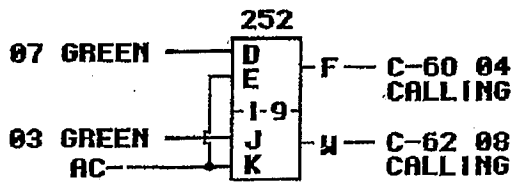
CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

LA COSTA AVENUE
@
PIRAEUS STREET - PARK N RIDE





LOCATION: **RTE 5 NB @ LA COSTA AVENUE**

CALTRANS C8 Version 3 DATE: 12/8/14 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK		7			1	7		1	CLK RST
1	DONT WALK		10			1	10		1	
2	MIN GREEN		6			5	5		5	
3	TYPE 3 DET		0			0	0		0	
4	ADD/VEH		0.0			0.0	0.0		0.0	
5	PASSAGE		2.0			4.0	2.0		2.0	
6	MAX GAP		2.0			6.0	2.0		2.0	
7	MIN GAP		2.0			2.0	2.0		2.0	
8	MAX EXT		35			25	30		30	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY		0.0			0.1	0.0		0.0	DOW
D	EVERY		1.0			1.0	1.0		1.0	HR
E	**YELLOW**		4.8			3.7	5.2		4.1	MIN
F	RED		1.0			1.0	1.0		1.0	SEC
3.5	PED XING FT		48				44			
	BIKE XING FT		62				65			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT		2			5	6		8	0
RED LOCK					5			8	1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2				6			5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE								8	F
	1	2	3	4	5	6	7	8	

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:

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

LOCATION: **RTE 5 NB @ LA COSTA AVENUE**

CALTRANS C8 Version 3 DATE: 2/18/15

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	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
																	1	2	3	4	5	6	7	8	

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		
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

LOCATION: **RTE 5 NB @ LA COSTA AVENUE**

CALTRANS C8 Version 3 DATE: 2/18/15 PAGE 3

D 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					5			8	CP 1								
2	CP 2									CP 2					5			8	CP 2								
3	CP 3									CP 3					5			8	CP 3								
4	CP 4									CP 4					5			8	CP 4								
5	CP 5									CP 5					5			8	CP 5								
6	CP 6									CP 6					5			8	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

E PAGE

	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								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	

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

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
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
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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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**						**6**	
5	**14**	**30**	**2**	**A**						**6**	
6	**15**	**00**	**3**	**A**	**1**					**6**	**7**
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											

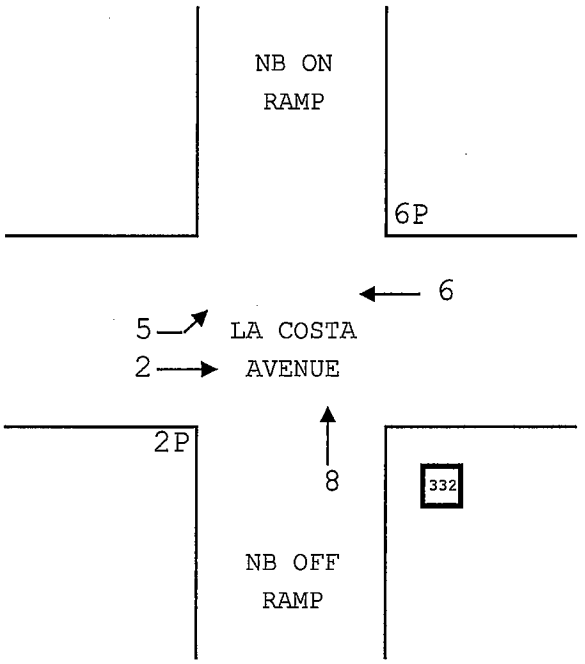
9 PAGE C09 = 2

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

DATE: 6/23/14

LOCATION: **RTE 5 NB @ LA COSTA AVENUE**

CONFLICT MONITOR PROGRAM



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

DIODE CUT OUT LIST:

2-5,6,9,10,13,15

5-9,10,13

6-9,10,13,15

8-9,10

9-10,13,15

10-13,15

13-15

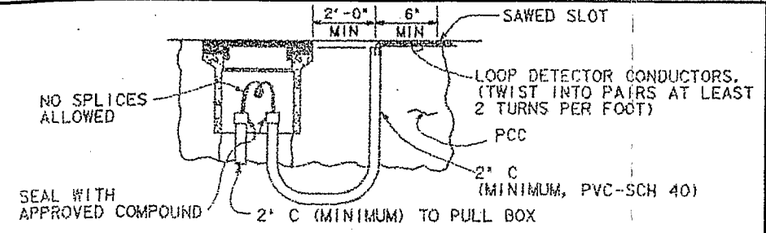
[C] = CONFLICTING CHANNELS

[X] = CONCURRENT CHANNELS (REMOVE DIODE)

POLE AND EQUIPMENT SCHEDULE

NO	STANDARD Type	SMA	LMA	PLACEMENT DIMENSIONS A ft	B ft	VEH SIG MTG ▼ Mast Arm	Pole	PED SIGNAL MTG	PPB ø	PPB ARROW	LPS LUMINAIRE	SPECIAL REQUIREMENTS
(A)	29-5-80	50'	15'	15	6	MAT MAS	SV-1-T	SP-1-T	-	-	150W	
(B)	1-A	-	-	4	2'-6"	-	TV-1-T	-	2	→	-	
(C)	1-A	-	-	0	2'-6"	-	TV-1-T	-	2	←	-	
(D)	1-A	-	-	0	6	-	TV-1-T	SP-1-T	-	-	-	
(E)	26-4-80	40'	15'	0	6	MAT MAS	SV-2-T	SP-1-T	6	→	150W	
(F)	15	-	-	18	3	-	SV-1-T	-	6	←	150W	Ø8=17' ABOVE BP
(G)	1-A	-	-	6	6	-	TV-3-T	SP-1-T	-	-	-	
(H)	1-A	-	-	AS SHOWN		-	TV-1-T	-	-	-	-	

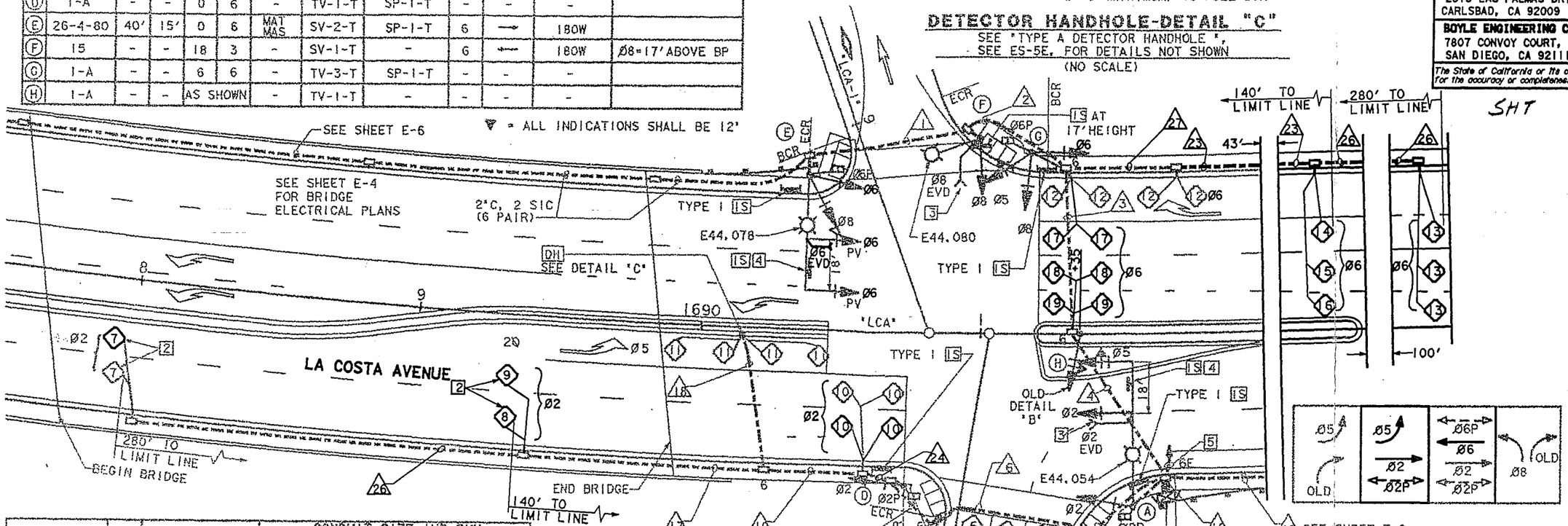
▼ = ALL INDICATIONS SHALL BE 12"



DETECTOR HANDHOLE-DETAIL "C"

SEE "TYPE A DETECTOR HANDHOLE", SEE ES-5E, FOR DETAILS NOT SHOWN

(NO SCALE)

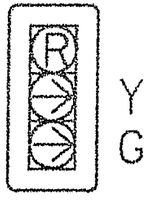


PHASE DIAGRAM
STEADY DEMAND SEQUENCE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 3" 1	3" 2	3" 3	3" 4	3" 5	3" 6	3" 7	3-3" 16
NO. 14 CABLES		POLE A								
CONDUCTORS 3		B								
		C								
		D								
		E								
		F								
		G								
		H								
CONDUCTORS 12										
TOTAL CABLES-3 CONDUCT/12 CONDUCT			1 \ 12	2 \ 2	2 \ 2	3 \ 2	4 \ -	1 \ -	2 \ -	3 \ -	4 \ -	8 \ -
8		LIGHTING	2	2	2	2				
2		SIGNAL SERVICE								2
TYPE B DLC,	OLD	LOOP DETECTOR							4	4
	2						4	4	4	4
	5						1	1	1	1
	6				6	8				8
	8							1	2	2
EV - DLC			1	2	2	2				3
SIC			2	2	2	2				3
TOTAL CONDUCTORS/CABLE			7	10	17	20	6	9	16	39

CONDUCTOR NOTES

17 2" C, 3DLC
18 2" C, LOOP WIRE (4 TWISTED PAIRS)
19 2" C, 5DLC
20 2" C, 1DLC
21 2" C, 3DLC
22 2" C, 5DLC
23 2" C, 4DLC
24 2" C, 5DLC
25 2" C, LOOP WIRE (4 TWISTED PAIRS)
26 2" C, 1DLC
27 2" C, 4DLC, LOOP WIRE (4 TWISTED PAIRS)



DETAIL "B"

NOT TO SCALE

NOTES THIS SHEET

1. 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
2. PREFORMED LOOPS, SEE SPECIAL PROVISIONS
3. EMERGENCY VEHICLE DETECTOR. SEE DETAIL ON SHEET E-6
4. DETAIL "U" ES-6T REQUIRED
5. TO TYPE III SERVICE EQUIPMENT ENCLOSURE, SEE 17 ON SHEET E-2

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

SIGNAL AND LIGHTING LOCATION 2

LA COSTA AVENUE AND NB RAMPS
SIGNAL NO P44.066

SCALE 1"=20'

E-7

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
11	SD	5	R43.8/R44.4	108	141

Thomas Boyd
REGISTERED CIVIL ENGINEER

2-19-96
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — THOMAS BOYD No. 36170 Exp. 6/30/00 CIVIL — STATE OF CALIFORNIA

CITY OF CARLSBAD
2075 LAS PALMAS DRIVE
CARLSBAD, CA 92009

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

SHT 7 of 9

REVISED BY	DATE REVISED
TZ	11/94
TJB	11/94

CALCULATED/DESIGNED BY
CHECKED BY

DESIGN OVERSIGHT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

S M LA [illegible] TE

Caltrans

DC-OE-92-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

USERNAME => $USER
DGN FILE => $REQUEST

CU-11276

EA 196181

LOCATION: **RTE 5 SB @ LA COSTA AVENUE**

CALTRANS C8 Version 3 DATE: 12/8/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7		14		7			CLK RST
1	DONT WALK	1	11		1		11			
2	MIN GREEN	5	8		5		5			
3	TYPE 3 DET	0	0		0		0			
4	ADD/VEH	0.0	0.0		0.0		0.0			
5	PASSAGE	2.0	2.0		2.0		2.0			
6	MAX GAP	2.0	2.0		2.0		2.0			
7	MIN GAP	2.0	2.0		2.0		2.0			
8	MAX EXT	30	30		25		35			
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0		0.0		0.0			DOW
D	EVERY	1.0	1.0		1.0		1.0			HR
E	**YELLOW**	3.7	4.4		4.1		4.4			MIN
F	RED	1.0	1.0		1.0		1.0			SEC
3.5	PED XING FT		56				57			
	BIKE XING FT		85				50			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

	F FLAGS	1	2	3	4	5	6	7	8	
	PERMIT	1	2		4		6			0
	RED LOCK	1			4					1
	YEL LOCK									2
	V RECALL		2				6			3
	P RECALL									4
	PED PHASES		2		4		6			5
	RT OLA									6
	RT OLB									7
	DBL ENTRY									8
	MAX 2 PHASES									9
	LAG PHASES	READ ONLY								A
	RED REST									B
	REST-IN-WALK									C
	MAX 3 PHASES									D
	YEL START UP		2				6			E
	FIRST PHASE				4					F
		1	2	3	4	5	6	7	8	

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

		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			0
1	FZ1 GRN FCTR	25	25	25	25	25	25							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	0							GAPOUT CP3	1	LAG FZ CP 3	1			4		6			3
4	FZ4 GRN FCTR	20	20	20	20	20	20				PERM TIME			GAPOUT CP4	1	LAG FZ CP 4	1			4		6			4
5	FZ5 GRN FCTR	0	0	0	0	0	0				LAG OFFSET			GAPOUT CP5	1	LAG FZ CP 5	1			4		6			5
6											FORCE OFF			GAPOUT CP6	1	LAG FZ CP 6	1			4		6			6
7	FZ7 GRN FCTR	0	0	0	0	0	0				LONG GRN			GAPOUT CP7		LAG FZ CP 7									7
8	FZ8 GRN FCTR	0	0	0	0	0	0				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	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
																	1	2	3	4	5	6	7	8	

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		
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 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	1								CP 1				4				
2	CP 2									CP 2	1								CP 2				4				
3	CP 3									CP 3	1								CP 3				4				
4	CP 4									CP 4	1								CP 4				4				
5	CP 5									CP 5	1								CP 5				4				
6	CP 6									CP 6	1								CP 6				4				
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

E PAGE

	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								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	

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

LOCATION: **RTE 5 SB @ LA COSTA AVENUE**

CALTRANS C8 Version 3 DATE: 2/18/15

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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						6	
5	14	30	2	A						6	
6	15	00	3	A	1					6	7
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											

9 PAGE C09 = 2

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

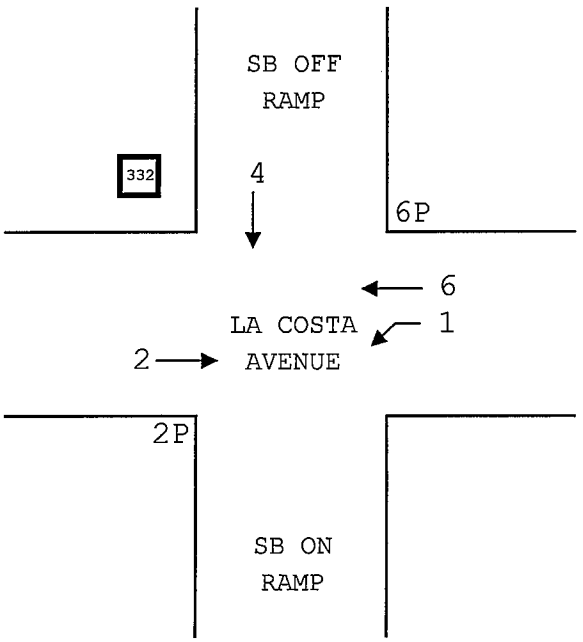
ACTIVITY CODE

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

DATE: 1/27/05

LOCATION: RTE 5 SB @ LA COSTA AVENUE

CONFLICT MONITOR PROGRAM



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

DIODE CUT OUT LIST:

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 OR CABLE TYPE	PHASE	POLE OR CIRCUIT	3" 1	3" 2	3" 3	2-3" 4	3" 5	3" 6	3" 7	3-3" 8
NO. 14 CABLES		POLE A								
CONDUCTORS 3		B								
CONDUCTORS 12		C								
		D								
		E								
		F								
		G								
TOTAL CABLES-3 CONDUCT/12 CONDUCT			1	2	2	4	2	4	2	3 4
8		LIGHTING	2	2	2	2				
4		SIGNAL SERVICE								2
TYPE B DLC	1	LOOP DETECTOR					2	2	2	2
	2					4				4
	4							2	4	4
	OLA							2	2	
	6						4	4	4	4
EV - DLC			1	2	2	2				3
SIC							2	2	2	2
TOTAL CONDUCTORS/CABLE			5	8	10	14	9	13	19	35

PLAN NOTES

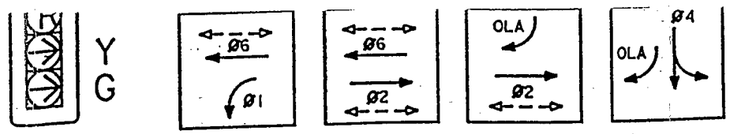
1. STATE FURNISHED MODEL 170 CONTROLLER ASSEMBLY IN TYPE 332 CABINET. SEE FOUNDATION DETAILS ON ES-4B. CONTRACTOR SHALL FURNISH AND INSTALL MODEL 262 DISCRIMINATOR ASSEMBLY
2. PREFORMED LOOPS. SEE SPECIAL PROVISIONS
3. EMERGENCY VEHICLE DETECTOR
4. TO TYPE III SERVICE EQUIPMENT ENCLOSURE. SEE 26 ON SHEET E-2
5. DETAIL "U" ES-6T REQUIRED

DETAIL "B"
NOT TO SCALE

CONDUCTOR NOTES

9. 2" C, 3DLC
10. 2" C, 4DLC
11. 2" C, LOOP WIRE (8 TWISTED PAIRS)
12. 2" C, 2DLC, 2SIC
13. 2 1/2" C, 6DLC, 2 SIC
14. 2 1/2" C, 6DLC, 2SIC
15. 2" C, 2DLC
16. 2" C, 2DLC
17. 2" C, 2#4 SIGNAL POWER, 2#8 LIGHTING

PHASE DIAGRAM
STEADY DEMAND SEQUENCE



REGISTERED CIVIL ENGINEER — THOMAS BOYD No. 36170 Exp. 6/30/96 CIVIL STATE OF CALIFORNIA

PLANS APPROVAL DATE

CITY OF CARLSBAD
2075 LAS PALMAS DRIVE
CARLSBAD, CA 92009

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

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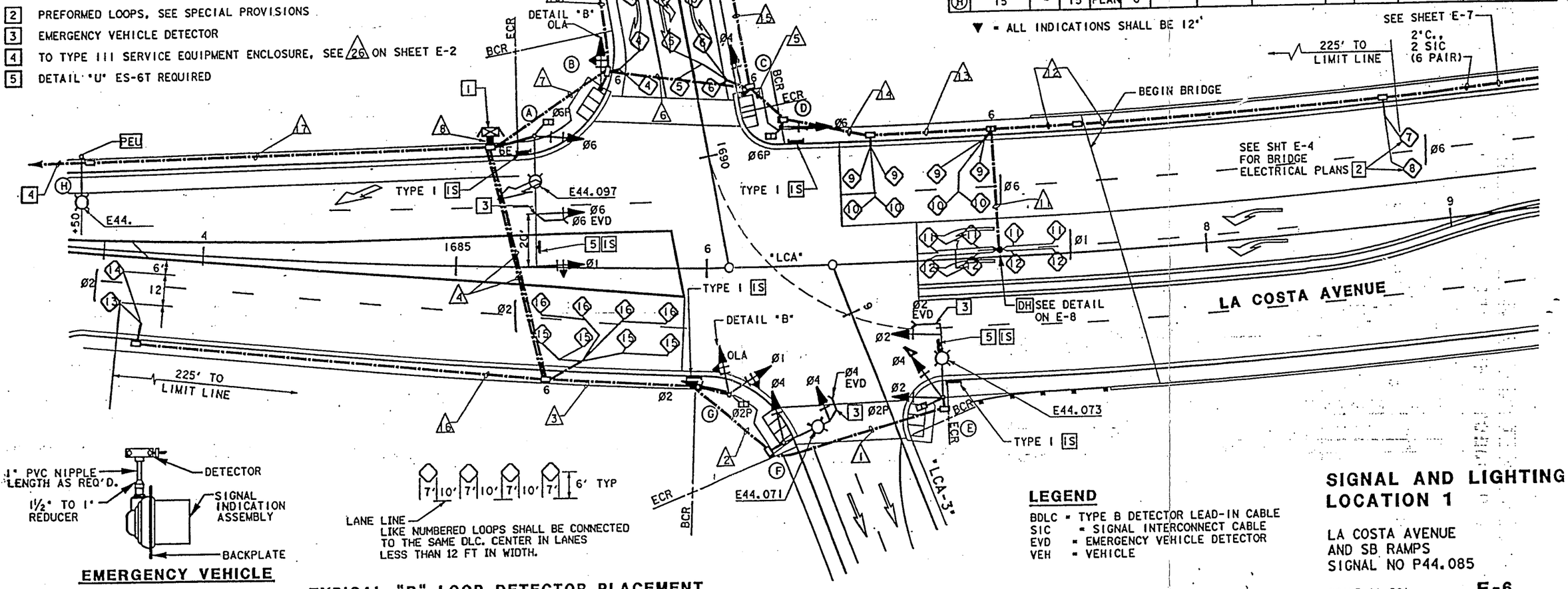
POLE AND EQUIPMENT SCHEDULE

NO.	STANDARD Type	SMA	LMA	PLACEMENT DIMENSIONS A ft.	B ft.	VEH SIG MTG ▼ Mast Arm	Pole	PED SIGNAL MTG	PPB Ø	PPB ARROW	LPS LUMINAIRE	SPECIAL REQUIREMENTS
(A)	29-5-80	50'	15'	7	6	MAT MAS	SV-1-T	SP-1-T	-	-	180W	
(B)	1-A	-	-	20	2'-6"	-	TV-1-T	-	6	→	-	
(C)	1-A	-	-	-7	2'-6"	-	TV-1-T	-	6	←	-	
(D)	1-A	-	-	0	6	-	TV-1-T	SP-1-T	-	-	-	
(E)	19-2-80	25'	15'	2	6	MAS	SV-2-T	SP-1-T	2	→	180W	
(F)	17-2-80	20'	12'	3'-6"	4	MAS	SV-1-T	-	2	←	180W	
(G)	1-A	-	-	14	5	-	TV-3-T	SP-1-T	-	-	-	
(H)	15	-	15	PLAN	6	-	-	-	-	-	135W	PEU

▼ = ALL INDICATIONS SHALL BE 12"



EMERGENCY VEHICLE DETECTOR ASSEMBLY
NOT TO SCALE

LIKE NUMBERED LOOPS SHALL BE CONNECTED TO THE SAME DLC. CENTER IN LANES LESS THAN 12 FT IN WIDTH.

TYPICAL "B" LOOP DETECTOR PLACEMENT

LEGEND

BDLC = TYPE B DETECTOR LEAD-IN CABLE
SIC = SIGNAL INTERCONNECT CABLE
EVD = EMERGENCY VEHICLE DETECTOR
VEH = VEHICLE

SIGNAL AND LIGHTING LOCATION 1

LA COSTA AVENUE
AND SB RAMPS
SIGNAL NO P44.085

SCALE 1"=20'

E-6

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans PROJECT DEVELOPMENT
DESIGN OFFICE SIGHT — S M LAHITTE
CALCULATED/DESIGNED BY — CHECKED BY — TJB 11/94 — TZ 11/94
DATE — REVISED BY — DATE REVISED

INTERSECTION: Leucadia Blvd & Saxony Rd

Group Assignment: **4001**
Field Master Assignment: **NONE**
System Reference Number: **39**

N/S Street Name: **Saxony Rd**
E/W Street Name: **Leucadia Blvd**

Last Database Change: **6/26/2014 9:43**

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>

Row		E
0	RR-1 Delay	0
1	RR-1 Clear	10
2	EV-A Delay	0
3	EV-A Clear	1
4	EV-B Delay	0
5	EV-B Clear	1
6	EV-C Delay	0
7	EV-C Clear	1
8	EV-D Delay	0
9	EV-D Clear	1
A	RR-2 Delay	0
B	RR-2 Clear	10
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	**_2___6__**
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	**___4___8**
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	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 <C Page>

Row	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	0
1	Phase 1 - ForceOff	70	75	80	65	65	65	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	33	30	35	25	25	25	25	25	25	3
4	Phase 4 - ForceOff	49	50	55	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	16	15	17	65	65	65	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	26	30	32	25	25	25	25	25	25	7
8	Phase 8 - ForceOff	49	50	55	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	30	19	42	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	1	12	12	12	12	12	0	D
E	Hold Release	90	90	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	

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

Lag Phases <C Page>

Row		F	Row
	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 45 8	1
2	Plan 2 - Lag	2 45 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 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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 00	E	1234567	_____8
00 : 00	E	1234567	_____7_
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
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 # 3
TOD Coordination
<9 Key with C+D+9=3>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	1
2	System Det. # 2	2
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	5
6	System Det. # 6	6
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only --->	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	**<--- Limited Service Interval** (Set Dwell = 255)
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>

LOCATION: **RTE 5 NB @ LEUCADIA BLVD**

CALTRANS C8 Version 3 DATE: 12/11/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK		7			1	7		1	CLK RST
1	DONT WALK		11			1	10		1	
2	MIN GREEN		6			8	6		5	
3	TYPE 3 DET		0			0	0		0	
4	ADD/VEH		0.0			0.0	0.0		0.0	
5	PASSAGE		2.0			2.0	2.0		2.0	
6	MAX GAP		2.0			2.0	2.0		2.0	
7	MIN GAP		2.0			2.0	2.0		2.0	
8	MAX EXT		35			30	30		25	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY		0.0			0.0	0.0		0.0	DOW
D	EVERY		1.0			1.0	1.0		1.0	HR
E	YELLOW		4.4			4.1	4.4		4.1	MIN
F	RED		2.0			1.0	2.0		1.0	SEC
3.5	PED XING FT		60				47			
	BIKE XING FT		82			85	74			

PRE-EMPTION E	
EV SEL	0
RR1 CLR	15
EVA DLY	0
EVA CLR	5
EVB DLY	0
EVB CLR	5
EVC DLY	0
EVC CLR	5
EVD DLY	0
EVD CLR	5
MAX EV	255
RR2 CLR	15

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT		2			5	6		8	0
RED LOCK					5			8	1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2				6			5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE								8	F
	1	2	3	4	5	6	7	8	

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 8

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

LOCATION: **RTE 5 NB @ LEUCADIA BLVD**

CALTRANS C8 Version 3 DATE: 3/5/13

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	90	90													LAG FZ FREE		2				6		8	0
1	FZ1 GRN FCTR	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											GAPOUT CP3		LAG FZ CP 3									3
4	FZ4 GRN FCTR	0	0								PERM TIME			GAPOUT CP4		LAG FZ CP 4									4
5	FZ5 GRN FCTR	22	27								LAG OFFSET			GAPOUT CP5		LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6		LAG FZ CP 6									6
7	FZ7 GRN FCTR	0	0								LONG GRN			GAPOUT CP7		LAG FZ CP 7									7
8	FZ8 GRN FCTR	26	21								NO GREEN			GAPOUT CP8		LAG FZ CP 8									8
9	MULTI CYCLE	0	0											GAPOUT CP9		LAG FZ CP 9									9
A	OFFSET A	57	76								OFFSET					LAG C COORD									A
B	OFFSET B	57	76													LAG D COORD									B
C	OFFSET C	57	76													COORD FAZES		2				6			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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		
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

LOCATION: **RTE 5 NB @ LEUCADIA BLVD**

CALTRANS C8 Version 3 DATE: 2/23/05 PAGE 3

D 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								
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

E PAGE

	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								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	

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

LOCATION: **RTE 5 NB @ LEUCADIA BLVD**

CALTRANS C8 Version 3 DATE: 1/28/05

7 PAGE

9 PAGE C09 = 0 or 1

9 PAGE C09 = 2

TIME OF DAY ACTIVITY TABLE

7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS

	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	06	30	2	A		2	3	4	5	6	
1	08	00	2	A	1						7
2	11	00	1	A		2	3	4	5	6	
3	19	00	E		1	2	3	4	5	6	7
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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

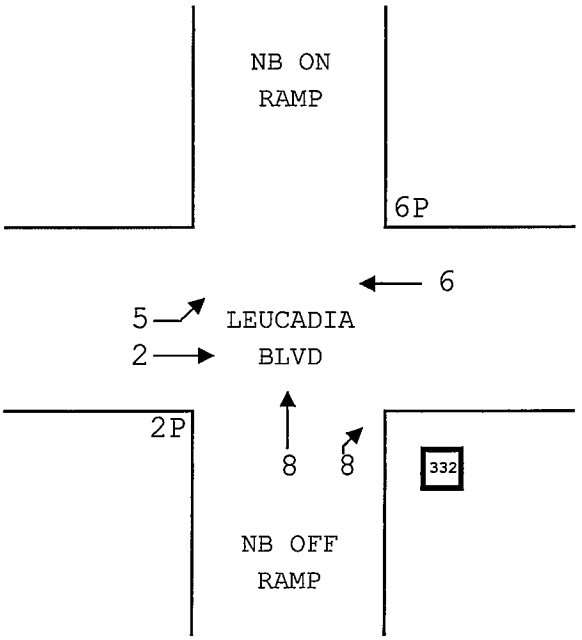
E TIME OF DAY FREE OPERATION

F FLASHING OPERATION

DATE: 2/23/05

LOCATION: RTE 5 NB @ LEUCADIA BLVD

CONFLICT MONITOR PROGRAM



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

DIODE CUT OUT LIST:

2-5,6,9,10,13,15

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)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEET
11	SD	5	R67.9/R69.5	164	193

Caltrans Metric

J.P. Keating 4/6/98
REGISTERED CIVIL ENGINEER — DATE

4/6/98
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — J.P. KEATING — No. 43595 — Exp. 12/31/00 — CIVIL — STATE OF CALIFORNIA

City of Encinitas
505 South Vulcan Avenue
Encinitas, Ca 92024-3633

Dokken Engineering
3914 Murphy Canyon Road, Suite A-153
San Diego, Ca 92123 (619) 514-8377

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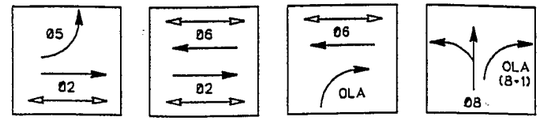
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

○ POLE AND EQUIPMENT SCHEDULE

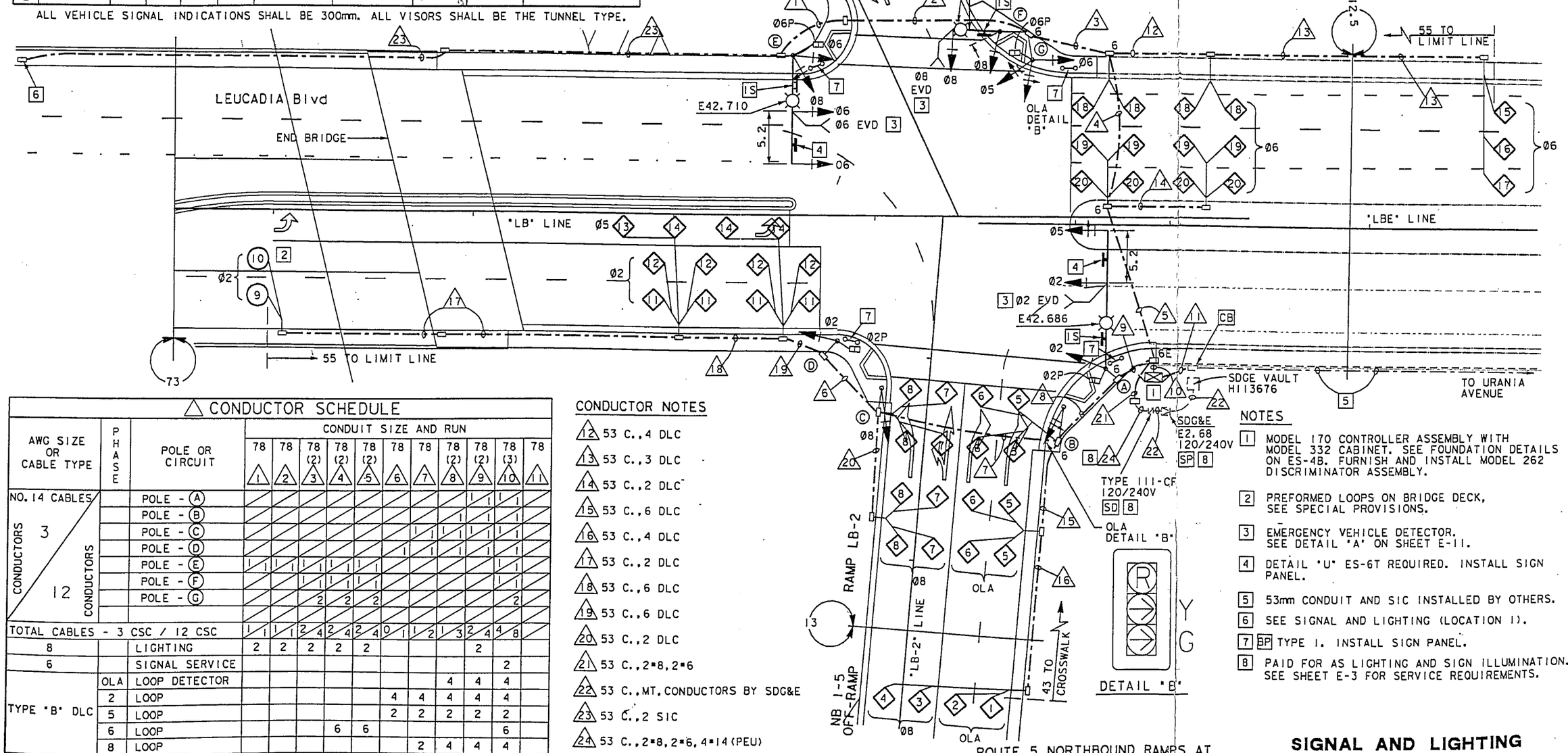
NO.	STANDARD TYPE	STANDARD PLACEMENT DIMENSIONS MASTARM SIG.	MASTARM LUM.	A	B	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	VEHICLE MAST ARM	PED-SIGNAL	PPB DIR.	REMARKS
Ⓐ	26-4-129	13.7	3.7	4.5	2.0	SV-1-T	MAT, MAS	SP-1-T	Ø2P W→	180W LPS
Ⓑ	1-A	--	--	3.5	1.2	TV-1-T	--	--		
Ⓒ	1-A	--	--	0.0	0.5	TV-1-T	--	--	Ø2P W←	
Ⓓ	1-A	--	--	0.0	0.5	TV-1-T	--	SP-1-T		
Ⓔ	24-4-129	10.7	3.7	1.0	1.8	SV-2-TB	(2)MAS	SP-1-T	Ø6P W→	180W LPS
Ⓕ	17E-1-113	4.6	3.7	2.0	1.8	SV-1-T	MAS	--	Ø6P W←	180W LPS
Ⓖ	1-A	--	--	2.5	1.4	TV-3-T	--	SP-1-T		

ALL VEHICLE SIGNAL INDICATIONS SHALL BE 300mm. ALL VISORS SHALL BE THE TUNNEL TYPE.

PHASE DIAGRAM
STEADY DEMAND SEQUENCE



LEGEND
SEE SHEET E-1



△ CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 78 (1)	78 (2)	78 (2) (3)	78 (2) (4)	78 (2) (5)	78 (6)	78 (7)	78 (2) (8)	78 (2) (9)	78 (3) (10)	78 (11)
NO. 14 CABLES 3 CONDUCTORS		POLE - Ⓐ									1	1	
		POLE - Ⓑ								1		1	
		POLE - Ⓒ							1	1	1	1	
		POLE - Ⓓ						1	1	1	1	1	
		POLE - Ⓔ	1	1	1	1	1	1	1	1	1	1	
		POLE - Ⓕ			1	1	1	1				1	
12 CONDUCTORS		POLE - Ⓖ			2	2	2					2	
TOTAL CABLES - 3 CSC / 12 CSC			1 1	1 1	2 4	2 4	2 4	0 1	1 2	1 3	2 4	4 8	
8		LIGHTING	2	2	2	2	2				2		
6		SIGNAL SERVICE										2	
TYPE "B" DLC	OLA	LOOP DETECTOR								4	4	4	
	2	LOOP						4	4	4	4	4	
	5	LOOP						2	2	2	2	2	
	6	LOOP				6	6					6	
	8	LOOP							2	4	4	4	
EV - DLC			1	1	2	2	2				1	3	
SIC			2	2	2	2	2					2	1
TOTAL CONDUCTORS / CABLE			7	7	12	18	18	7	11	18	23	39	1

CONDUCTOR NOTES

12 53 C.,4 DLC
13 53 C.,3 DLC
14 53 C.,2 DLC
15 53 C.,6 DLC
16 53 C.,4 DLC
17 53 C.,2 DLC
18 53 C.,6 DLC
19 53 C.,6 DLC
20 53 C.,2 DLC
21 53 C.,2*8,2*6
22 53 C.,MT.CONDUCTORS BY SDG&E
23 53 C.,2 SIC
24 53 C.,2*8,2*6,4*14 (PEU)

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

NOTES

1. MODEL 170 CONTROLLER ASSEMBLY WITH MODEL 332 CABINET. SEE FOUNDATION DETAILS ON ES-4B. FURNISH AND INSTALL MODEL 262 DISCRIMINATOR ASSEMBLY.
2. PREFORMED LOOPS ON BRIDGE DECK, SEE SPECIAL PROVISIONS.
3. EMERGENCY VEHICLE DETECTOR. SEE DETAIL "A" ON SHEET E-11.
4. DETAIL "U" ES-6T REQUIRED. INSTALL SIGN PANEL.
5. 53mm CONDUIT AND SIC INSTALLED BY OTHERS.
6. SEE SIGNAL AND LIGHTING (LOCATION 1).
7. BP TYPE 1. INSTALL SIGN PANEL.
8. PAID FOR AS LIGHTING AND SIGN ILLUMINATION. SEE SHEET E-3 FOR SERVICE REQUIREMENTS.

ROUTE 5 NORTHBOUND RAMPS AT
LEUCADIA BOULEVARD AND PIRAEUS STREET
SIGNAL NO. P42.698

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

SIGNAL AND LIGHTING LOCATION 2

SCALE 1:200

E-12

INTERSECTION: Leucadia Blvd & Town Center Pl

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **35**

N/S Street Name: **Town Center Pl**
E/W Street Name: **Leucadia Blvd**

Last Database Change: **4/7/2015 14:59**

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

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8		E		F	Row
	Phase Names ----->													
0	Ped Walk	0	5	5	5	0	5	0	0	RR-1 Delay	0	Permit	**123456**__	0
1	Ped FDW	0	23	31	27	0	20	0	0	RR-1 Clear	10	Red Lock	_____	1
2	Min Green	4	10	4	4	4	10	0	0	EV-A Delay	0	Yellow Lock	_____	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	EV-A Clear	1	Min Recall	_**2**___**6**__	3
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	EV-B Delay	0	Ped Recall	_____	4
5	Veh Extension	2.0	5.0	2.0	2.0	2.0	5.0	0.0	0.0	EV-B Clear	1	*View Set Peds*	**- - - - -**	5
6	Max Gap	2.0	5.0	2.0	2.0	2.0	5.0	0.0	0.0	EV-C Delay	0	Rest In Walk	_____	6
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	EV-C Clear	1	Red Rest	_____	7
8	Max Limit	25	30	35	25	25	30	0	0	EV-D Delay	0	Dual Entry	_____	8
9	Max Limit 2	30	70	70	70	30	70	0	0	EV-D Clear	1	Max Recall	_____	9
A	- - - - - -	0	0	0	0	0	0	0	0	RR-2 Delay	0	Soft Recall	_____	A
B	Call To Phase	0	0	0	0	0	0	0	0	RR-2 Clear	10	Max 2	_____	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	*View EV Delay*	- - -	Cond. Service	_____	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	*View EV Clear*	- - -	Man Cntrl Calls	_____	D
E	Yellow Change	3.0	4.3	3.0	3.0	3.0	4.3	0.0	0.0	*View RR Delay*	- - -	Yellow Start	**1**___**5**__	E
F	Red Clear	0.5	1.0	1.0	1.0	0.5	1.0	0.0	0.0	*View RR Clear*	- - -	First Phases	_**2**___**6**__	F

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	135	130	144	140	0	0	0	0	0	0
1	Phase 1 - ForceOff	34	24	35	25	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	102	75	103	77	0	0	0	0	0	3
4	Phase 4 - ForceOff	62	49	63	51	0	0	0	0	0	4
5	Phase 5 - ForceOff	123	96	125	100	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	58	95	84	89	0	0	0	0	0	A
B	Offset 2	84	0	58	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	135	130	140	140	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	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	2
Ped 6P	6
Ped 4P	4
Ped 8P	3
Yellow Flash Phases	
Overlap A - Phases	23
Overlap B - Phases	4 6
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	1

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

Lag Phases <C Page>

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

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 00	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	3.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only --->	7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row
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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Leucadia Blvd & Garden View Rd

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **36**

N/S Street Name: **Garden View Rd**
E/W Street Name: **Leucadia Blvd**

Last Database Change: **4/7/2015 15:00**

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**		**E**	
Row	*Phase Names ---->*											Row
0	Ped Walk	**0**	**5**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	**0**
1	Ped FDW	**0**	**26**	**0**	**27**	**0**	**26**	**0**	**29**	RR-1 Clear	**10**	**1**
2	Min Green	**5**	**10**	**4**	**10**	**5**	**10**	**4**	**10**	EV-A Delay	**0**	**2**
3	Type 3 Limit	**0**	**25**	**0**	**0**	**0**	**25**	**0**	**0**	EV-A Clear	**3**	**3**
4	Added Initial	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	EV-B Delay	**0**	**4**
5	Veh Extension	**3.0**	**3.0**	**2.0**	**2.0**	**3.0**	**3.0**	**2.0**	**2.0**	EV-B Clear	**3**	**5**
6	Max Gap	**3.0**	**5.0**	**2.0**	**2.0**	**3.0**	**5.0**	**2.0**	**2.0**	EV-C Delay	**0**	**6**
7	Min Gap	**3.0**	**2.0**	**2.0**	**2.0**	**3.0**	**2.0**	**2.0**	**2.0**	EV-C Clear	**3**	**7**
8	Max Limit	**25**	**35**	**25**	**20**	**25**	**35**	**25**	**20**	EV-D Delay	**0**	**8**
9	Max Limit 2	**30**	**45**	**30**	**70**	**30**	**45**	**30**	**30**	EV-D Clear	**3**	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	**B**
C	Reduce By	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	*View EV Delay*	- - -	**C**
D	Reduce Every	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	*View EV Clear*	- - -	**D**
E	Yellow Change	**3.0**	**4.7**	**3.0**	**4.3**	**3.0**	**4.7**	**3.0**	**4.3**	*View RR Delay*	- - -	**E**
F	Red Clear	**0.5**	**1.0**	**0.5**	**1.0**	**0.5**	**1.0**	**0.5**	**1.0**	*View RR Clear*	- - -	**F**

Phase Timing - Bank 1 <F Page>

Preempt Timing

	F	
Permit	**12345678**	**0**
Red Lock	**____5___**	**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	**_2___6__**	**A**
Max 2	**_____**	**B**
Cond. Service	**_____**	**C**
Man Cntrl Calls	**_____**	**D**
Yellow Start	**_____8**	**E**
First Phases	**_2___6__**	**F**

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 <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	135	130	144	140	0	0	0	0	0	0
1	Phase 1 - ForceOff	30	21	32	22	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	61	42	62	44	0	0	0	0	0	3
4	Phase 4 - ForceOff	89	71	89	73	0	0	0	0	0	4
5	Phase 5 - ForceOff	114	97	116	100	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	89	42	90	44	0	0	0	0	0	7
8	Phase 8 - ForceOff	68	71	69	73	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	60	79	77	80	0	0	0	0	0	A
B	Offset 2	77	0	60	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	125	130	135	135	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	

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

Lag Phases <C Page>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	1 4 67	1
2	Plan 2 - Lag	1 4 6 8	2
3	Plan 3 - Lag	1 4 6 8	3
4	Plan 4 - Lag	1 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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 00	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only --->	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	**<--- Limited**
B		0	0								B	**Service**
C		0	0								C	**Interval**
D		0	0								D	(Set Dwell = 255)
E		0	0								E	
F		0	0								F	

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Leucadia Blvd & Quail Gardens Dr

Group Assignment: **4001**
Field Master Assignment: **NONE**
System Reference Number: **37**

N/S Street Name: **Quail Gardens Dr**
E/W Street Name: **Leucadia Blvd**

Last Database Change: **8/22/2014 12:45**

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

	Phase											
	Column Numbers ---->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**		**E**	
Row	*Phase Names ---->*											Row
0	Ped Walk	**0**	**5**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	**0**
1	Ped FDW	**0**	**16**	**0**	**22**	**0**	**17**	**0**	**22**	RR-1 Clear	**10**	**1**
2	Min Green	**4**	**10**	**3**	**6**	**4**	**10**	**3**	**6**	EV-A Delay	**0**	**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**1**	**3**
4	Added Initial	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	EV-B Delay	**0**	**4**
5	Veh Extension	**2.0**	**4.5**	**0.5**	**2.0**	**2.0**	**3.5**	**0.5**	**2.0**	EV-B Clear	**1**	**5**
6	Max Gap	**2.0**	**5.0**	**0.5**	**2.0**	**2.0**	**5.0**	**0.5**	**2.0**	EV-C Delay	**0**	**6**
7	Min Gap	**2.0**	**2.0**	**0.5**	**2.0**	**2.0**	**2.0**	**0.5**	**2.0**	EV-C Clear	**1**	**7**
8	Max Limit	**20**	**90**	**17**	**20**	**20**	**90**	**17**	**20**	EV-D Delay	**0**	**8**
9	Max Limit 2	**30**	**70**	**30**	**70**	**30**	**70**	**30**	**70**	EV-D Clear	**1**	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	**B**
C	Reduce By	**0.0**	**0.1**	**0.1**	**0.0**	**0.0**	**0.1**	**0.1**	**0.0**	*View EV Delay*	- - -	**C**
D	Reduce Every	**0.0**	**2.5**	**1.0**	**0.0**	**0.0**	**2.5**	**1.0**	**0.0**	*View EV Clear*	- - -	**D**
E	Yellow Change	**3.0**	**4.7**	**3.0**	**3.9**	**3.0**	**4.7**	**3.0**	**3.9**	*View RR Delay*	- - -	**E**
F	Red Clear	**0.5**	**2.0**	**0.0**	**1.0**	**0.5**	**2.0**	**0.0**	**1.0**	*View RR Clear*	- - -	**F**

Phase Timing - Bank 1 <F Page>

Preempt Timing

	F	
Permit	**12_456_8**	**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	___**4**___**8**	**8**
Max Recall	_____	**9**
Soft Recall	_____	**A**
Max 2	_____	**B**
Cond. Service	_____	**C**
Man Cntrl Calls	_____	**D**
Yellow Start	___**4**___**8**	**E**
First Phases	_**2**___**6**__	**F**

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 <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	90	90	110	0	0	0	0	0	0	0
1	Phase 1 - ForceOff	59	65	20	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	44	48	65	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	59	65	80	0	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	44	48	65	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	100	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	90	90	255	0	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	

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

Lag Phases <C Page>

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	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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 00	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

LOCATION: **RTE 5 SB @ ENCINITAS BLVD**

CALTRANS C8 Version 3 DATE: 12/11/14 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8
0	WALK	20	7		7		7		
1	DONT WALK	1	10		20		10		
2	MIN GREEN	5	7		5		7		
3	TYPE 3 DET	0	255		0		255		
4	ADD/VEH	0.0	0.0		0.0		0.0		
5	PASSAGE	2.0	5.0		2.0		5.0		
6	MAX GAP	2.0	6.0		2.0		6.0		
7	MIN GAP	2.0	3.5		2.0		3.0		
8	MAX EXT	35	55		25		55		
9	MAX 2								
A	MAX 3	45			45				
B									
C	REDUCE BY	0.0	0.1		0.0		0.1		
D	EVERY	1.0	0.8		1.0		0.8		
E	YELLOW	3.7	4.4		4.1		4.4		
F	RED	1.0	1.0		1.0		1.0		
3.5	PED XING FT		47		85		47		
	BIKE XING FT		82				75		

CLK RST	
YR	
MO	
DAY	
DOW	
HR	
MIN	
SEC	

PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
EV SEL	0	PERMIT	1	2		4		6			0
RR1 CLR	15	RED LOCK	1			4					1
EVA DLY	0	YEL LOCK									2
EVA CLR	5	V RECALL		2				6			3
EVB DLY	0	P RECALL									4
EVB CLR	5	PED PHASES	1	2		4		6			5
EVC DLY	0	RT OLA									6
EVC CLR	5	RT OLB									7
EVD DLY	0	DBL ENTRY									8
EVD CLR	5	MAX 2 PHASES									9
MAX EV	255	LAG PHASES	READ ONLY								A
RR2 CLR	15	RED REST									B
		REST-IN-WALK									C
		MAX 3 PHASES	1			4					D
		YEL START UP		2				6			E
		FIRST PHASE				4					F
			1	2	3	4	5	6	7	8	

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:

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	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					PERM TIME			GAPOUT CP4 1	LAG FZ CP 4	1			4		6			4
5	FZ5 GRN FCTR	0	0	0	0	0					LAG OFFSET			GAPOUT CP5 1	LAG FZ CP 5	1			4		6			5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR	0	0	0	0	0					LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR	0	0	0	0	0					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	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
																1	2	3	4	5	6	7	8	

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	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		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 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

E PAGE

	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	1								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	

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

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	07	30	3	ON		2	3	4	5	6	
1	19	00	3			2	3	4	5	6	
2											
3	10	00	3	ON	1						7
4	17	00	3		1						7
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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	06	30	5	A		2	3	4	5	6	
1	07	30	3	A		2	3	4	5	6	
2	10	00	2	A		2	3	4	5	6	
3	16	00	1	A		2	3	4	5	6	
4	17	30	2	A		2	3	4	5	6	
5	18	00	4	A		2	3	4	5	6	
6	18	30	5	A		2	3	4	5	6	
7	19	30	E		1	2	3	4	5	6	7
8											
9	08	30	5	A	1						7
A	10	00	2	A							7
B	11	00	2	A	1						
C	17	00	5	A	1						7
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

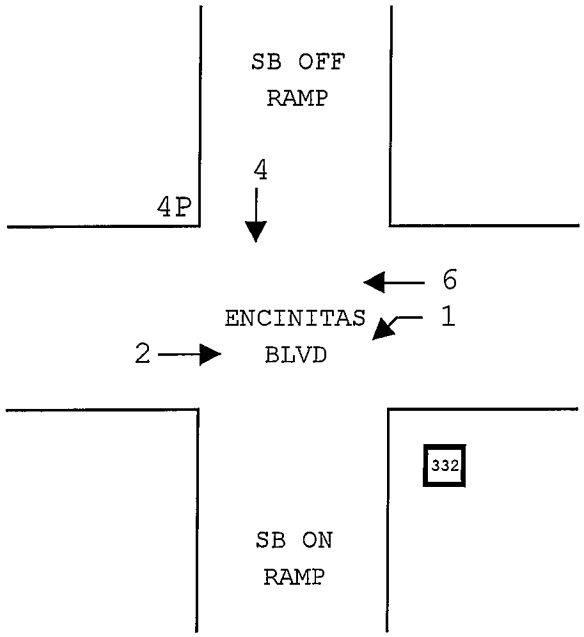
9 PAGE C09 = 2

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

DATE: 10/27/93

LOCATION: RTE 5 SB @ ENCINITAS BLVD

CONFLICT MONITOR PROGRAM



4P

	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)

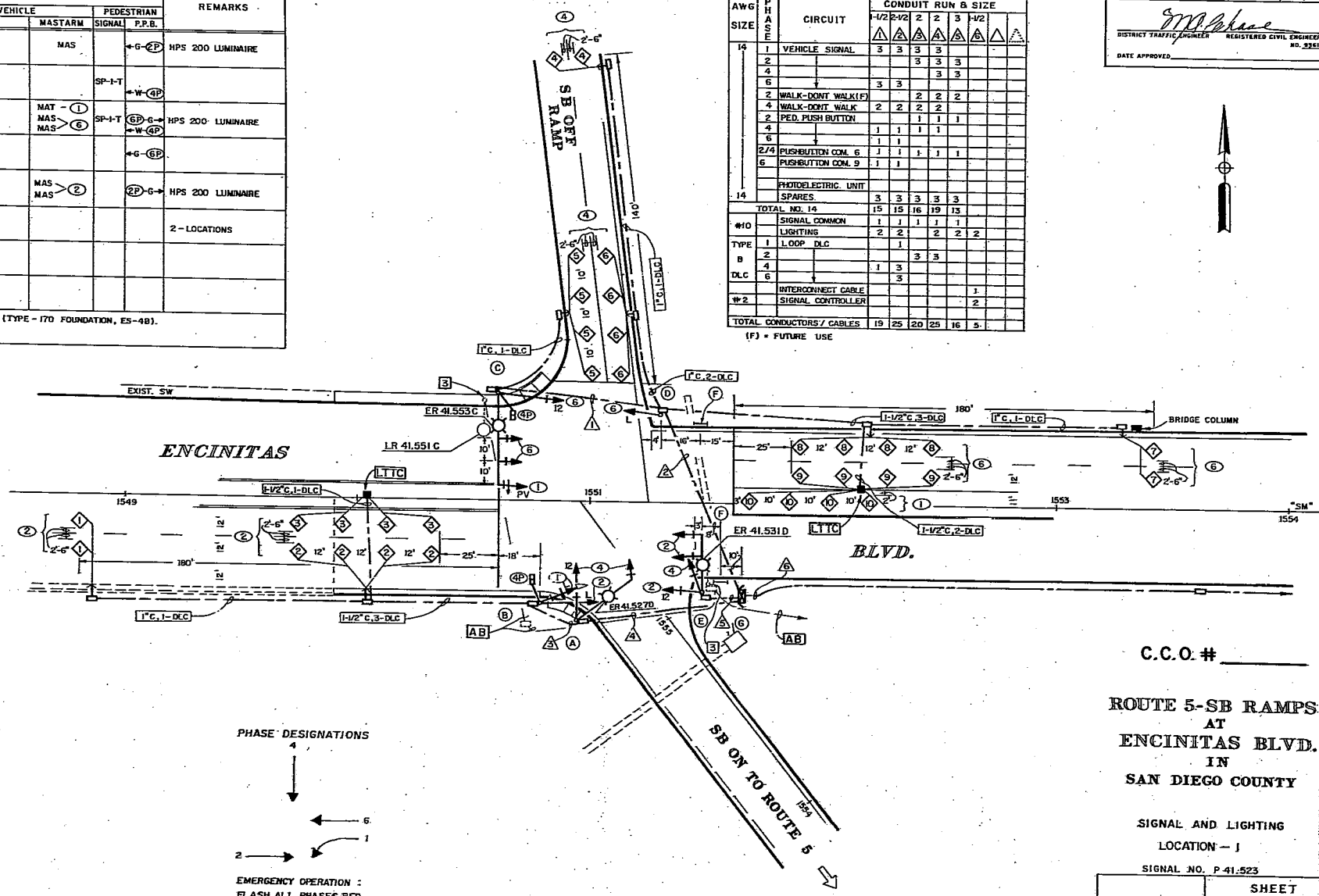
POLE SCHEDULE

LOC.	STANDARD TYPE	MASTARM SIG.	MASTARM LUM.	PLACEMENT DIMENSIONS A ft.	PLACEMENT DIMENSIONS B ft.	SIGNAL MOUNTING & PLACEMENT VEHICLE POLE	VEHICLE MASTARM	PEDESTRIAN SIGNAL	PEDESTRIAN P.P.B.	REMARKS
(A)	19-4-80	30' [2]	12'	6	5-1/2	SV-1-T	MAS		←G-(2P)	HPS 200 LUMINAIRE
(B)	I-A			0	2-1/2	TV-2-T		SP-1-T	←W-(4P)	
(C)	26-4-80	40' [1]	12'	0	6'	SV-1-T	MAT – (1) MAS – (6) MAS	SP-1-T	(6P)-G-→ ←W-(4P)	HPS 200 LUMINAIRE
(D)	I-A			DIM.	6	TV-1-T			←G-(6P)	
(E)	19-4-80	25' [2]	12'	DIM	6	SV-2-TD	MAS – (2) MAS		(2P)-G-→	HPS 200 LUMINAIRE
(F)	PED. BARRI-CADE			DIM	I-1/2 (ES-6C)					2 – LOCATIONS
○										
○										
(G)	STATE FURNISHED CONTROLLER ASSEMBLY (TYPE – 170 FOUNDATION, ES-4B).									

CONDUCTOR SCHEDULE

AWG SIZE	PHASE	CIRCUIT	CONDUIT RUN & SIZE 1-1/2 (1)	2-1/2 (2)	2 (3)	2 (4)	3 (5)	1-1/2 (6)	(7)	(8)
14	1	VEHICLE SIGNAL	3	3	3	3				
	2	↓			3	3	3			
	4					3	3			
	6	↓	3	3						
	2	WALK-DONT WALK(F)			2	2	2			
	4	WALK-DONT WALK	2	2	2	2				
	2	PED. PUSH BUTTON			1	1	1			
	4	↓	1	1	1	1				
	6	↓	1	1						
	2/4	PUSHBUTTON CON. 6	1	1	1	1	1			
	6	PUSHBUTTON CON. 9	1	1						
		PHOTOELECTRIC UNIT								
14		SPARES.	3	3	3	3	3			
		TOTAL NO. 14	15	15	16	19	13			
#10		SIGNAL COMMON	1	1	1	1	1			
		LIGHTING	2	2		2	2	2		
TYPE B DLC	1	LOOP DLC		1						
	2	↓			3	3				
	4		1	3						
	6	↓		3						
		INTERCONNECT CABLE						1		
#2		SIGNAL CONTROLLER						2		
TOTAL CONDUCTORS / CABLES			19	25	20	25	16	5		

(F) = FUTURE USE



NOTES

[1] – DETAIL "U" (ES-6T) REQUIRED. INSTALL STATE-FURNISHED SIGN PANEL.

[2] – DETAIL "U" (ES-6T) NOT REQUIRED.

[3] – REMOVE & SALVAGE EXISTING ELECTROLIER.

PHASE DESIGNATIONS

EMERGENCY OPERATION : FLASH ALL PHASES RED.

C.C.O. # _____

ROUTE 5-SB RAMPS AT ENCINITAS BLVD. IN SAN DIEGO COUNTY

SIGNAL AND LIGHTING

LOCATION – J

SIGNAL NO. P 41.523

SCALE IN FEET 0 20 40

SHEET E-1

Project Engineer	Date	Design Engineer	Date	Approval Recommended By	Date
D A GILMOUR	2/80	M A CHASE	2/80	R B FINDLAY	2/80

CU 11359 WO 193211

DIST 11 | COUNTY SD | ROUTE 5 | POST MILES-TOTAL PROJECT R 41.5 | SHEET NO. | TOTAL SHEETS

DISTRICT TRAFFIC ENGINEER | REGISTERED CIVIL ENGINEER NO. 9261

DATE APPROVED _____

DIST. 7 | STATE CALIF.

Standard Plans (REV) 3/80

FORM WH23A (7)

INTERSECTION: Encinitas & Vulcan

Group Assignment: **4007**
Field Master Assignment: **NONE**
System Reference Number: **19**

N/S Street Name: **Vulcan Ave**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **4/2/2015 14:10**

Change Record					
Change	By	Date	Change	By	Date

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

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

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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

Row		F
0	Permit	**12_456_8**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	**_2___6__**
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	**___4___8**
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	**1**_____
D	Man Cntrl Calls	_____
E	Yellow Start	**___4___8**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

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

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)

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 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
		0
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>

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

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	120	130	120	100	130	100	100	120	130	0
1	Phase 1 - ForceOff	70	75	32	55	65	55	55	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	20	0	20	20	0	0	3
4	Phase 4 - ForceOff	40	40	70	40	31	40	40	40	40	4
5	Phase 5 - ForceOff	65	70	85	55	80	55	55	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	20	0	20	20	0	0	7
8	Phase 8 - ForceOff	40	40	70	40	31	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	45	120	5	0	110	0	0	43	5	A
B	Offset 2	0	90	0	0	0	0	0	0	0	B
C	Offset 3	0	90	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	36	15	45	15	15	15	15	D
E	Hold Release	120	130	255	255	115	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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 <C+0+C=1>

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

Coordination - Bank 2 <C+0+C=2>

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	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>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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	0	0	0	0	0.0
Phase 2	30	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 lengthing

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	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 ---->	0	1	2	3	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___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

	4	5	6	7	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___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								
*Column Numbers ---->	1	2	3	4	5	6	7	8	Row
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)	254	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
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

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

<C+0+C=5>

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 =

	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)

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	Column 4 Phases/Bits
00 : 00	E	1234567	___4__78
09 : 30	E	1234567	_____78
20 : 00	E	1234567	___4__78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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) **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 Channel

Low 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

Group Assignment: **4007**
Field Master Assignment: **NONE**
System Reference Number: **13**

N/S Street Name: **North Coast Hwy 101**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **11/5/2014 13:06**

Change Record					
Change	By	Date	Change	By	Date

Notes: ***Spring and Summer plan for Coast Hwy101 and Vulcan***

Plan #2 - responsive - high volume clear plan.

Plan #3 - lower volume time of day plan.

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

Communication Addresses		
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)

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

Start / Revert Times		
Flash Start	**0**	<F/1+0+E>
Red Revert	**5.0**	<F/1+0+F>
All Red Start	**5.0**	<F/1+C+0>

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

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

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

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ---->									
0	Ped Walk	**0**	**5**	**0**	**0**	**0**	**5**	**5**	**5**	0
1	Ped FDW	**0**	**20**	**0**	**0**	**0**	**15**	**22**	**22**	1
2	Min Green	**7**	**10**	**0**	**0**	**4**	**10**	**4**	**8**	2
3	Type 3 Disconnect	**0**	**15**	**0**	**0**	**0**	**15**	**0**	**22**	3
4	Added per Vehicle	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	4
5	Veh Extension	**2.0**	**3.0**	**0.0**	**0.0**	**2.0**	**3.0**	**2.0**	**3.0**	5
6	Max Gap	**2.0**	**5.0**	**0.0**	**0.0**	**2.0**	**5.0**	**2.0**	**3.0**	6
7	Min Gap	**2.0**	**1.5**	**0.0**	**0.0**	**2.0**	**1.5**	**2.0**	**3.0**	7
8	Max Limit	**45**	**40**	**0**	**0**	**40**	**40**	**45**	**40**	8
9	Max Limit 2	**30**	**70**	**0**	**0**	**40**	**20**	**80**	**40**	9
A	Adv. / Delay Walk	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	A
B	PE Min Ped FDW	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	B
C	Cond Serv Check	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	C
D	Reduce Every	**0.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.5**	**0.0**	**1.0**	D
E	Yellow Change	**3.0**	**3.9**	**3.0**	**3.0**	**3.0**	**3.9**	**3.0**	**3.9**	E
F	Red Clear	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**	F

Alternate Timing <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					

Preempt Timing

	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	- - -

Phase Functions <C+0+F=1>

	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

		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 =

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

Row		**2**	Row
0			**0**
1	Phase 1	**20**	**1**
2	Phase 2	**30**	**2**
3	Phase 3	**0**	**3**
4	Phase 4	**0**	**4**
5	Phase 5	**15**	**5**
6	Phase 6	**25**	**6**
7	Phase 7	**35**	**7**
8	Phase 8	**30**	**8**
9			**9**
A			**A**
B			**B**
C			**C**
D			**D**
E			**E**
F			**F**

Coordination Transition Minimums <C+0+C=5>

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

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	120	130	120	100	130	100	100	100	140	0
1	Phase 1 - ForceOff	62	65	98	55	75	55	55	55	110	1
2	Phase 2 - ForceOff	85	87	0	0	95	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	20	0	20	20	20	0	3
4	Phase 4 - ForceOff	0	0	0	40	0	40	40	40	0	4
5	Phase 5 - ForceOff	62	65	98	55	70	55	55	55	110	5
6	Phase 6 - ForceOff	85	87	0	0	95	0	0	0	0	6
7	Phase 7 - ForceOff	27	30	67	20	45	20	20	20	70	7
8	Phase 8 - ForceOff	0	0	42	40	0	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	53	0	0	0	0	0	0	0	0	A
B	Offset 2	35	0	0	0	0	0	0	0	0	B
C	Offset 3	35	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	12	31	5	15	46	15	15	15	15	D
E	Hold Release	115	125	115	255	115	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
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>

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

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
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>

Row	Phase Names ---->	Phase 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 lengthing

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)

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	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 ---->	0	1	2	3	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___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

	4	5	6	7	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	0.5
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								
*Column Numbers ---->	1	2	3	4	5	6	7	8	Row
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)	250	<D/0+0+1>
Max ON (minutes)	10	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
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

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

<C+0+C=5>

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 =

	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)

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	Column 4 Phases/Bits
00 : 00	E	1234567	___4__78
08 : 00	E	1234567	_____78
07 : 00	C	_23456_	1_____
09 : 00	C	_23456_	_____
20 : 00	E	1234567	___4__78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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) **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 Channel

Low 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

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **30**

N/S Street Name: **El Camino Real**
E/W Street Name: **Via Molena**

Last Database Change: **4/6/2015 8:00**

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

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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>

Row		E
0	RR-1 Delay	0
1	RR-1 Clear	10
2	EV-A Delay	0
3	EV-A Clear	7
4	EV-B Delay	0
5	EV-B Clear	7
6	EV-C Delay	0
7	EV-C Clear	7
8	EV-D Delay	0
9	EV-D Clear	7
A	RR-2 Delay	0
B	RR-2 Clear	10
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing

Row		F
0	Permit	123456__
1	Red Lock	_____
2	Yellow Lock	__3____
3	Min Recall	_2___6__
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	_2___6__
F	First Phases	___4____

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 <C Page>

(* = Coordination Recall)

Row	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	0
1	Phase 1 - ForceOff	96	83	99	91	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	46	40	48	45	20	25	25	25	25	3
4	Phase 4 - ForceOff	73	60	75	67	40	40	40	40	40	4
5	Phase 5 - ForceOff	24	22	25	25	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	20	25	25	25	25	7
8	Phase 8 - ForceOff	0	0	0	0	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	118	40	3	5	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	12	12	12	12	12	12	0	D
E	Hold Release	135	130	255	140	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	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	

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

Lag Phases <C Page>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	2 45 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 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 4 6 8	8
9	Plan 9 - Lag	2 4 6 8	9
A	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
05 : 30	E	1234567	_____78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	5
2	System Det. # 2	21
3	System Det. # 3	25
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only --->	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	**<--- Limited**
B		0	0	_____	_____	_____	_____	_____	_____	_____	B	**Service**
C		0	0	_____	_____	_____	_____	_____	_____	_____	C	**Interval**
D		0	0	_____	_____	_____	_____	_____	_____	_____	D	(Set Dwell = 255)
E		0	0	_____	_____	_____	_____	_____	_____	_____	E	
F		0	0	_____	_____	_____	_____	_____	_____	_____	F	

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: ECR & Mountain Vista Dr

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **29**

N/S Street Name: **El Camino Real**
E/W Street Name: **Mountain Vista Dr**

Last Database Change: **4/22/2015 15:31**

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**		**E**		**F**	
Row	*Phase Names ---->*													Row
0	Ped Walk	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	Permit	**__345678**	**0**
1	Ped FDW	**0**	**0**	**0**	**24**	**0**	**28**	**0**	**24**	RR-1 Clear	**0**	Red Lock	_____	**1**
2	Min Green	**4**	**0**	**4**	**10**	**4**	**6**	**4**	**10**	EV-A Delay	**0**	Yellow Lock	**___4____**	**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**5**	Min Recall	**___4___8**	**3**
4	Added Initial	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	EV-B Delay	**0**	Ped Recall	_____	**4**
5	Veh Extension	**0.5**	**3.5**	**2.0**	**5.0**	**4.0**	**2.0**	**2.0**	**5.0**	EV-B Clear	**5**	*View Set Peds*	**- - - - -**	**5**
6	Max Gap	**0.5**	**5.0**	**4.0**	**5.0**	**4.0**	**2.0**	**2.0**	**5.0**	EV-C Delay	**0**	Rest In Walk	_____	**6**
7	Min Gap	**0.5**	**2.0**	**1.0**	**5.0**	**4.0**	**2.0**	**2.0**	**5.0**	EV-C Clear	**5**	Red Rest	_____	**7**
8	Max Limit	**0**	**0**	**25**	**50**	**29**	**30**	**25**	**30**	EV-D Delay	**0**	Dual Entry	**___4___8**	**8**
9	Max Limit 2	**30**	**0**	**32**	**16**	**40**	**40**	**32**	**70**	EV-D Clear	**5**	Max Recall	_____	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	Soft Recall	_____	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**0**	Max 2	_____	**B**
C	Reduce By	**0.1**	**0.1**	**0.1**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	*View EV Delay*	- - -	Cond. Service	_____	**C**
D	Reduce Every	**1.0**	**1.0**	**0.5**	**5.0**	**3.0**	**3.0**	**3.0**	**5.0**	*View EV Clear*	- - -	Man Cntrl Calls	_____	**D**
E	Yellow Change	**3.0**	**4.0**	**3.0**	**4.5**	**3.0**	**3.5**	**3.0**	**4.5**	*View RR Delay*	- - -	Yellow Start	**__3___7_**	**E**
F	Red Clear	**0.0**	**0.5**	**0.5**	**1.0**	**0.5**	**1.5**	**0.5**	**1.0**	*View RR Clear*	- - -	First Phases	**___4___8**	**F**

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	135	130	144	140	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	104	23	108	110	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	43	37	45	48	0	0	0	0	0	5
6	Phase 6 - ForceOff	75	68	77	80	0	0	0	0	0	6
7	Phase 7 - ForceOff	27	89	28	30	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	58	5	61	96	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	135	130	144	140	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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

Configuration <E Page>

Row	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	

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

Lag Phases <C Page>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	1 4 67	1
2	Plan 2 - Lag	1 3 6 8	2
3	Plan 3 - Lag	1 4 67	3
4	Plan 4 - Lag	1 4 67	4
5	Plan 5 - Lag	2 4 6 8	5
6	Plan 6 - Lag	2 4 67	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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
05 : 00	E	1234567	_____78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: ECR & Garden View Rd

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **26**

N/S Street Name: **El Camino Real**
E/W Street Name: **Garden View Rd**

Last Database Change: **4/6/2015 8:30**

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									E		F	
	Column Numbers ---->	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**				
Row	*Phase Names ---->*												Row
0	Ped Walk	**0**	**5**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	Permit	**12345678**	**0**
1	Ped FDW	**0**	**22**	**0**	**31**	**0**	**24**	**0**	**35**	RR-1 Clear	**10**	Red Lock	_____	**1**
2	Min Green	**4**	**10**	**4**	**8**	**4**	**10**	**4**	**4**	EV-A Delay	**0**	Yellow Lock	_____	**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**5**	Min Recall	**_2___6__**	**3**
4	Added Initial	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	EV-B Delay	**0**	Ped Recall	_____	**4**
5	Veh Extension	**3.0**	**3.5**	**1.5**	**2.5**	**3.0**	**3.5**	**1.5**	**2.5**	EV-B Clear	**5**	*View Set Peds*	**- - - - -**	**5**
6	Max Gap	**4.0**	**5.0**	**1.5**	**2.5**	**4.0**	**5.0**	**1.5**	**2.5**	EV-C Delay	**0**	Rest In Walk	_____	**6**
7	Min Gap	**2.0**	**2.0**	**1.5**	**2.5**	**2.0**	**2.0**	**1.5**	**2.5**	EV-C Clear	**5**	Red Rest	_____	**7**
8	Max Limit	**25**	**45**	**25**	**20**	**25**	**45**	**25**	**20**	EV-D Delay	**0**	Dual Entry	_____	**8**
9	Max Limit 2	**20**	**60**	**35**	**50**	**6**	**60**	**35**	**50**	EV-D Clear	**5**	Max Recall	_____	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	Soft Recall	_____	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	Max 2	_____	**B**
C	Reduce By	**0.1**	**0.5**	**0.0**	**0.0**	**0.1**	**0.5**	**0.0**	**0.0**	*View EV Delay*	- - -	Cond. Service	_____	**C**
D	Reduce Every	**0.3**	**10.0**	**0.0**	**0.0**	**0.3**	**10.0**	**0.0**	**0.0**	*View EV Clear*	- - -	Man Cntrl Calls	_____	**D**
E	Yellow Change	**3.0**	**4.3**	**3.0**	**3.9**	**3.0**	**4.3**	**3.0**	**3.9**	*View RR Delay*	- - -	Yellow Start	**___4___8**	**E**
F	Red Clear	**0.5**	**1.0**	**0.5**	**1.0**	**0.5**	**1.0**	**0.5**	**1.0**	*View RR Clear*	- - -	First Phases	**_2___6__**	**F**

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

(* = Coordination Recall)

Row	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	0
1	Phase 1 - ForceOff	108	34	111	112	0	76	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	57	58	59	58	0	0	0	0	0	3
4	Phase 4 - ForceOff	76	79	78	81	0	0	0	0	0	4
5	Phase 5 - ForceOff	31	101	32	31	0	20	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	51	48	53	52	0	0	0	0	0	7
8	Phase 8 - ForceOff	76	79	78	81	0	46	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	50	51	61	85	0	87	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	12	0	0	0	D
E	Hold Release	135	130	144	140	0	120	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	

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

Lag Phases <C Page>

Row		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

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>

Time	Funct.	Day of Week	Column F Phases/Bits
05 : 00	E	1234567	_____78
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	1
2	System Det. # 2	2
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ---->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	20	0	10	1
2	Min Green	5	10	5	10	5	10	5	10	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	1.7	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	4.0	0.5	2.0	7
8	Max Limit	5	40	5	40	5	40	5	40	8
9	Max Limit 2	30	70	30	70	30	69	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	1	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	245	0	10	1
2	Min Green	5	10	5	10	5	10	5	10	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	1.7	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	4.0	0.5	2.0	7
8	Max Limit	5	40	5	40	5	40	5	40	8
9	Max Limit 2	30	70	30	70	30	69	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	1	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only --->	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	**<--- Limited**
B		0	0								B	**Service**
C		0	0								C	**Interval**
D		0	0								D	(Set Dwell = 255)
E		0	0								E	
F		0	0								F	

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: ECR & Town Center Dr

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **25**

N/S Street Name: **El Camino Real**
E/W Street Name: **Town Center**

Last Database Change: **4/6/2015 8:30**

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>

Row	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

Row	F
Permit	12__5678
Red Lock	_____
Yellow Lock	_____
Min Recall	_2__56__
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	1___5___

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 <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	135	130	144	140	0	0	0	0	0	0
1	Phase 1 - ForceOff	20	89	21	25	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	95	22	99	100	0	0	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	52	50	53	55	0	0	0	0	0	7
8	Phase 8 - ForceOff	75	70	77	80	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	122	45	122	30	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	135	130	144	140	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	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	2
Ped 6P	6
Ped 4P	7
Ped 8P	
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

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

Lag Phases <C Page>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	1 4 6 8	1
2	Plan 2 - Lag	2 45 8	2
3	Plan 3 - Lag	1 4 6 8	3
4	Plan 4 - Lag	1 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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
11 : 00	E	1234567	_____8
11 : 00	B	1234567	____5___
17 : 30	B	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
<7 Key>

<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>

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>

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

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

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	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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	1
2	System Det. # 2	5
3	System Det. # 3	21
4	System Det. # 4	25
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	255	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	0
9	Max Limit 2	30	70	30	70	30	70	30	138
A	- - - - - -	0	0	0	0	0	0	0	48
B	Call To Phase	0	0	0	0	0	0	0	73
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	5.6
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	16.1
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	22.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	0.1

Phase Timing - Bank 3 <F Page>

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

Special Event Schedule <C Page with F+9+F=22>

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

INTERSECTION: ECR & Leucadia-Olivenhain

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **24**

N/S Street Name: **El Camino Real**
E/W Street Name: **Leucadia Blvd & Olivenhain Rd**

Last Database Change: **5/13/2015 12:40**

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		E		F	
Row	Phase Names ---->													Row
0	Ped Walk	0	5	0	5	0	5	0	5	RR-1 Delay	0	Permit	12345678	0
1	Ped FDW	0	32	0	28	0	29	0	27	RR-1 Clear	0	Red Lock	_____	1
2	Min Green	5	10	5	10	5	10	5	10	EV-A Delay	0	Yellow Lock	_23__6__	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	EV-A Clear	1	Min Recall	1__4___8	3
4	Added Initial	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	EV-B Delay	0	Ped Recall	_____	4
5	Veh Extension	2.0	3.5	2.0	3.5	2.0	3.5	2.0	3.5	EV-B Clear	1	*View Set Peds*	- - - - -	5
6	Max Gap	2.0	5.0	2.0	5.0	2.0	5.0	2.0	5.0	EV-C Delay	0	Rest In Walk	_____	6
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	EV-C Clear	1	Red Rest	_____	7
8	Max Limit	50	40	30	40	30	40	30	40	EV-D Delay	0	Dual Entry	_____	8
9	Max Limit 2	40	70	40	70	40	70	40	70	EV-D Clear	1	Max Recall	_____	9
A	- - - - - -	0	0	0	0	0	0	0	0	RR-2 Delay	0	Soft Recall	_____	A
B	Call To Phase	0	0	0	0	0	0	0	0	RR-2 Clear	0	Max 2	_____	B
C	Reduce By	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5	*View EV Delay*	- - -	Cond. Service	_____	C
D	Reduce Every	0.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0	*View EV Clear*	- - -	Man Cntrl Calls	_____	D
E	Yellow Change	3.6	5.0	3.6	5.0	3.6	5.0	3.6	5.0	*View RR Delay*	- - -	Yellow Start	__3___7_	E
F	Red Clear	1.0	1.5	1.0	1.5	1.0	1.5	1.0	1.5	*View RR Clear*	- - -	First Phases	___4___8	F

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	135	130	144	140	0	0	0	0	0	0
1	Phase 1 - ForceOff	99	58	105	64	0	0	0	0	0	1
2	Phase 2 - ForceOff	62	90	65	95	0	0	0	0	0	2
3	Phase 3 - ForceOff	27	111	28	119	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	54	42	55	47	0	0	0	0	0	5
6	Phase 6 - ForceOff	99	90	105	95	0	0	0	0	0	6
7	Phase 7 - ForceOff	119	26	120	27	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	135	133	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	130	125	139	135	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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

Configuration <E 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	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	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	1 8
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	1

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

Lag Phases <C Page>

Row		F	Row
0	Free Lag	2 4 6 8	0
1	Plan 1 - Lag	1 3 6 8	1
2	Plan 2 - Lag	2 4 67	2
3	Plan 3 - Lag	1 3 6 8	3
4	Plan 4 - Lag	2 4 67	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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
05 : 00	E	1234567	_____78
06 : 30	3	_23456_	___45_78
09 : 00	3	_23456_	___4___8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

LOCATION: **RTE 5 SB @ SANTA FE DRIVE**

CALTRANS C8 Version 3 DATE: 12/11/14 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	1		1		7			CLK RST
1	DONT WALK	1	1		1		15			
2	MIN GREEN	5	8		5		10			
3	TYPE 3 DET	0	0		0		0			
4	ADD/VEH	0.0	0.0		0.0		0.0			
5	PASSAGE	2.0	2.0		2.0		2.0			
6	MAX GAP	2.0	2.0		2.0		2.0			
7	MIN GAP	2.0	2.0		2.0		2.0			
8	MAX EXT	35	45		30		45			
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0		0.0		0.0			DOW
D	EVERY	1.0	1.0		1.0		1.0			HR
E	YELLOW	3.7	4.1		4.1		4.1			MIN
F	RED	1.0	1.0		1.0		1.0			SEC
	BIKE XING FT		82				120			
3.5	PED XING FT						69			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT	1	2		4		6			0
RED LOCK									1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES						6			5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE				4					F
	1	2	3	4	5	6	7	8	

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 = ϕ4

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	**90**	**90**	**90**	**105**											LAG FZ FREE		**2**		**4**		**6**			0
1	FZ1 GRN FCTR	**20**	**20**	**20**	**17**									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**									GAPOUT CP3	**1**	LAG FZ CP 3	**1**			**4**		**6**			3
4	FZ4 GRN FCTR	**20**	**20**	**20**	**22**						PERM TIME			GAPOUT CP4	**1**	LAG FZ CP 4	**1**			**4**		**6**			4
5	FZ5 GRN FCTR	**0**	**0**	**0**	**0**						LAG OFFSET			GAPOUT CP5		LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6		LAG FZ CP 6									6
7	FZ7 GRN FCTR	**0**	**0**	**0**	**0**						LONG GRN			GAPOUT CP7		LAG FZ CP 7									7
8	FZ8 GRN FCTR	**0**	**0**	**0**	**0**						NO GREEN			GAPOUT CP8		LAG FZ CP 8									8
9	MULTI CYCLE	**0**	**0**	**0**	**0**									GAPOUT CP9		LAG FZ CP 9									9
A	OFFSET A	**0**	**0**	**5**	**0**						OFFSET					LAG C COORD									A
B	OFFSET B	**0**	**0**	**5**	**0**											LAG D COORD									B
C	OFFSET C	**0**	**0**	**5**	**0**											COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																								D
E	FZ 7 EXT																								E
F	OFFSET INTRPT																								F
																	1	2	3	4	5	6	7	8	

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	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

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

LOCATION: **RTE 5 SB @ SANTA FE DRIVE**

CALTRANS C8 Version 3 DATE: 9/18/14 PAGE 3

D 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	1								CP 1								
2	CP 2									CP 2	1								CP 2								
3	CP 3									CP 3	1								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

E PAGE

	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								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	

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

LOCATION: **RTE 5 SB @ SANTA FE DRIVE**

CALTRANS C8 Version 3 DATE: 5/6/2015

7 PAGE

9 PAGE C09 = 0 or 1

9 PAGE C09 = 2

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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

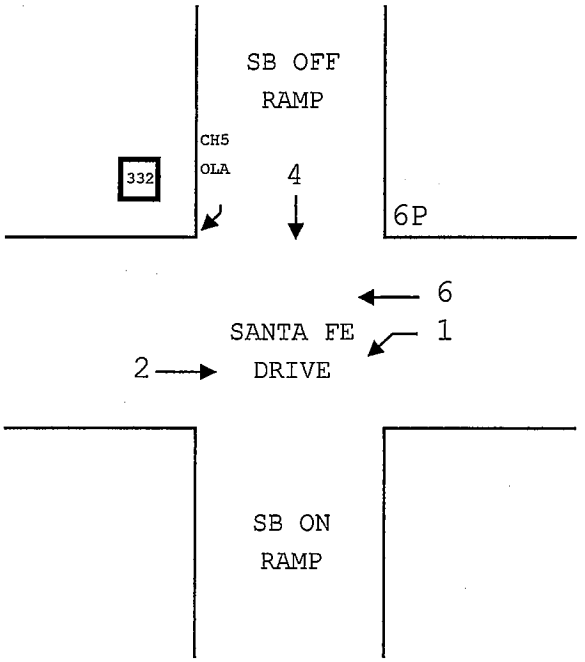
CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3	**14**	**00**	**4**	**A**		**2**	**3**	**4**	**5**	**6**	
4	**17**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

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

DATE: 6/19/14

LOCATION: RTE 5 NB @ SANTA FE DRIVE

CONFLICT MONITOR PROGRAM



	2	3	4	5 (OLA)	6	7	8	9	10	11	12	13	14	15 (6P)	16
FZ 1	C		C	X	X			X	X					X	
FZ 2			C	X	X			X	X					X	
FZ 3															
FZ 4	X	C						X	X					C	
OLA FZ 5	C							X	X					C	
FZ 6								X	X					X	
FZ 7															
FZ 8															
RTOLA 9									X					X	
RTOLB 10														X	
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:

1-5,6,9,10,15
2-5,6,9,10,15

4-5,9,10
5-9,10
6-9,10,15

9-10,15
10-15

C = CONFLICTING CHANNELS

X = CONCURRENT CHANNELS (REMOVE DIODE)

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
11	SD	5	R40.6/R40.8	29	36

REGISTERED CIVIL ENGINEER — PLAN APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — JOHN P. KEATING — No. 43595 — Exp. 12/31/14 — CIVIL — STATE OF CALIFORNIA

LINSCOTT, LAW & GREENSPAN ENGINEERS
4542 RUFFNER STREET, SUITE 100
SAN DIEGO, CALIFORNIA 92111

DATE | REVISED BY | DATE REVISED | CALCULATED/ DESIGNED BY | CHECKED BY | PROJECT ENGINEER

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

△ CONDUCTOR SCHEDULE

AWG SIZE OR CABLE SIZE		PHASE CONDUCTOR	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 3" (1)	3" (2)	4" (3)	3" (4)	3" (5)	3" (6)	2"-4" (7)	2"-4" (8)
NO.14 CABLES			POLE – (A)							1	1
			POLE – (B)							1	1
			POLE – (C)					1	1	1	1
	3		POLE – (D)				1	1	1	1	1
			POLE – (E)					1	1	1	1
			POLE – (F)	1	1	1				1	1
	12		POLE – (G)		1	1				1	1
			POLE – (H)			1				1	1
TOTAL CABLES–3 CON/12 CON				0	1	0	2	3	1	3	2
14		PEU		0	0	0	0	0	0	3	0
10		LIGHTING		2	2	2	0	2	2	4	0
TYPE "B" DLC	2	LOOP				2				2	2
	4	LOOP							2	2	2
	6	LOOP						2	2	2	2
TOTAL DLC				0	0	2	2	2	4	6	6
EV–DLC				1	2	2	0	0	0	3	3
VIDEO CABLE HARNESS				1	2	2	0	0	0	3	3
SIC – 6 PAIR				0	0	0	0	0	0	0	0
TOTAL CONDUCT. / CABLES				5	8	11	3	7	10	28	21

CONSTRUCTION NOTES (THIS SHEET ONLY)

1. MODEL 170 CONTROLLER ASSEMBLY WITH MODEL 332 CABINET. CONTRACTOR SHALL FURNISH AND INSTALL MODEL 262 DISCRIMINATOR ASSEMBLY AND BATTERY BACKUP SYSTEM (BBS). SEE FOUNDATION AND BBS CABINET DETAILS ON SHEET E–2.
2. TYPE III SERVICE PEDESTAL PER DETAIL "A" THIS SHEET.
3. EMERGENCY VEHICLE DETECTOR PER DETAIL ON CALTRANS STANDARD PLAN ES–4E.
4. INSTALL MAST ARM MOUNTED SIGN PER DETAIL "U", CALTRANS STANDARD PLAN ES–7N. SIGN TYPE AS NOTED ON PLAN.
5. VIDEO IMAGE SENSOR
6. MOUNT POLE MOUNTED SIGN PER CALTRANS STANDARD PLAN RS4.
7. 4 SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "A" THIS SHEET.
8. 5 SECTION VEHICULAR SIGNAL HEAD, SEE DETAIL "B" THIS SHEET.
9. CONTRACTOR SHALL REPLACE EXISTING SIGNAL HEAD WITH PROGRAMMED VISIBILITY SIGNAL HEAD.

MAST ARM MOUNTED SIGNS (THIS SHEET ONLY)

36" × 36" R3–18 — POLE (F)
BACKGROUND COLOR: WHITE (REFLECTIVITY TYPE XI)
LEGEND COLOR 1: RED (REFLECTIVITY XI) COLOR 2: BLACK

45" × 54" R61–7(CA) (ONLY) — POLE (G)
BACKGROUND COLOR: WHITE (REFLECTIVITY TYPE XI)
LEGEND COLOR: BLACK

36" × 36" R73–3(CA) (NO U TURN) — POLE (A)
BACKGROUND COLOR: WHITE (REFLECTIVITY TYPE XI)
LEGEND COLOR: BLACK

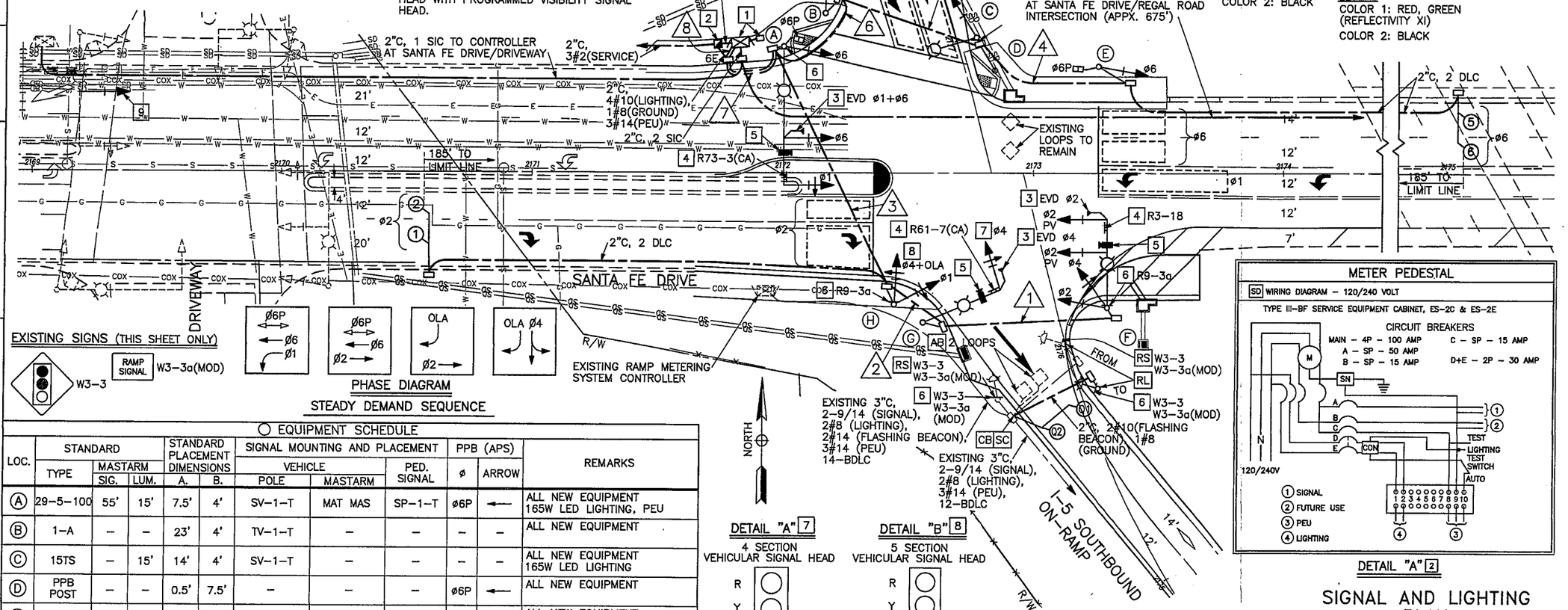
PERMIT NUMBER 11–____
CO. ___ RTE. ___ PM ___
AS–BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES
STATE REPRESENTATIVE ____ DATE ____

PROPOSED SIGNS (THIS SHEET ONLY)

18" × 18" R9–3a
BACKGROUND COLOR: WHITE (REFLECTIVITY TYPE XI)
LEGEND COLOR 1: RED (REFLECTIVITY XI) COLOR 2: BLACK

36" × 36" W3–3
BACKGROUND COLOR: YELLOW (REFLECTIVITY TYPE XI)
LEGEND COLOR 1: RED, GREEN (REFLECTIVITY XI) COLOR 2: BLACK

24" × 18" RAMP SIGNAL W3–3a (MOD)
BACKGROUND COLOR: YELLOW (REFLECTIVITY TYPE XI)
LEGEND COLOR: BLACK



EXISTING SIGNS (THIS SHEET ONLY)

W3–3 — RAMP SIGNAL W3–3a(MOD)

PHASE DIAGRAM
STEADY DEMAND SEQUENCE

Ø6P, Ø6, Ø1 — Ø6P, Ø6, Ø2 — OLA, Ø2 — OLA Ø4

○ EQUIPMENT SCHEDULE

LOC.	STANDARD TYPE	STANDARD MASTARM SIG.	STANDARD MASTARM LUM.	STANDARD PLACEMENT DIMENSIONS A.	STANDARD PLACEMENT DIMENSIONS B.	SIGNAL MOUNTING AND PLACEMENT VEHICLE POLE	SIGNAL MOUNTING AND PLACEMENT VEHICLE MASTARM	SIGNAL MOUNTING AND PLACEMENT PED. SIGNAL	PPB (APS) ø	PPB (APS) ARROW	REMARKS
(A)	29–5–100	55'	15'	7.5'	4'	SV–1–T	MAT MAS	SP–1–T	ø6P	←	ALL NEW EQUIPMENT 165W LED LIGHTING, PEU
(B)	1–A	–	–	23'	4'	TV–1–T	–	–	–	–	ALL NEW EQUIPMENT
(C)	15TS	–	15'	14'	4'	SV–1–T	–	–	–	–	ALL NEW EQUIPMENT 165W LED LIGHTING
(D)	PPB POST	–	–	0.5'	7.5'	–	–	–	ø6P	←	ALL NEW EQUIPMENT
(E)	1–A	–	–	34.5'	15'	TV–1–T	–	SP–1–T	–	–	ALL NEW EQUIPMENT
(F)	24–4–100	35'	15'	0'	3'	SV–2–T	(2) PV MAS	–	–	–	ALL NEW EQUIPMENT 165W LED LIGHTING
(G)	19–3–100	30'	15'	6'	8'	–	MAS–4B	–	–	–	ALL NEW EQUIPMENT 165W LED LIGHTING
(H)	1–A	–	–	5'	8.5'	TV–2–T	–	–	–	–	ALL NEW EQUIPMENT

DETAIL "A" 7
4 SECTION VEHICULAR SIGNAL HEAD
R, Y, G, GA
POLE (G)

DETAIL "B" 8
5 SECTION VEHICULAR SIGNAL HEAD
R, Y, G, YA, GA
POLES (B) & (H)

METER PEDESTAL

SD WIRING DIAGRAM – 120/240 VOLT
TYPE III–BF SERVICE EQUIPMENT CABINET, ES–2C & ES–2E

CIRCUIT BREAKERS
MAIN – 4P – 100 AMP
A – SP – 50 AMP
B – SP – 15 AMP
C – SP – 15 AMP
D+E – 2P – 30 AMP

120/240V
① SIGNAL
② FUTURE USE
③ PEU
④ LIGHTING
TEST
LIGHTING TEST SWITCH
AUTO

DETAIL "A" 2

SIGNAL AND LIGHTING PLAN

SANTA FE DRIVE
AT
I–5 SB RAMPS

SIGNAL NUMBER P23.563

SCALE: 1"=20'

E–1

CALTRANS – ELECTRICAL			
SUBMITTED BY	REVIEWED BY	REVIEWED BY	DATE

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

CU | EA

TS1–0428CAL.DWG REV. 11/21/13

INTERSECTION: Encinitas & Manchester/RSF

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **3**

N/S Street Name: **Manchester/RSF**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **3/18/2015 12:55**

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**		**E**	
Row	*Phase Names ---->*											Row
0	Ped Walk	**0**	**5**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	**0**
1	Ped FDW	**0**	**26**	**0**	**24**	**0**	**23**	**0**	**26**	RR-1 Clear	**10**	**1**
2	Min Green	**4**	**10**	**4**	**10**	**4**	**10**	**4**	**10**	EV-A Delay	**0**	**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**10**	**3**
4	Added Initial	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	EV-B Delay	**0**	**4**
5	Veh Extension	**3.0**	**5.0**	**2.0**	**5.0**	**4.0**	**5.0**	**2.0**	**5.0**	EV-B Clear	**10**	**5**
6	Max Gap	**3.5**	**5.0**	**2.0**	**3.0**	**4.0**	**5.0**	**2.0**	**3.0**	EV-C Delay	**0**	**6**
7	Min Gap	**1.0**	**3.0**	**2.0**	**2.0**	**3.0**	**2.0**	**2.0**	**2.0**	EV-C Clear	**10**	**7**
8	Max Limit	**20**	**45**	**20**	**25**	**25**	**45**	**35**	**25**	EV-D Delay	**0**	**8**
9	Max Limit 2	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-D Clear	**10**	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	**B**
C	Reduce By	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	**0.5**	*View EV Delay*	- - -	**C**
D	Reduce Every	**3.0**	**5.0**	**3.0**	**5.0**	**3.0**	**5.0**	**10.0**	**5.0**	*View EV Clear*	- - -	**D**
E	Yellow Change	**3.0**	**4.7**	**3.0**	**3.9**	**3.0**	**4.7**	**3.0**	**3.9**	*View RR Delay*	- - -	**E**
F	Red Clear	**1.0**	**1.0**	**0.0**	**1.0**	**0.5**	**1.0**	**0.0**	**1.0**	*View RR Clear*	- - -	**F**

Phase Timing - Bank 1 <F Page>

Preempt Timing

		F	
Permit	**12345678**		**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	**_2_4_6_8**		**8**
Max Recall	_____		**9**
Soft Recall	_____		**A**
Max 2	_____		**B**
Cond. Service	_____		**C**
Man Cntrl Calls	_____		**D**
Yellow Start	**1___5___**		**E**
First Phases	**_2___6__**		**F**

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 <C Page>

Row	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	0
1	Phase 1 - ForceOff	65	65	65	65	65	65	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	25	25	25	25	25	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	65	65	65	65	65	65	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	25	25	25	25	25	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E 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	_____

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

Lag 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	_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

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 30	E	1234567	_____7_
06 : 30	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Encinitas & Village Park Way

Group Assignment: **4003**
Field Master Assignment: **NONE**
System Reference Number: **6**

N/S Street Name: **Village Park Way**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **1/30/2014 16:01**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	**24**	<C+0+0>
Zone Number	**24**	<C+0+1>
Area Number	**1**	<C+0+2>
Area Address	**46**	<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**	**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 <F Page>

Row		**E**
0	RR-1 Delay	**0**
1	RR-1 Clear	**10**
2	EV-A Delay	**0**
3	EV-A Clear	**1**
4	EV-B Delay	**0**
5	EV-B Clear	**1**
6	EV-C Delay	**0**
7	EV-C Clear	**1**
8	EV-D Delay	**0**
9	EV-D Clear	**1**
A	RR-2 Delay	**0**
B	RR-2 Clear	**10**
C	*View EV Delay*	- - -
D	*View EV Clear*	- - -
E	*View RR Delay*	- - -
F	*View RR Clear*	- - -

Preempt Timing

Row		**F**	Row
0	Permit	**_2_456_8**	**0**
1	Red Lock		**1**
2	Yellow Lock	**___4____**	**2**
3	Min Recall	**_2___6__**	**3**
4	Ped Recall		**4**
5	*View Set Peds*	**- - - - -**	**5**
6	Rest In Walk		**6**
7	Red Rest		**7**
8	Dual Entry		**8**
9	Max Recall		**9**
A	Soft Recall		**A**
B	Max 2		**B**
C	Cond. Service		**C**
D	Man Cntrl Calls		**D**
E	Yellow Start	**____5___**	**E**
F	First Phases	**_2___6__**	**F**

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 <C Page>

Row	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	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E Page>

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 <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	_____
Ped 8P	_____8
Yellow Flash Phases	_____
Overlap A - Phases	_____
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	_____

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

Lag Phases <C Page>

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	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 30	E	1234567	_____7_
06 : 30	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	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 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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only --->	7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row
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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Encinitas & Village Square

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **7**

N/S Street Name: **Village Square**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **5/6/2015 16:27**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	**11**	<C+0+0>
Zone Number	**11**	<C+0+1>
Area Number	**1**	<C+0+2>
Area Address	**14**	<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

	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	Row
RR-1 Delay	**0**	0
RR-1 Clear	**10**	1
EV-A Delay	**0**	2
EV-A Clear	**10**	3
EV-B Delay	**0**	4
EV-B Clear	**10**	5
EV-C Delay	**0**	6
EV-C Clear	**10**	7
EV-D Delay	**0**	8
EV-D Clear	**10**	9
RR-2 Delay	**0**	A
RR-2 Clear	**10**	B
View EV Delay	- - -	C
View EV Clear	- - -	D
View RR Delay	- - -	E
View RR Clear	- - -	F

Preempt Timing

	F	Row
Permit	**123456__**	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	**1___5___**	E
First Phases	**_2___6__**	F

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)

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	135	130	96	140	0	0	0	0	90	0
1	Phase 1 - ForceOff	28	27	25	70	0	0	0	0	25	1
2	Phase 2 - ForceOff	0	0	0	115	0	0	0	0	0	2
3	Phase 3 - ForceOff	73	73	67	55	0	0	0	0	60	3
4	Phase 4 - ForceOff	44	47	42	20	0	0	0	0	37	4
5	Phase 5 - ForceOff	86	87	82	70	0	0	0	0	71	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	75	79	83	82	0	0	0	0	60	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	40	35	0	0	0	0	5	D
E	Hold Release	120	120	130	130	0	0	0	0	85	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination <C Page>

Row		E	Row
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	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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Sync Phases <C Page>

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

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	
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	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

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

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00 : 00	E	A	1234567
1	11 : 00	9	A	1_____7
2	15 : 45	3	A	_23456_
3	17 : 30	E	A	_23456_
4	19 : 00	E	A	1234567
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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 00	E	1234567	_____78
09 : 00	C	1234567	1_____
15 : 45	C	_23456_	_____
11 : 00	C	1_____7	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	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 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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ---->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only --->	7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
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	**<--- Limited**
B		0	0								B	**Service**
C		0	0								C	**Interval**
D		0	0								D	(Set Dwell = 255)
E		0	0								E	
F		0	0								F	

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: ECR & Encinitas Blvd

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **31**

N/S Street Name: **El Camino Real**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **6/9/2015 15:57**

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	**3**	<C/0+0+0>
Zone Number	**0**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**13**	<C/0+0+3>
QuicNet Channel	**COM6:**	(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>

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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

Row		F
0	Permit	**12345678**
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	**_2___6__**
4	Ped Recall	_____
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	**_2___6__**
F	First Phases	**___4___8**

Phase Functions <C+0+F=1>

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

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)

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 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 <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 = 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 <C+0+C=5>

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

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	135	130	144	140	100	120	100	100	100	0
1	Phase 1 - ForceOff	31	28	32	31	55	90	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	61	90	63	97	20	30	20	20	20	3
4	Phase 4 - ForceOff	101	63	104	67	40	64	40	40	40	4
5	Phase 5 - ForceOff	124	115	128	123	55	90	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	101	56	104	60	20	30	20	20	20	7
8	Phase 8 - ForceOff	64	90	66	97	40	64	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	113	15	139	128	0	117	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	34	31	37	35	15	12	15	15	15	D
E	Hold Release	255	130	255	255	255	120	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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 <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	3	5	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	_2_4_6_8	_2_4_6_8	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	1__4_67_	1
2	Plan 2 - Lag	1_3__6_8	2
3	Plan 3 - Lag	1__4_67_	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 <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	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 <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	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 <C+0+E=127>

Row	Column Numbers ----> / Phase Names ---->	Phase 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 lengthing

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)

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	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 ---->	0	1	2	3	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

	4	5	6	7	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 <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								
Column Numbers ---->	1	2	3	4	5	6	7	8	Row
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)	254	<D/0+0+1>
Max ON (minutes)	15	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
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

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

Dial-Back Telephone Number <C+0+C=5>

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)

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	Column 4 Phases/Bits
00 : 00	E	1234567	___4__78
08 : 30	E	1234567	_____78
20 : 00	E	1234567	___4__78
07 : 20	F	_23456_	1_____
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	_____	_____

TOD Function <C+0+7=0.1> <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	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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 Channel

Low 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: Encinitas & Via Cantebria

Group Assignment: **4006**
Field Master Assignment: **NONE**
System Reference Number: **8**

N/S Street Name: **Via Cantebria**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **4/17/2015 15:16**

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	**12**	<C/0+0+0>
Zone Number	**12**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**11**	<C/0+0+3>
QuicNet Channel	**COM5:**	(QuicNet)

Communication Addresses

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

Manual Selection

Flash Start	**20**	<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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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

Row		F
0	Permit	12_456__
1	Red Lock	_____
2	Yellow Lock	_____
3	Min Recall	_2___6__
4	Ped Recall	_____
5	*View Set Peds*	- - - - -
6	Rest In Walk	_____
7	Red Rest	_____
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	1___5___
F	First Phases	_2___6__

Phase Functions <C+0+F=1>

Overlap Assignments <C+0+E=29>

Row	Column Numbers ---->	Overlap 1	2	3	4	5	6	7	8	Row
	Overlap Name ----->									
0	Load Switch Number	9	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases	45								1
2	Veh Set 2 - Phases									2
3	Veh Set 3 - Phases									3
4	Neg Veh Phases	6								4
5	Neg Ped Phases	6								5
6	Green Omit Phases	4								6
7	Green Clear Omit Phs.									7
8										8
9										9
A										A
B										B
C										C
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	E
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	F

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 =

Preempt Priority <C+0+E=125>

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

Row		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

Configuration <C+0+E=125>

Row	Column Numbers ---->	E
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 <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	
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

Specials <C+0+F=2>

	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

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

Coordination Transition Minimums <C+0+C=5>

Row		2	Row
	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

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

Row	*Column Numbers ----> / Plan Name ---->	Plan 1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	130	75	85	90	125	105	0	80	120	0
1	Phase 1 - ForceOff	60	62	60	70	50	30	0	60	50	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	30	52	50	60	30	65	0	50	30	4
5	Phase 5 - ForceOff	50	27	30	30	0	30	0	29	50	5
6	Phase 6 - ForceOff	0	0	0	0	80	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	122	0	0	0	0	0	0	25	15	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	5	30	31	31	30	30	0	36	44	D
E	Hold Release	130	70	85	85	125	105	0	120	120	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Row		E	Row
			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 <C+0+C=1>

Row		Plan 1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	10	10	0	0	0	0	0	7	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

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 <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	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 <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	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 <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
	Column Numbers ----->								
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 <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	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 lengthing

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	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 ---->	0	1	2	3	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

Detector Assignments <C+0+E=126> <C+0+D=0>

	4	5	6	7	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 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

Column Numbers ---->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
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) **254** <D/0+0+1>
Max ON (minutes) **7** <D/0+0+2>

Detector Failure Monitor

	D	Row
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

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

<C+0+C=5>

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 =

	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)

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	Column 4 Phases/Bits
00 : 00	E	1234567	___4__78
08 : 30	E	1234567	_____78
14 : 30	C	_23456_	____5___
17 : 30	C	_23456_	_____
20 : 00	E	1234567	___4__78
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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								

Notes:

3 <E/27+5+F>
Limited Service Interval

Special Event Schedule -- Table 1 <C+0+E=27>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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) **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 Channel

Low 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: Encinitas & Balour

Group Assignment: **4006**
Field Master Assignment: **NONE**
System Reference Number: **9**

N/S Street Name: **Balour**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **6/10/2015 14:55**

Change Record					
Change	By	Date	Change	By	Date

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

Drop Number	**13**	<C/0+0+0>
Zone Number	**1**	<C/0+0+1>
Area Number	**1**	<C/0+0+2>
Area Address	**10**	<C/0+0+3>
QuicNet Channel	**COM5:**	(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>

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)

Row	Column Numbers ----> / Phase Names ---->	Phase 1	2	3	4	5	6	7	8
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

Row		F
0	Permit	**_2_456_8**
1	Red Lock	**_____**
2	Yellow Lock	**___4___**
3	Min Recall	**_2___6__**
4	Ped Recall	**_____**
5	*View Set Peds*	**- - - - -**
6	Rest In Walk	**_____**
7	Red Rest	**_____**
8	Dual Entry	**_____**
9	Max Recall	**_____**
A	Soft Recall	**_____**
B	Max 2	**_____**
C	Cond. Service	**_____**
D	Man Cntrl Calls	**_____**
E	Yellow Start	**___4___**
F	First Phases	**_2___6__**

Phase Functions <C+0+F=1>

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

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)

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 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 <C+0+E=125>

	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 <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	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 <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
		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 <C+0+C=5>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ----->										
0	Cycle Length	130	75	85	90	125	105	0	80	120	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	0	0	0	0	0	0	3
4	Phase 4 - ForceOff	68	23	38	30	30	30	0	45	65	4
5	Phase 5 - ForceOff	35	55	24	68	65	0	0	22	30	5
6	Phase 6 - ForceOff	0	0	0	0	0	65	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	0	0	0	0	0	7
8	Phase 8 - ForceOff	68	23	38	30	0	0	0	45	65	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	110	66	14	85	110	10	0	30	5	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	40	15	15	15	0	15	0	25	35	D
E	Hold Release	255	68	255	255	255	255	0	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

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 <C+0+C=1>

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

Coordination - Bank 2 <C+0+C=2>

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 <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	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 <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	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 <C+0+E=127>

Row	Phase Names ---->	Phase 1	2	3	4	5	6	7	8
	Column Numbers ----->								
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 lengthing

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)

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	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 ----->	0	1	2	3	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

	4	5	6	7	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 <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								
Column Numbers ----->	1	2	3	4	5	6	7	8	Row
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)	254	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
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

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

<C+0+C=5>

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 =

	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)

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	Column 4 Phases/Bits
05 : 00	E	1234567	_____78
07 : 20	9	_23456_	____5___
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	_____	_____
00 : 00	0	_____	_____

TOD Function <C+0+7=0.1> <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	Column 4 Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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> <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 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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>

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F 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) **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 Channel

Low 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: Encinitas & Quail G-Westlake

Group Assignment: **4003**
Field Master Assignment: **NONE**
System Reference Number: **49**

N/S Street Name: **Quai Gardens & Westlake**
E/W Street Name: **Encinitas Blvd**

Last Database Change: **5/4/2015 7:34**

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**		**E**	
Row	*Phase Names ---->*											Row
0	Ped Walk	**0**	**5**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	**0**
1	Ped FDW	**0**	**20**	**0**	**31**	**0**	**15**	**0**	**31**	RR-1 Clear	**10**	**1**
2	Min Green	**4**	**10**	**4**	**4**	**4**	**10**	**4**	**4**	EV-A Delay	**0**	**2**
3	Type 3 Limit	**0**	**25**	**0**	**0**	**0**	**25**	**0**	**0**	EV-A Clear	**3**	**3**
4	Added Initial	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	EV-B Delay	**0**	**4**
5	Veh Extension	**2.0**	**3.5**	**2.0**	**3.0**	**2.0**	**3.5**	**2.0**	**3.0**	EV-B Clear	**3**	**5**
6	Max Gap	**4.0**	**5.0**	**3.0**	**3.7**	**4.0**	**5.0**	**3.0**	**3.7**	EV-C Delay	**0**	**6**
7	Min Gap	**0.5**	**2.0**	**1.0**	**1.5**	**0.5**	**2.0**	**1.0**	**1.5**	EV-C Clear	**3**	**7**
8	Max Limit	**30**	**40**	**50**	**25**	**30**	**60**	**25**	**50**	EV-D Delay	**0**	**8**
9	Max Limit 2	**30**	**60**	**30**	**30**	**30**	**60**	**30**	**60**	EV-D Clear	**3**	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	**B**
C	Reduce By	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	**0.1**	*View EV Delay*	- - -	**C**
D	Reduce Every	**0.5**	**1.0**	**0.8**	**1.0**	**0.5**	**1.0**	**0.8**	**1.0**	*View EV Clear*	- - -	**D**
E	Yellow Change	**3.0**	**4.3**	**3.0**	**3.6**	**3.0**	**4.3**	**3.0**	**3.6**	*View RR Delay*	- - -	**E**
F	Red Clear	**0.5**	**1.0**	**0.5**	**0.5**	**0.5**	**1.0**	**0.5**	**0.5**	*View RR Clear*	- - -	**F**

Phase Timing - Bank 1 <F Page>

Preempt Timing

	F	
Permit	**12345678**	**0**
Red Lock	_____	**1**
Yellow Lock	**1**_____	**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	_____	**C**
Man Cntrl Calls	_____	**D**
Yellow Start	**___4___8**	**E**
First Phases	**_2___6__**	**F**

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 <C Page>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	130	120	110	100	90	0	0	120	0	0
1	Phase 1 - ForceOff	95	90	95	21	20	0	0	90	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	47	45	45	39	31	0	0	45	0	3
4	Phase 4 - ForceOff	65	63	61	52	50	0	0	63	0	4
5	Phase 5 - ForceOff	25	25	28	82	78	0	0	25	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	50	50	49	39	31	0	0	50	0	7
8	Phase 8 - ForceOff	65	63	77	52	50	0	0	63	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	60	60	65	55	55	0	0	55	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	130	120	105	100	60	0	0	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E 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__
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	_____67_
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	1_____

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

Lag Phases <C Page>

	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

Row	Time	Plan	Offset	Day of Week
0	06 : 30	5	A	_23456_
1	07 : 15	3	A	_23456_
2	10 : 00	2	A	_23456_
3	16 : 00	1	A	_23456_
4	17 : 30	2	A	_23456_
5	18 : 00	4	A	_23456_
6	18 : 30	5	A	_23456_
7	19 : 30	E	A	1234567
8	00 : 00	0	0	_____
9	08 : 30	5	A	1_____7
A	10 : 00	2	A	_____7
B	11 : 00	2	A	1_____
C	17 : 00	5	A	1_____7
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

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

Time	Funct.	Day of Week	Column F Phases/Bits
05 : 00	E	1234567	_____78
07 : 15	C	_23456_	__3_____
08 : 00	C	_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>

<D 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	_____

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

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
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
00 : 00	0	0	_____
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 # 3
TOD Coordination
<9 Key with C+D+9=3>

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

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

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	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 & Carryover <D Page>

Row		9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	Overlap A	0.0	0.0	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	2
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	6
7	System Det. # 7	0
8	System Det. # 8	0

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		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only --->	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	**<--- Limited**
B		0	0								B	**Service**
C		0	0								C	**Interval**
D		0	0								D	(Set Dwell = 255)
E		0	0								E	
F		0	0								F	

Special Event Schedule <C Page with F+9+F=22>

LOCATION: **RTE 5 NB @ ENCINITAS BLVD - SAXONY ROAD**

CALTRANS C8 Version 3 DATE: 12/11/14 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK		7			1	7	1	1	CLK RST
1	DONT WALK		10			1	17	1	1	
2	MIN GREEN		6			9	8	10	5	
3	TYPE 3 DET		0			0	0	0	0	
4	ADD/VEH		0.0			0.0	0.0	0.0	0.0	
5	PASSAGE		2.0			2.5	2.0	2.5	2.5	
6	MAX GAP		2.0			4.5	2.0	4.5	4.5	
7	MIN GAP		2.0			2.0	2.0	2.0	2.0	
8	MAX EXT		40			30	40	25	30	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY		0.0			0.1	0.0	0.1	0.1	DOW
D	EVERY		1.0			0.5	1.0	0.5	0.5	HR
E	YELLOW		4.4			4.1	4.4	4.1	4.1	MIN
F	RED		1.0			1.0	1.0	1.0	1.0	SEC
	BIKE XING FT		69			95	93	121		
3.5	PED XING FT		44				47			
							76			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

	F FLAGS	1	2	3	4	5	6	7	8	
PERMIT			2			5	6	7	8	0
RED LOCK						5		7	8	1
YEL LOCK										2
V RECALL			2				6			3
P RECALL										4
PED PHASES			2				6			5
RT OLA										6
RT OLB										7
DBL ENTRY										8
MAX 2 PHASES										9
LAG PHASES	READ ONLY									A
RED REST										B
REST-IN-WALK										C
MAX 3 PHASES										D
YEL START UP			2				6			E
FIRST PHASE								7		F
	1	2	3	4	5	6	7	8		

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	3.0
FCB	1.0
FCC	3.0
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 = CH 4

OLB = CH 11

OLC = CH 12

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

LOCATION: **RTE 5 NB @ ENCINITAS BLVD - SAXONY ROAD**

CALTRANS C8 Version 3 DATE: 3/5/13

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
																	1	2	3	4	5	6	7	8	

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	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

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

LOCATION: **RTE 5 NB @ ENCINITAS BLVD - SAXONY ROAD**

CALTRANS C8 Version 3 DATE: 3/5/13 PAGE 3

D 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					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									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

E PAGE

	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								8	8
9																			9
A	OLA NOT					5			8	OLA ON		2				6	7		A
B	OLB NOT						6	7		OLB ON		2			5			8	B
C	OLC NOT							7		OLC ON		2			5	6		8	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	

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

LOCATION: **RTE 5 NB @ ENCINITAS BLVD - SAXONY ROAD**

CALTRANS C8 Version 3 DATE: 10/6/02

7 PAGE

9 PAGE C09 = 0 or 1

9 PAGE C09 = 2

TIME OF DAY ACTIVITY TABLE

7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS

	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	06	30	5	A		2	3	4	5	6	
1	07	30	3	A		2	3	4	5	6	
2	10	00	2	A		2	3	4	5	6	
3	16	00	1	A		2	3	4	5	6	
4	17	30	2	A		2	3	4	5	6	
5	18	00	4	A		2	3	4	5	6	
6	18	30	5	A		2	3	4	5	6	
7	19	30	E		1	2	3	4	5	6	7
8											
9	08	30	5	A	1						7
A	10	00	2	A							7
B	11	00	2	A	1						
C	17	00	5	A	1						7
D											
E											
F											

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
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

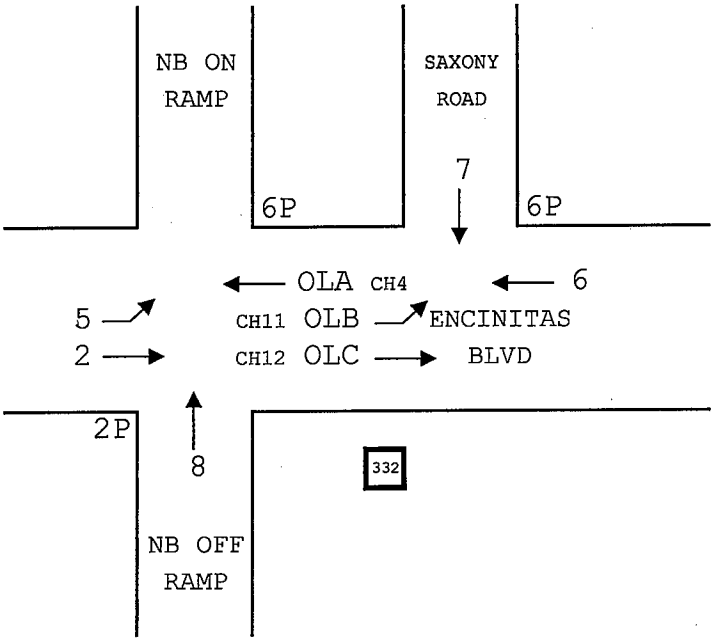
E TIME OF DAY FREE OPERATION

F FLASHING OPERATION

DATE: 9/3/05

LOCATION: RTE 5 NB @ ENCINITAS BLVD - SAXONY ROAD

CONFLICT MONITOR PROGRAM



			OLA							OLB	OLC	2P		6P	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FZ 1															
FZ 2			X	X	X	C	C	X	X	X	X	X		X	
FZ 3															
OLA FZ 4			C	X	X	C	X	X	X	X	X			X	
FZ 5			C	C	C	C	X	X	X	X	X			C	
FZ 6			C	C	C	X	X	C	X	X				X	
FZ 7			C	X	X	C	C	C						C	
FZ 8			X	X	X	X	C							C	
RTOLA 9			X	X	X	X								X	
RTOLB 10			X	X	X									X	
OLB AUX 1 11			X	X										C	
OLC AUX 2 12			X											X	
FZ 2 P 13														X	
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)

POLE SCHEDULE (EXISTING POLES REMAINING AS IS NOT SHOWN)

No.	STANDARD TYPE	SIG. M.A.	LUM. M.A.	LUMINAIRE LPSV	VEHICLE SIGNAL MOUNTING MAST ARM	POLE	PED SIGNAL MTG.	PPB ø	PPB QUAD	PPB ARROW	U.S.N.S.	POLE LOCATION (SEE DETAIL "A") E.	B.	C.	REMARKS
A	17-1-70 (R)	RELOCATE	COMPLETE		–	–	–	–	–	–	–	*	–	*	–
B	1-A (R)	RELOCATE	COMPLETE		–	–	–	–	–	–	–	–	*	*	–
C	26-4-80 (N)	40'(N)	15'(N)	–	(2) MAS(N)	SV-1-T(N)	SP-1-T(N)	–	–	–	Saxony Rd(N)	*	–	*	–
D	1-A (N)	–	–	–	–	TV-1-T(N)	–	6	S	R	–	–	*	*	–
E	17-1-70 (R)	RELOCATE	COMPLETE		–	–	–	–	–	–	–	*	–	*	–
F	1-A (R)	RELOCATE	COMPLETE		–	–	–	–	–	–	–	–	*	*	–

* LOCATION TO BE DETERMINED BY ENGINEER IN THE FIELD.

(R) RELOCATE EXIST. POLE AND EQUIPMENT TO NEW LOCATION

(N) NEW EQUIPMENT AND POLE

DETAIL "A"

DETAIL "B" ~ E.V.P. DETECTOR ASSEMBLY

N.T.S

CONSTRUCTION NOTES

-1 EXISTING CONTROLLER AND CABINET ASSEMBLY, ON NEW FOUNDATION. CONTRACTOR TO PROVIDE AND INSTALL ADDITIONAL DETECTOR AMPLIFIERS AND 282 DISCRIMINATORS FOR NEW LOOPS AND OTHER NECESSARY EQUIPMENT PER CALTRANS TRAFFIC SIGNAL CONTROLLER AND EQUIPMENT SPECIFICATIONS LATEST EDITION.

2 INSTALL E.V.P.

3 INSTALL 1 EVP-DLC THRU EXISTING CONDUITS TO CONTROLLER.

4 INSTALL NEW PED HEAD AND PPB BUTTON ON EXISTING POLE. INSTALL NECESSARY CONDUCTORS THRU EXISTING CONDUITS TO CONTROLLER.

ALL SIGNAL POLES AND EQUIPMENT TO BE REMOVED AND SALVAGED SHALL BE DELIVERED TO CALTRANS SALVAGE YARD AT 11900 SINGER LANE, SPRING VALLEY, CA. 91972

ABANDON ALL CONFLICTING EXISTING DETECTOR LOOPS.

WORK TO BE DONE

CONSTRUCT TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATION AS SHOWN ON THESE PLANS.

STANDARD PLANS

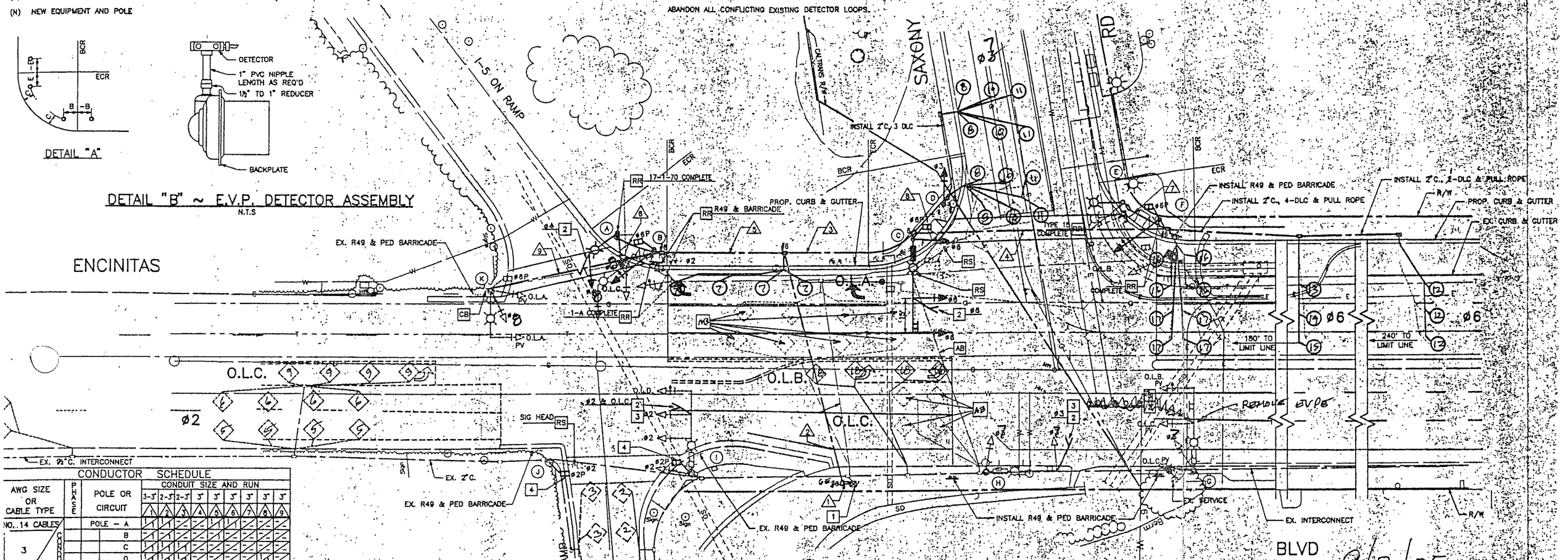
CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD DATED JULY, 1992.

STANDARD SPECIFICATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS DATED JULY, 1992.

CALIFORNIA DEPARTMENT OF TRANSPORTATION MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES 1990 EDITION.

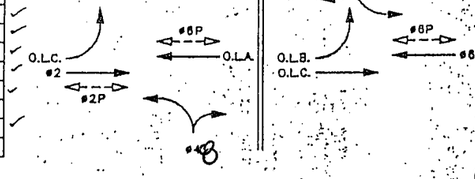
CALIFORNIA DEPARTMENT OF TRANSPORTATION TRAFFIC MANUAL-LATEST EDITION.



CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN 3-3"	2-3"	2-3"	3"	3"	3"	3"	3"	3"
		1	2	3	4	5	6	7	8	9
NO. 14 CABLES	POLE – A	1	1	–	–	1	1	–	–	–
3	B	1	1	–	–	–	–	–	–	–
12	C	1	1	–	–	–	–	–	–	–
	D	1	1	–	–	–	–	–	–	–
	E	1	1	–	–	1	1	–	–	–
	F	1	1	–	–	1	–	–	–	–
	G, H, I, J	EXISTING CONDUCTORS, ADD NEW AS NECESSARY								
	K	–	–	–	–	–	–	–	–	–
10	LIGHTING	–	2	2	2	2	2	2	–	2
	IISNS	–	2	2	–	–	–	–	–	–
	SIGNAL SERVICE	EXISTING CONDUCTORS								
TYPE "B" DLC	OLA LOOP LEAD-IN	1	1	–	–	–	–	–	–	–
	2	EXISTING								
	3	3	3	3	–	–	–	–	3	–
	4	EXISTING								
	OLB	EXISTING								
	6	6	6	6	6	–	–	–	–	–
	OLC	EXISTING								
PULL BOX FOR FUT I/C		1	1	1	1	1	–	1	–	1
EVP C		2	2	1	–	1	1	–	–	–

PHASE DIAGRAM



EMERGENCY OPERATION: FLASH ALL PHASES RED

SCALE: 1"=20'

GENERAL NOTES

1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES INCLUDING THOSE NOT SHOWN ON THESE PLANS AND VERIFY ALL JOBSITE CONDITIONS. HAND EXCAVATE FOUNDATIONS UNTIL CLEAR OF ALL SUBSTRUCTURES. PROTECT ALL FACILITIES DURING CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND NOTIFY ALL UTILITIES AND AGENCIES AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
3. POLE, DETECTOR AND EQUIPMENT LOCATIONS ARE APPROXIMATE. THE CITY SHALL VERIFY EXACT EQUIPMENT LOCATIONS PRIOR TO INSTALLATION.
4. ALL VEHICLE SIGNAL HEADS/FACES SHALL BE 12" DIAMETER WITH BACKPLATES AND GLASS LENSES. PEDESTRIAN SIGNAL HEADS/FACES SHALL BE TYPE "A" (MTS MODEL 7090 GLASS OR APPROVED EQUAL). ALL SIGNAL HOUSINGS SHALL BE ALUMINUM. PLASTIC SIGNAL HEADS, PEDESTRIAN HEADS, VISORS, BACKPLATES, AND PUSHBUTTON SIGNS SHALL NOT BE USED. PEDESTRIAN HEADS AND PUSHBUTTON SIGNS SHALL USE INTERNATIONAL SYMBOLS.
5. PROVIDE ANCHOR BOLT NUT COVERS FOR ALL STANDARDS.
6. ALL PULL BOXES AND COVERS SHALL BE CONCRETE. PULL BOX COVERS SHALL HAVE THE MARKING "TRAFFIC SIGNAL". ALL PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED.
7. FLASHING SIGNAL OPERATION SHALL BE RED ON ALL PHASES. PEDESTRIAN SIGNALS SHALL BE BLANK DURING FLASHING OPERATION.
8. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES DURING TRAFFIC SIGNAL INSTALLATION.
9. ALL CONDUIT AND FITTINGS SHALL BE PVC, 2" MIN. INSIDE DIAMETER UNLESS OTHERWISE NOTED AND CONFORM TO THE REQUIREMENTS OF THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS.
10. FUSED SPLICE CONNECTORS SHALL BE INSTALLED IN THE POLE HANDHOLE FOR EACH LUMINAIRE.
11. LOOP DETECTOR WIRE SHALL BE "TYPE 2". LOOP DETECTOR LEAD-IN CABLE SHALL BE "TYPE B".
12. LUMINAIRES SHALL BE CITY OF ENCINITAS 250W HSPV WITH FULL CUT-OFF LENS, INTEGRAL BALLAST AND "TYPE IV" PHOTO-ELECTRIC CONTROL.
13. INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE "TYPE A" AND CONFORM TO THE TRAFFIC SIGN SPECIFICATIONS, STANDARD PLANS AND STANDARD SPECIFICATIONS.

REGISTERED PROFESSIONAL ENGINEER AJ CAVIN EXP. 12-31-06 NO. C047128 CIVIL STATE OF CALIFORNIA

RECEIVED

ATTENTION

ilities shown on this plan are based on available ta. It shall be the sole responsibility of the contractor tify all existing utilities by contacting utility agencies o avoid damaging existing utilities during excavation.

FOR UNDERGROUND SERVICE ALERT CALL: 1-800-422-4133

transtech ENGINEERS • PLANNERS MUNICIPAL CONSULTANTS
424 Summit Street, Suite 120, Oceanside, CA 92054
(619)721-5977 Fax: (619)721-5975

INTERSECTION: ECR & Manchester Ave

Group Assignment: **4002**
Field Master Assignment: **NONE**
System Reference Number: **34**

N/S Street Name: **El Camino Real**
E/W Street Name: **Manchester Ave**

Last Database Change: **2/6/2015 10:32**

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		E		F	
Row	*Phase Names ---->*													Row
0	Ped Walk	0	5	5	0	0	5	0	7	RR-1 Delay	0	Permit	123456__	0
1	Ped FDW	0	18	25	0	0	18	0	10	RR-1 Clear	0	Red Lock	_____	1
2	Min Green	4	10	4	4	4	10	3	7	EV-A Delay	0	Yellow Lock	_____	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	EV-A Clear	0	Min Recall	_2___6__	3
4	Added Initial	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2	EV-B Delay	0	Ped Recall	_____	4
5	Veh Extension	2.0	3.5	2.0	2.0	2.0	6.0	0.5	3.5	EV-B Clear	0	*View Set Peds*	- - - - -	5
6	Max Gap	2.0	3.5	2.0	2.0	2.0	6.0	0.5	5.0	EV-C Delay	0	Rest In Walk	_____	6
7	Min Gap	2.0	3.5	2.0	2.0	2.0	6.0	0.5	2.0	EV-C Clear	0	Red Rest	_____	7
8	Max Limit	25	50	30	30	25	40	17	40	EV-D Delay	0	Dual Entry	_2___6__	8
9	Max Limit 2	30	70	40	50	30	70	30	70	EV-D Clear	0	Max Recall	_____	9
A	- - - - - -	0	0	4	0	0	0	0	0	RR-2 Delay	0	Soft Recall	_____	A
B	Call To Phase	0	0	0	0	0	0	0	0	RR-2 Clear	0	Max 2	_____	B
C	Reduce By	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.1	*View EV Delay*	- - -	Cond. Service	_____	C
D	Reduce Every	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	*View EV Clear*	- - -	Man Cntrl Calls	_____	D
E	Yellow Change	3.0	4.7	3.9	3.0	3.0	5.0	3.0	4.0	*View RR Delay*	- - -	Yellow Start	_2___6__	E
F	Red Clear	1.0	1.5	1.0	1.5	2.0	1.5	0.0	1.0	*View RR Clear*	- - -	First Phases	__3_____	F

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	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	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E 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	_____
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	_____

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

Lag Phases <C Page>

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	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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)

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ----->									
0	Ped Walk	0	0	7	0	7	0	7	0	0
1	Ped FDW	0	0	15	0	15	0	15	0	1
2	Min Green	3	4	7	4	4	4	7	4	2
3	Type 3 Limit	0	0	20	0	20	0	20	0	3
4	Added Initial	0.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	4
5	Veh Extension	0.5	2.0	4.0	2.0	2.5	2.0	4.0	2.0	5
6	Max Gap	0.5	3.0	6.0	3.0	3.0	3.0	6.0	3.0	6
7	Min Gap	0.5	0.5	2.0	0.5	1.5	0.5	2.0	0.5	7
8	Max Limit	17	20	30	20	25	20	30	20	8
9	Max Limit 2	30	30	50	30	40	30	50	30	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	7	7	7	7	7	7	7	B
C	Reduce By	0.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	3.0	4.0	3.0	3.0	3.0	4.0	3.0	E
F	Red Clear	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	Column Numbers ---->	Phase 1	2	3	4	5	6	7	8	Row
	Phase Names ----->									
0	Ped Walk	7	7	0	7	0	7	0	7	0
1	Ped FDW	15	0	0	0	0	0	0	10	1
2	Min Green	4	20	0	0	0	0	3	7	2
3	Type 3 Limit	20	0	0	0	0	0	0	0	3
4	Added Initial	2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.2	4
5	Veh Extension	2.5	0.0	0.0	0.0	0.0	0.0	0.5	3.5	5
6	Max Gap	3.0	2.0	0.0	0.0	0.0	0.0	0.5	5.0	6
7	Min Gap	1.5	0.0	0.0	0.0	0.0	0.0	0.5	2.0	7
8	Max Limit	25	20	0	0	0	0	17	40	8
9	Max Limit 2	40	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	7	0	0	0	0	0	0	0	B
C	Reduce By	1.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	1.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only --->	7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
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 Int. --->	30	40								9	
A		- - -	0								A	**<--- Limited Service Interval** (Set Dwell = 255)
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>

LOCATION: **RTE 5 NB @ MANCHESTER AVENUE (SAN ELIJO LAGOON)**

CALTRANS C8 Version 3 DATE: 12/11/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK		1		1	1	7		1	CLK RST
1	DONT WALK		1		1	1	21		1	
2	MIN GREEN		9		5	5	8		1	
3	TYPE 3 DET		0		0	0	0		0	
4	ADD/VEH		0.0		0.0	0.0	0.0		0.0	
5	PASSAGE		2.0		2.0	2.0	2.0		0.9	
6	MAX GAP		2.0		2.0	2.0	2.0		0.9	
7	MIN GAP		2.0		2.0	2.0	2.0		0.9	
8	MAX EXT		35		25	20	35		18	
9	MAX 2									YR
A	MAX 3				35					MO
B										DAY
C	REDUCE BY		0.0		0.0	0.0	0.0		0.0	DOW
D	EVERY		1.0		1.0	1.0	1.0		1.0	HR
E	YELLOW		4.8		4.1	3.7	4.8		4.1	MIN
F	RED		1.0		1.0	1.0	1.0		1.0	SEC
3.5	PED XING FT						92			
	BIKE XING FT		107				93			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT		2		4	5	6		8	0
RED LOCK				4					1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES						6			5
RT OLA									6
RT OLB									7
DBL ENTRY				4				8	8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES				4					D
YEL START UP		2				6			E
FIRST PHASE				4					F
	1	2	3	4	5	6	7	8	

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:

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

		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														LAG FZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR													GAPOUT CP1	LAG FZ CP 1									1
2														GAPOUT CP2	LAG FZ CP 2									2
3	FZ3 GRN FCTR													GAPOUT CP3	LAG FZ CP 3									3
4	FZ4 GRN FCTR										PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR										LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR										LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR										NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE													GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A										OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		2				6			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

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	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		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 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								
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								8
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

E PAGE

	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								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	

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

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1	06	46	9	ON		2	3	4	5	6	
2	09	00	9			2	3	4	5	6	
3											
4	15	00	3	ON	1	2	3	4	5	6	7
5	19	00	3		1	2	3	4	5	6	7
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

9 PAGE C09 = 0 or 1

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

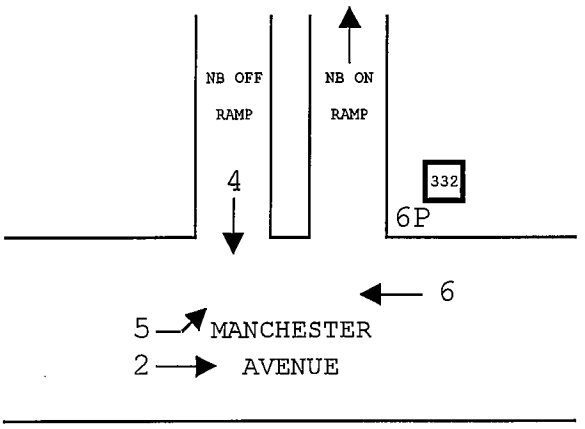
9 PAGE C09 = 2

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

DATE: 10/27/93

LOCATION: RTE 5 NB @ MANCHESTER AVENUE (SAN ELIJO LAGOON)

CONFLICT MONITOR PROGRAM



	2	3	4	5	6	7	8	9	10	11	12	13	14	15 (6P)	16
FZ 1															
FZ 2			C	X	X				X					X	
FZ 3															
FZ 4			C	C					X					C	
FZ 5			C						X					C	
FZ 6									X					X	
FZ 7															
FZ 8															
RTOLA 9															
RTOLB 10														X	
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:

2-5,6,10,15

4-10
5-10
6-10,15

10-15

C = CONFLICTING CHANNELS

X = CONCURRENT CHANNELS (REMOVE DIODE)

INTERSECTION: Birmingham & San Elijo

Group Assignment: **4004**
Field Master Assignment: **NONE**
System Reference Number: **11**

N/S Street Name: **San Elijo**
E/W Street Name: **Birmingham**

Last Database Change: **12/19/2013 9:09**

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		E		F	
Row	*Phase Names ---->*													Row
0	Ped Walk	0	5	0	5	0	0	0	0	RR-1 Delay	0	Permit	12_4_6__	0
1	Ped FDW	0	15	0	11	0	0	0	0	RR-1 Clear	7	Red Lock	_____	1
2	Min Green	5	10	0	4	0	10	0	0	EV-A Delay	0	Yellow Lock	_____	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	EV-A Clear	7	Min Recall	_2___6__	3
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	EV-B Delay	0	Ped Recall	_____	4
5	Veh Extension	3.5	2.5	0.0	2.0	0.0	4.0	0.0	0.0	EV-B Clear	7	*View Set Peds*	- - - - -	5
6	Max Gap	3.5	2.5	0.0	2.0	0.0	4.0	0.0	0.0	EV-C Delay	0	Rest In Walk	_____	6
7	Min Gap	3.5	2.5	0.0	2.0	0.0	4.0	0.0	0.0	EV-C Clear	7	Red Rest	_____	7
8	Max Limit	20	30	0	20	0	30	0	0	EV-D Delay	0	Dual Entry	_____	8
9	Max Limit 2	0	0	0	0	0	0	0	0	EV-D Clear	7	Max Recall	_____	9
A	- - - - - -	0	0	0	0	0	0	0	0	RR-2 Delay	0	Soft Recall	_2___6__	A
B	Call To Phase	0	0	0	0	0	0	0	0	RR-2 Clear	7	Max 2	_____	B
C	Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*View EV Delay*	- - -	Cond. Service	_____	C
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*View EV Clear*	- - -	Man Cntrl Calls	_____	D
E	Yellow Change	3.0	3.5	0.0	3.0	0.0	3.5	0.0	0.0	*View RR Delay*	- - -	Yellow Start	___4____	E
F	Red Clear	0.5	1.0	0.0	1.0	0.0	1.0	0.0	0.0	*View RR Clear*	- - -	First Phases	1____6__	F

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	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	0
1	Phase 1 - ForceOff	65	65	65	65	65	65	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	25	25	25	25	25	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	65	65	65	65	65	65	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	25	25	25	25	25	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E 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_____
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 <E Page>

	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	_____

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

Lag Phases <C Page>

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	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
06 : 00	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	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 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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: ECR & Santa Fe Dr

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **33**

N/S Street Name: **El Camino Real**
E/W Street Name: **Santa Fe Dr**

Last Database Change: **6/15/2015 10:09**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	**11**	<C+0+0>
Zone Number	**11**	<C+0+1>
Area Number	**1**	<C+0+2>
Area Address	**43**	<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**		**E**		**F**	
Row	*Phase Names ---->*													Row
0	Ped Walk	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	RR-1 Delay	**0**	Permit	**_2_456__**	**0**
1	Ped FDW	**0**	**0**	**0**	**28**	**0**	**23**	**0**	**0**	RR-1 Clear	**10**	Red Lock		**1**
2	Min Green	**0**	**10**	**0**	**10**	**4**	**10**	**0**	**0**	EV-A Delay	**0**	Yellow Lock		**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**1**	Min Recall	**_2___6__**	**3**
4	Added Initial	**0.0**	**2.0**	**0.0**	**1.2**	**0.0**	**2.0**	**0.0**	**0.0**	EV-B Delay	**0**	Ped Recall		**4**
5	Veh Extension	**0.0**	**3.5**	**0.0**	**4.0**	**3.0**	**3.5**	**0.0**	**0.0**	EV-B Clear	**1**	*View Set Peds*	**- - - - -**	**5**
6	Max Gap	**0.0**	**5.0**	**0.0**	**4.0**	**3.0**	**5.0**	**0.0**	**0.0**	EV-C Delay	**0**	Rest In Walk		**6**
7	Min Gap	**0.0**	**2.0**	**0.0**	**2.0**	**3.0**	**2.0**	**0.0**	**0.0**	EV-C Clear	**1**	Red Rest		**7**
8	Max Limit	**0**	**40**	**0**	**30**	**25**	**40**	**0**	**0**	EV-D Delay	**0**	Dual Entry	**_2___6__**	**8**
9	Max Limit 2	**0**	**70**	**0**	**70**	**30**	**70**	**0**	**0**	EV-D Clear	**1**	Max Recall		**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	Soft Recall		**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	Max 2		**B**
C	Reduce By	**0.0**	**0.1**	**0.0**	**0.1**	**0.1**	**0.1**	**0.0**	**0.0**	*View EV Delay*	- - -	Cond. Service		**C**
D	Reduce Every	**0.0**	**1.0**	**0.0**	**1.0**	**0.5**	**1.0**	**0.0**	**0.0**	*View EV Clear*	- - -	Man Cntrl Calls		**D**
E	Yellow Change	**0.0**	**5.0**	**0.0**	**4.0**	**3.0**	**4.3**	**0.0**	**0.0**	*View RR Delay*	- - -	Yellow Start	**___4____**	**E**
F	Red Clear	**0.0**	**1.0**	**0.0**	**1.0**	**0.5**	**1.0**	**0.0**	**0.0**	*View RR Clear*	- - -	First Phases	**_2___6__**	**F**

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	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	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *	_____	A
B	NEMA Hold	_____	B
C			C
D			D
E			E
F			F

Configuration <E 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__
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 <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	_____
Yellow Flash Phases	_____
Overlap A - Phases	___4_6__
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	1_____

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

Lag Phases <C Page>

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	Coord Max *	_____	A
B	Coord Lag *	_____	B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
05 : 00	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>
<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Santa Fe & Lake

Group Assignment: **4005**
Field Master Assignment: **NONE**
System Reference Number: **23**

N/S Street Name: **Lake Drive & Oceanic (Private)**
E/W Street Name: **Santa Fe Drive**

Last Database Change: **11/26/2013 8:42**

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number	**12**	<C+0+0>
Zone Number	**12**	<C+0+1>
Area Number	**1**	<C+0+2>
Area Address	**42**	<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**		**E**		**F**	
Row	*Phase Names ---->*													Row
0	Ped Walk	**0**	**6**	**0**	**5**	**0**	**5**	**0**	**5**	RR-1 Delay	**0**	Permit	**_2_4_6_8**	**0**
1	Ped FDW	**0**	**10**	**0**	**11**	**0**	**7**	**0**	**8**	RR-1 Clear	**10**	Red Lock	_____	**1**
2	Min Green	**0**	**8**	**0**	**4**	**0**	**8**	**0**	**4**	EV-A Delay	**0**	Yellow Lock	_____	**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**1**	Min Recall	**_2___6__**	**3**
4	Added Initial	**0.0**	**2.0**	**0.0**	**2.0**	**0.0**	**2.0**	**0.0**	**2.0**	EV-B Delay	**0**	Ped Recall	_____	**4**
5	Veh Extension	**0.0**	**5.0**	**0.0**	**2.0**	**0.0**	**5.0**	**0.0**	**2.0**	EV-B Clear	**1**	*View Set Peds*	**- - - - -**	**5**
6	Max Gap	**0.0**	**5.0**	**0.0**	**3.0**	**0.0**	**5.0**	**0.0**	**3.0**	EV-C Delay	**0**	Rest In Walk	_____	**6**
7	Min Gap	**0.0**	**3.0**	**0.0**	**0.5**	**0.0**	**3.0**	**0.0**	**0.5**	EV-C Clear	**1**	Red Rest	_____	**7**
8	Max Limit	**0**	**35**	**0**	**20**	**0**	**35**	**0**	**20**	EV-D Delay	**0**	Dual Entry	_____	**8**
9	Max Limit 2	**0**	**10**	**0**	**0**	**0**	**10**	**0**	**15**	EV-D Clear	**1**	Max Recall	_____	**9**
A	- - - - - -	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	Soft Recall	_____	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	Max 2	_____	**B**
C	Reduce By	**0.0**	**0.5**	**0.0**	**0.5**	**0.0**	**0.5**	**0.0**	**0.5**	*View EV Delay*	- - -	Cond. Service	_____	**C**
D	Reduce Every	**0.0**	**5.0**	**0.0**	**3.0**	**0.0**	**5.0**	**0.0**	**3.0**	*View EV Clear*	- - -	Man Cntrl Calls	_____	**D**
E	Yellow Change	**0.0**	**4.0**	**0.0**	**3.0**	**0.0**	**4.0**	**0.0**	**3.0**	*View RR Delay*	- - -	Yellow Start	**___4___8**	**E**
F	Red Clear	**0.0**	**1.0**	**0.0**	**0.5**	**0.0**	**1.0**	**0.0**	**0.5**	*View RR Clear*	- - -	First Phases	**_2___6__**	**F**

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	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	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	
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	
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	4 8
Assign 5 Outputs	

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

Lag Phases <C Page>

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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
00 : 00	0		
06 : 30	E	1234567	8
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
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>

<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>

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
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
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 # 3
TOD Coordination
<9 Key with C+D+9=3>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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

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

Special Event Schedule <C Page with F+9+F=22>

INTERSECTION: Santa Fe & Nardo-Mackinnon

Group Assignment: **4005**
Field Master Assignment: **NONE**
System Reference Number: **21**

N/S Street Name: **Nardo & Mackinnon**
E/W Street Name: **Santa Fe Drive**

Last Database Change: **1/11/2012 11:07**

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**		**E**		**F**	
Row	*Phase Names ---->*													Row
0	Ped Walk	**0**	**7**	**0**	**7**	**0**	**7**	**0**	**7**	RR-1 Delay	**0**	Permit	**12_456_8**	**0**
1	Ped FDW	**0**	**11**	**0**	**14**	**0**	**11**	**0**	**14**	RR-1 Clear	**10**	Red Lock	_____	**1**
2	Min Green	**4**	**10**	**0**	**7**	**4**	**10**	**0**	**7**	EV-A Delay	**0**	Yellow Lock	**1__45__8**	**2**
3	Type 3 Limit	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	EV-A Clear	**1**	Min Recall	**_2___6__**	**3**
4	Added Initial	**0.0**	**2.0**	**0.0**	**1.2**	**0.0**	**2.0**	**0.0**	**1.2**	EV-B Delay	**0**	Ped Recall	_____	**4**
5	Veh Extension	**3.0**	**3.5**	**0.0**	**3.5**	**3.0**	**3.5**	**0.0**	**3.5**	EV-B Clear	**1**	*View Set Peds*	**- - - - -**	**5**
6	Max Gap	**3.0**	**3.5**	**0.0**	**5.0**	**3.0**	**5.0**	**0.0**	**5.0**	EV-C Delay	**0**	Rest In Walk	_____	**6**
7	Min Gap	**3.0**	**3.5**	**0.0**	**2.0**	**3.0**	**2.0**	**0.0**	**2.0**	EV-C Clear	**1**	Red Rest	_____	**7**
8	Max Limit	**17**	**40**	**0**	**25**	**17**	**25**	**0**	**25**	EV-D Delay	**0**	Dual Entry	**___4___8**	**8**
9	Max Limit 2	**30**	**70**	**0**	**40**	**30**	**70**	**0**	**70**	EV-D Clear	**1**	Max Recall	_____	**9**
A	- - - - - -	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Delay	**0**	Soft Recall	_____	**A**
B	Call To Phase	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	RR-2 Clear	**10**	Max 2	_____	**B**
C	Reduce By	**0.0**	**0.1**	**0.0**	**0.1**	**0.0**	**0.1**	**0.0**	**0.1**	*View EV Delay*	- - -	Cond. Service	_____	**C**
D	Reduce Every	**0.0**	**1.0**	**0.0**	**1.0**	**0.0**	**1.0**	**0.0**	**1.0**	*View EV Clear*	- - -	Man Cntrl Calls	_____	**D**
E	Yellow Change	**3.0**	**4.0**	**0.0**	**3.0**	**3.0**	**4.0**	**0.0**	**3.0**	*View RR Delay*	- - -	Yellow Start	**___4___8**	**E**
F	Red Clear	**0.5**	**0.5**	**0.0**	**1.0**	**0.5**	**0.5**	**0.0**	**1.0**	*View RR Clear*	- - -	First Phases	**_2___6__**	**F**

Phase Timing - Bank 1 <F Page>

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

Coordination <C Page>

Row	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	0
1	Phase 1 - ForceOff	55	60	60	63	60	61	65	65	65	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	15	20	25	20	25	25	25	25	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	60	60	61	60	63	65	65	65	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	15	20	25	20	25	25	25	25	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	12	12	12	12	12	12	12	0	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(* = Coordination Recall)

Sync Phases <C Page>

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	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Configuration <E 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	

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

Lag Phases <C Page>

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	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

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>

Time	Funct.	Day of Week	Column F Phases/Bits
00 : 00	0	_____	_____
06 : 30	E	1234567	_____8
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
00 : 00	0	_____	_____
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>

<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>

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>

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

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

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	0.0	0
B	Overlap B	0.0	0.0	0.0	0
C	Overlap C	0.0	0.0	0.0	0
D	Overlap D	0.0	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	0
2	System Det. # 2	0
3	System Det. # 3	0
4	System Det. # 4	0
5	System Det. # 5	0
6	System Det. # 6	0
7	System Det. # 7	0
8	System Det. # 8	0

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	Row
	Phase Names ----->									
0	Ped Walk	0	7	0	7	0	7	0	7	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 2 <F Page>

Row	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	0
1	Ped FDW	0	10	0	10	0	10	0	10	1
2	Min Green	3	7	3	7	3	7	3	7	2
3	Type 3 Limit	0	0	0	0	0	0	0	0	3
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
8	Max Limit	17	40	17	40	17	40	17	40	8
9	Max Limit 2	30	70	30	70	30	70	30	70	9
A	- - - - - -	0	0	0	0	0	0	0	0	A
B	Call To Phase	0	0	0	0	0	0	0	0	B
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row		7 Time	8 Dwell	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output	Row	
0	Delay Only --->	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	**<--- Limited**
B		0	0	_____	_____	_____	_____	_____	_____	_____	B	**Service**
C		0	0	_____	_____	_____	_____	_____	_____	_____	C	**Interval**
D		0	0	_____	_____	_____	_____	_____	_____	_____	D	(Set Dwell = 255)
E		0	0	_____	_____	_____	_____	_____	_____	_____	E	
F		0	0	_____	_____	_____	_____	_____	_____	_____	F	

Special Event Schedule <C Page with F+9+F=22>

LOCATION: **RTE 5 NB @ SANTA FE DRIVE**

CALTRANS C8 Version 3 DATE: 12/11/14

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK		1			1	7	1	1	CLK RST
1	DONT WALK		1			1	11	1	1	
2	MIN GREEN		7			7	5	11	10	
3	TYPE 3 DET		0			0	0	0	0	
4	ADD/VEH		0.0			0.0	0.0	0.0	0.0	
5	PASSAGE		2.0			2.0	2.0	2.0	4.0	
6	MAX GAP		2.0			2.0	2.0	2.0	4.0	
7	MIN GAP		2.0			2.0	2.0	2.0	4.0	
8	MAX EXT		45			20	45	15	30	
9	MAX 2		55			30	40			YR
A	MAX 3									MO
B										DAY
C	REDUCE BY		0.0			0.0	0.0	0.0	0.0	DOW
D	EVERY		1.0			1.0	1.0	1.0	1.0	HR
E	YELLOW		4.4			3.7	4.4	4.1	4.1	MIN
F	RED		1.0			1.0	1.0	1.0	1.0	SEC
	BIKE XING FT		76			71	49	125		
3.5	PED XING FT						40			
							37			

	PRE-EMPTION E	
EV SEL	0	
RR1 CLR	15	
EVA DLY	0	
EVA CLR	5	
EVB DLY	0	
EVB CLR	5	
EVC DLY	0	
EVC CLR	5	
EVD DLY	0	
EVD CLR	5	
MAX EV	255	
RR2 CLR	15	

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT		2			5	6	7	8	0
RED LOCK					5			8	1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES						6			5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES		2			5	6			9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE							7		F
	1	2	3	4	5	6	7	8	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	0
FOF	5

FCO	3
FC1	3
FC2	10
FCA	3.0
FCB	0.0
FCC	0.0
FCD	0.0

FD0 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:

7/8 SPLIT

OLA = CH 12

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
2														GAPOUT CP2	LAG FZ CP 2									2
3	FZ3 GRN FCTR				**0**									GAPOUT CP3	LAG FZ CP 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
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR				**15**						LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR				**20**						NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE													GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A				**2**						OFFSET				LAG C COORD									A
B	OFFSET B				**2**										LAG D COORD									B
C	OFFSET C				**2**										COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

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	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		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

LOCATION: **RTE 5 NB @ SANTA FE DRIVE**

CALTRANS C8 Version 3 DATE: 3/5/13

D 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								
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

E PAGE

	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	

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

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**05**	**00**	**4**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
1	**13**	**58**	**4**			**2**	**3**	**4**	**5**	**6**	
2	**17**	**31**	**4**	**ON**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
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

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	**14**	**00**	**4**	**A**		**2**	**3**	**4**	**5**	**6**	
1	**17**	**30**	**E**		**1**	**2**	**3**	**4**	**5**	**6**	**7**
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

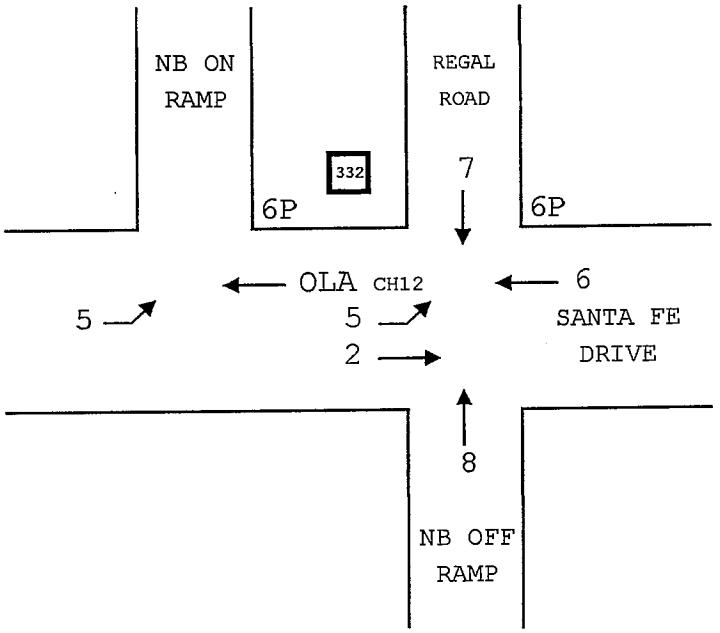
9 PAGE C09 = 2

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

DATE: 3/3/10

LOCATION: RTE 5 NB @ SANTA FE DRIVE

CONFLICT MONITOR PROGRAM



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

DIODE CUT OUT LIST:

2-5,6,10,12,15

5-10
6-10,12,15
7-10,12
8-10,12

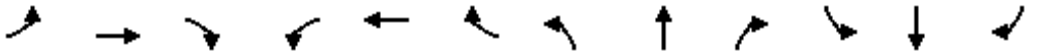
10-12,15

12-15

C = CONFLICTING CHANNELS

X = CONCURRENT CHANNELS (REMOVE DIODE)

Appendix B
AM/PM Peak Hour Intersection LOS Worksheets – Existing Conditions



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

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	9.3	19.8		16.0		33.8		
Max Q Clear Time (g_c+I1), s	8.7	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.

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	5.5	31.0	4.0	* 38	7.5	33.0	11.5	30.0
Max Q Clear Time (g_c+I1), s	6.1	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	12.3	21.7		27.0		37.7		
Max Q Clear Time (g_c+I1), 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

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	0	1437	473
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	967	-
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	-	-	1041	-	147	591
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1038	-	100	590
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	251	-

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	-

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.

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.

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*	8	51.1				64.8		22.9
Max Q Clear Time (g_c+I1), s	6.0	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.

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	13.2	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

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	14.0	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	14.3	* 27	* 44	44.6	* 20	21.2	48.6	* 40
Max Q Clear Time (g_c+I1), s	11.6	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

* 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)	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	30.0	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+I1), s	16.2	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.

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

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	8.3	21.7		35.0	10.0	19.7		35.0
Max Q Clear Time (g_c+I1), 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

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	10.9	22.8		35.0		44.8		
Max Q Clear Time (g_c+I1), 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.

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.

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	12.0	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+I1), s	18.4	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

* 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)	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	12.4	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+I1), 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

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	12.4	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+I1), s	11.9	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.

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	6.2	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+I1), s	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	11.0	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	6.4	16.5	14.5	40.4	9.5	43.4	21.4	* 34
Max Q Clear Time (g_c+I1), s	8.4	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

* 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)	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+I1), s	7.8	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.

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+I1), 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

* 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)	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.

Intersection	
Intersection Delay, s/veh	37.2
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

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	3.0	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	7.5	66.6		14.7	16.7	* 68		11.7
Max Q Clear Time (g_c+I1), s	7.9	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	33.2
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

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	6.9	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	2.9	26.1		27.0	5.0	53.1		32.1
Max Q Clear Time (g_c+I1), 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	

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	5.8	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	2.3	32.4		52.8	28.4	24.5		52.8
Max Q Clear Time (g_c+I1), s	12.0	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	

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+I1), 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

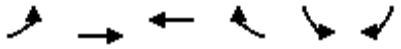
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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



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+I1), 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+I1), 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

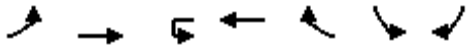
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	3.0	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+I1), 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



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+I1), s	12.1	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.

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+I1), 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

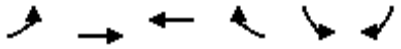
Notes

* 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)	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	7.8	42.7		24.0	7.5	41.7		25.0
Max Q Clear Time (g_c+I1), s	4.8	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	



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

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	17.8	57.4	19.5	38.0	22.5	52.4	26.5	31.0
Max Q Clear Time (g_c+I1), 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/veh	35.9
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

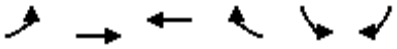
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	409	130	410	590	0	0	0	0	62	3	199
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	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	12.0	24.0		15.4		46.0		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	7.4	24.8		16.0		53.8		
Max Q Clear Time (g_c+I1), s	16.8	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.



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+I1), 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

* 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)	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+I1), s	7.7	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	

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

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+I1), 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

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), s	5.7	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

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	

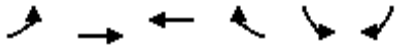
Lane

Intersection	
Intersection Delay, s/veh	40.5
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



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+I1), 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

* 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)	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+I1), s	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.

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

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	21.2	25.0		16.5		46.3		
Change Period (Y+Rc), s	4.7	5.1		5.1		5.1		
Max Green Setting (Gmax), s	16.5	20.8		16.0		43.8		
Max Q Clear Time (g_c+I1), s	16.0	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	3.5	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.

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	3.1	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	12.3	30.3	4.0	* 36	10.1	32.4	9.5	30.0
Max Q Clear Time (g_c+I1), s	7.2	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	12.3	21.7		27.0		37.7		
Max Q Clear Time (g_c+I1), s	9.4	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

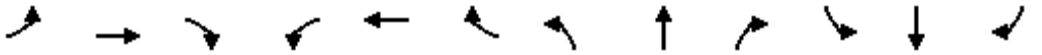
Intersection	
Int Delay, s/veh	5.9

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	-



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.

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	* 8	41.1				54.8		22.9
Max Q Clear Time (g_c+I1), s	4.5	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), 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

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+I1), s	10.2	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

* 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)	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+I1), s	11.4	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.

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

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	8.3	21.7		35.0	10.0	19.7		35.0
Max Q Clear Time (g_c+I1), s	3.8	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

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	8.0	21.7		35.0		34.8		
Max Q Clear Time (g_c+I1), s	7.9	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.

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.

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	8.7	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	10.5	70.5	16.5	* 27	11.5	78.5	4.5	38.3
Max Q Clear Time (g_c+I1), s	15.1	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

* 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)	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+I1), 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+I1), 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.

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+I1), 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+I1), s	32.5	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

* 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)	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	17.6	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+I1), 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.

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	30.3	48.7	24.3	14.5	29.3	* 50	18.3	20.5
Max Q Clear Time (g_c+I1), s	16.7	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

* 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)	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.

Intersection	
Intersection Delay, s/veh	37.6
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	13.7	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	17.7	60.6		15.7	18.7	* 60		21.7
Max Q Clear Time (g_c+I1), s	19.7	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	29.6
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

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+I1), s	11.7	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.

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+I1), s	18.8	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	

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	* 30	49.6		34.9		84.6		
Max Q Clear Time (g_c+I1), s	31.7	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

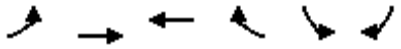
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	9.6	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	



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+I1), 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+I1), s	19.9	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

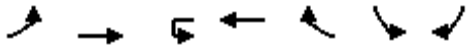
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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



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+I1), s	28.5	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.

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	14.5	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	28.8	* 33	* 28	34.9	* 21	40.9	33.9	* 29
Max Q Clear Time (g_c+I1), 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

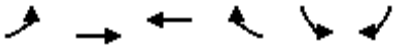
Notes

* 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)	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+I1), 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	



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+I1), 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

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	10.0	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	6.0	33.4	13.5	29.0	8.5	31.4	11.5	31.0
Max Q Clear Time (g_c+I1), s	6.8	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

Intersection	
Intersection Delay, s/veh	14.9
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

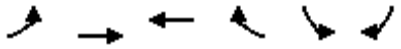
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	631	238	140	456	0	0	0	0	224	3	233
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	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	* 13	60.9		16.9		77.9		
Max Q Clear Time (g_c+I1), 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.



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+I1), 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

* 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)	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	3.7	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+I1), s	4.8	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

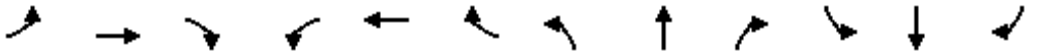
Intersection	
Int Delay, s/veh	3.6

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



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

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), s	4.6	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

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	

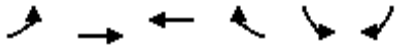
Lane

Intersection	
Intersection Delay, s/veh	22.9
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



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+I1), 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

* 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)	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+I1), s	4.4	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

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK By Axle 2	TRUCK By Axle 3	AADT By Axle 4	TOTAL By Axle 5+	% TRUCK By Axle 2	% TRUCK By Axle 3	AADT By Axle 4	By Axle 5+	EAL 2-WAY (1000)	YEAR VER/ EST
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

Dist	Route	County		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak AADT	Ahead AADT
11	5	SD	R	34.134	SAN DIEGO, DEL MAR HEIGHTS ROAD	16200	248000	245000	15900	244000	243000
11	5	SD	R	36.266	VIA DE LA VALLE	15900	244000	243000	18100	247000	230000
11	5	SD	R	37.384	SOLANA BEACH, LOMAS SANTA FE DRIVE	18100	247000	230000	16100	244000	231000
11	5	SD	R	38.624	MANCHESTER AVENUE	16100	244000	231000	14200	216000	203000
11	5	SD	R	39.83	BIRMINGHAM DRIVE	14200	216000	203000	14200	216000	201000
11	5	SD	R	40.597	ENCINITAS, SANTA FE DRIVE	14200	216000	201000	15400	226000	210000
11	5	SD	R	41.509	ENCINITAS BOULEVARD	15400	226000	210000	15600	223000	211000
11	5	SD	R	42.712	LEUCADIA BOULEVARD	15600	223000	211000	15500	223000	208000
11	5	SD	R	44.071	LEUCADIA, LA COSTA AVENUE	15500	223000	208000	15200	218000	204000
11	5	SD	R	45.571	CARLSBAD, POINSETTIA LANE	15200	218000	204000	15100	216000	201000
11	5	SD	R	47.032	CARLSBAD, PALOMAR AIRPORT ROAD	15100	216000	201000	15000	214000	198000
11	5	SD	R	47.975	CARLSBAD, CANNON ROAD	15000	214000	198000	14700	220000	199000
11	5	SD	R	49.278	TAMARACK AVENUE	14700	220000	199000	14700	200000	196000
11	5	SD	R	50.106	CARLSBAD, CARLSBAD VILLAGE DRIVE	14700	200000	196000	14700	198000	194000
11	5	SD	R	50.684	CARLSBAD, LAS FLORES DRIVE	14700	198000	194000	14600	200000	196000
11	5	SD	R	51.201	JCT. RTE. 78 EAST	14600	200000	196000	14300	208000	192000
11	5	SD	R	51.466	OCEANSIDE, CASSIDY STREET	14300	208000	192000	14200	201000	191000
11	5	SD	R	51.847	OCEANSIDE, CALIFORNIA STREET	14200	201000	191000	14700	210000	190000
11	5	SD	R	52.298	OCEANSIDE, OCEANSIDE BOULEVARD	14700	210000	190000	14700	203000	191000
11	5	SD	R	53.43	MISSION AVENUE	14700	203000	191000	13200	184000	171000
11	5	SD	R	53.932	JCT. RTE. 76	13200	189000	171000	12100	169000	158000
11	5	SD	R	54.39	HARBOR DRIVR/VANDERGRIFT	12100	169000	158000	11100	146000	130000
11	5	SD	R	62.078	LAS PULGAS ROAD	11000	144000	130000	10600	144000	129000
11	5	SD	R	71.377	BASILONE ROAD	10600	144000	129000	11100	140000	136000
11	5	SD	R	72.281	CHRISTIANITOS ROAD	11100	140000	136000	11200	141000	137000
11	5	SD	R	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

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
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

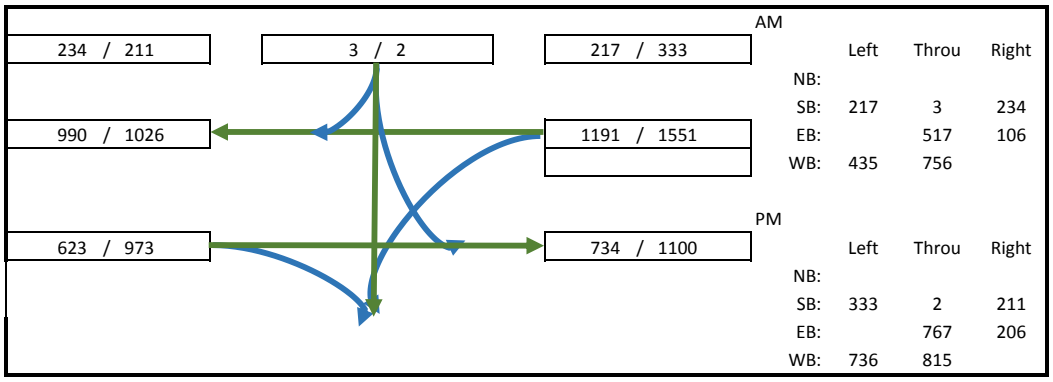
Appendix E
Ramp Intersection Capacity Analysis – Existing Conditions

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



AM

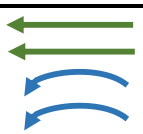
	Left	Throu	Right
NB:			
SB:	217	3	234
EB:		517	106
WB:	435	756	

PM

	Left	Throu	Right
NB:			
SB:	333	2	211
EB:		767	206
WB:	736	815	

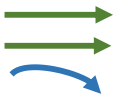
LANE VOLUMES (ILV/HR)

PHASE I



		218 / 368	
AM	218	218 / 368	
PM	368	**218** / **368**	
		218 / 368	

PHASE II



AM	259	**259**	
PM	384	259	
		106	

PHASE III

AM	234	**234** / **211**	111 / 168	109 / 167
PM	211			

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PM
711	963

TOTAL OPERATING LEVEL (ILV/HR):

AM:	711	Under Capacity
PM:	963	Under Capacity

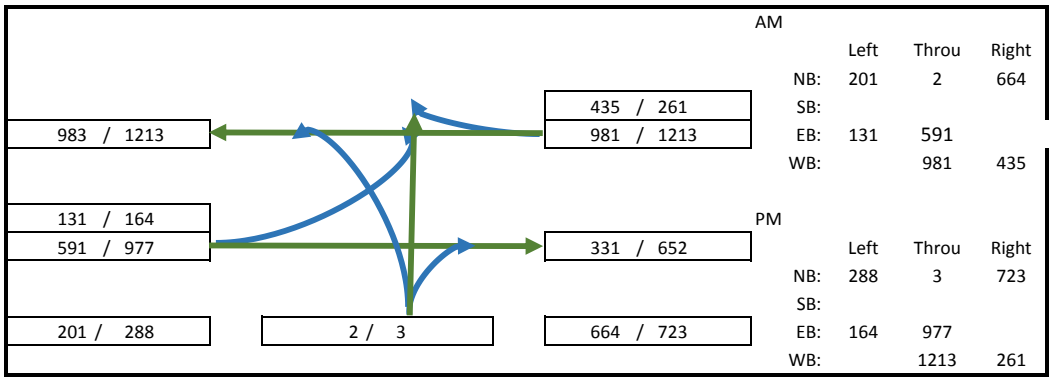
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:	201	2	664
SB:			
EB:	131	591	
WB:		981	435

PM

	Left	Throu	Right
NB:	288	3	723
SB:			
EB:	164	977	
WB:		1213	261

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	PHASE II
898	931

TOTAL OPERATING LEVEL (ILV/HR):

AM:	898	Under Capacity
PM:	931	Under Capacity

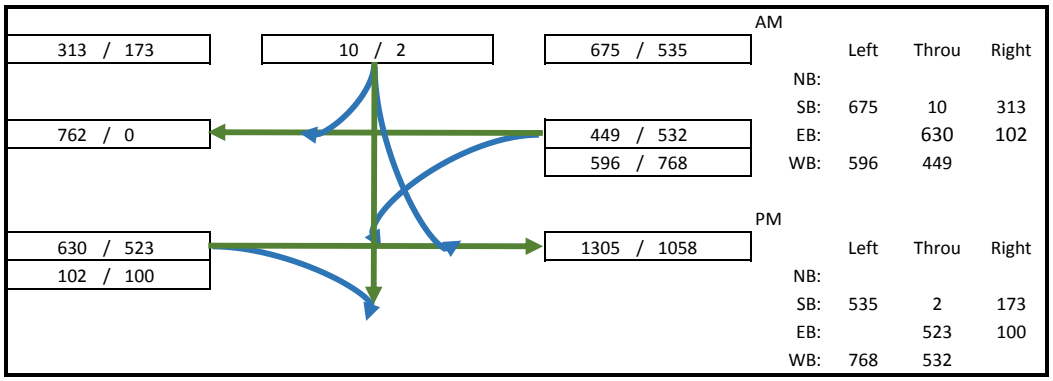
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:			
SB:	675	10	313
EB:		630	102
WB:	596	449	

PM

	Left	Throu	Right
NB:			
SB:	535	2	173
EB:		523	100
WB:	768	532	

LANE VOLUMES (ILV/HR)

PHASE I

		298/384
AM	298	298/384
PM	384	**298/384**
		298/384

PHASE II

AM	417	315/261
PM	362	**417/362**

PHASE III

AM	347			
PM	269	313/173	**347/269**	338/268

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1062	1015

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1062	Under Capacity
PM:	1015	Under Capacity

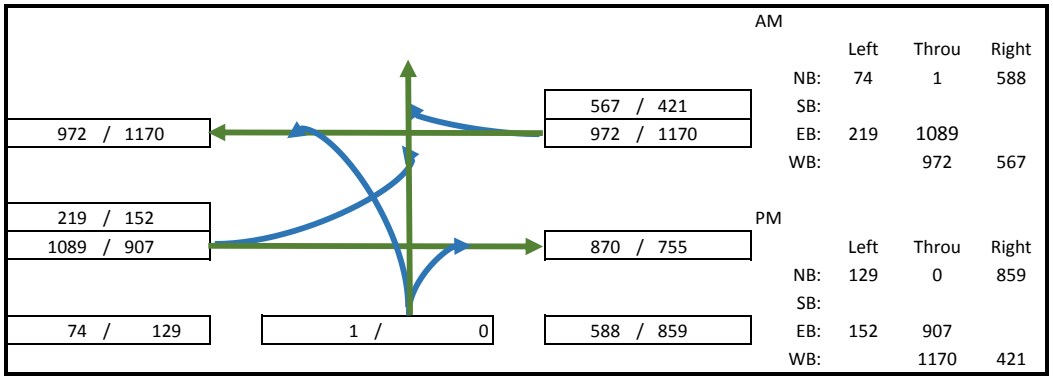
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:	74	1	588
SB:			
EB:	219	1089	
WB:		972	567

PM

	Left	Throu	Right
NB:	129	0	859
SB:			
EB:	152	907	
WB:		1170	421

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	PHASE II
1080	1003

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1080	Under Capacity
PM:	1003	Under Capacity

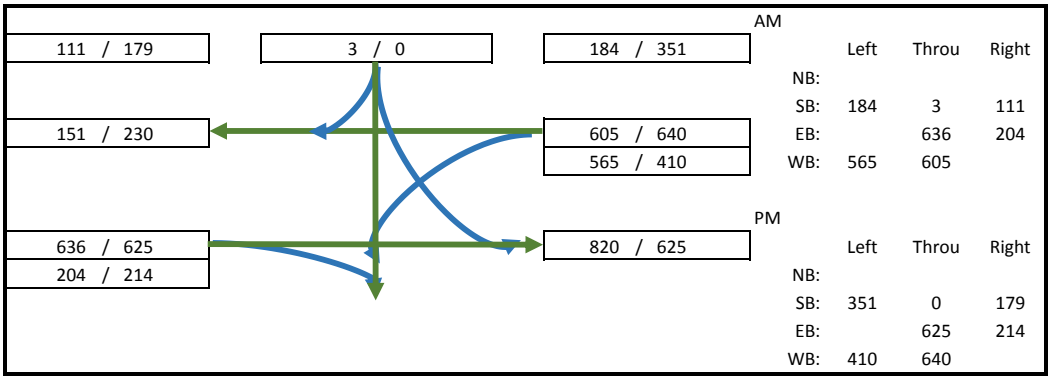
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:			
SB:	184	3	111
EB:		636	204
WB:	565	605	

PM

	Left	Throu	Right
NB:			
SB:	351	0	179
EB:		625	214
WB:	410	640	

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			
PM	179	**111/179**	95/176	92/176

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
712	697

TOTAL OPERATING LEVEL (ILV/HR):

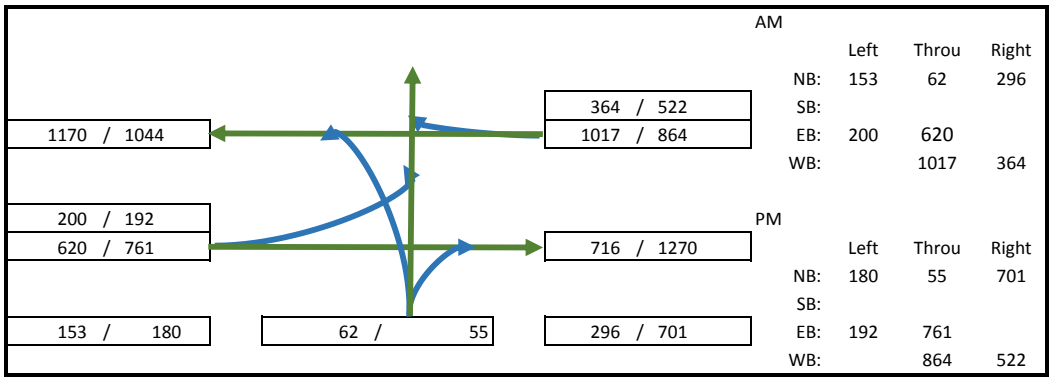
AM:	712	Under Capacity
PM:	697	Under Capacity

< 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	DIST. CO. RTE	
ALTERNATIVE:	Existing Conditions	PM:	
		DATE:	6/28/2015
		TIME:	

DEMAND TRAFFIC FLOWS



AM

	Left	Throu	Right
NB:	153	62	296
SB:			
EB:	200	620	
WB:		1017	364

PM

	Left	Throu	Right
NB:	180	55	701
SB:			
EB:	192	761	
WB:		864	522

LANE VOLUMES (ILV/HR)

PHASE I

AM	200
PM	192

PHASE II

AM	703	**703/810**
PM	810	339/288
		339/288

PHASE III

AM	148
PM	351

77/90 | 139/145 | **148/351** | 148/350

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1051	1353

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1051	Under Capacity
PM:	1353	At Capacity

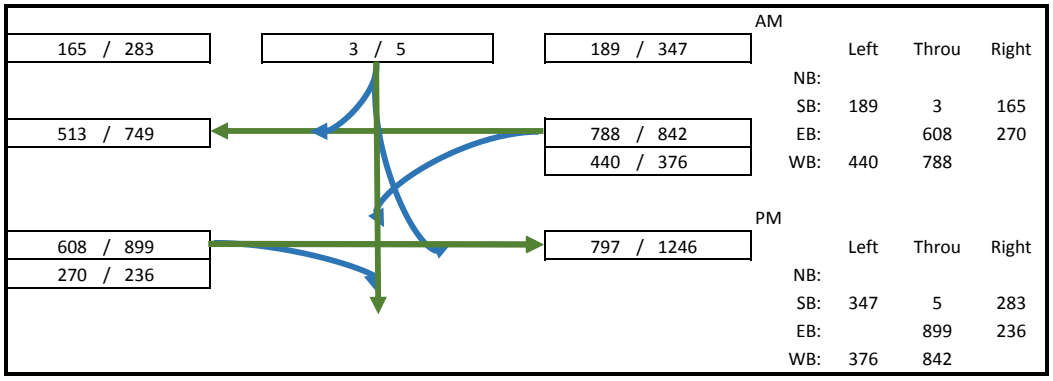
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:			
SB:	189	3	165
EB:		608	270
WB:	440	788	

PM

	Left	Throu	Right
NB:			
SB:	347	5	283
EB:		899	236
WB:	376	842	

LANE VOLUMES (ILV/HR)

PHASE I

AM	440	440/376
PM	376	440/376
		440/376

PHASE II

AM	574	304/450
PM	686	**574/686**

PHASE III

AM	192	165/283	**192/352**
PM	352		

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1206	1414

TOTAL OPERATING LEVEL (ILV/HR):

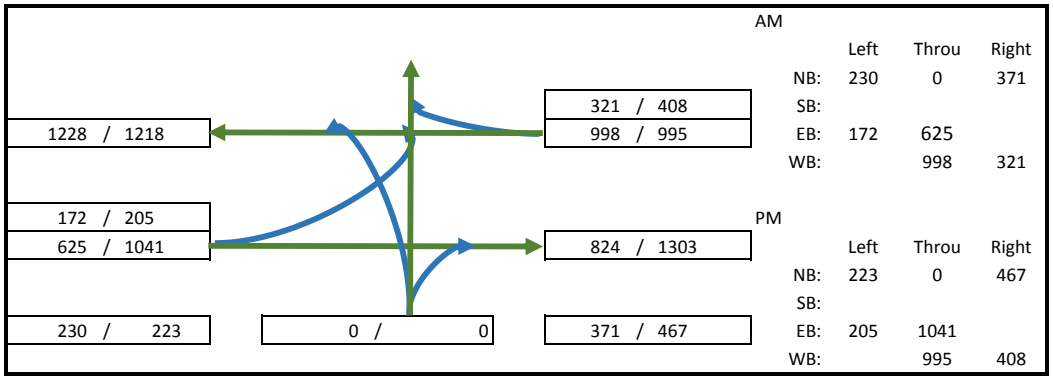
AM:	1206	At Capacity
PM:	1414	At Capacity

< 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	DIST. CO. RTE	
ALTERNATIVE:	Existing Conditions	PM:	
		DATE:	6/28/2015
		TIME:	

DEMAND TRAFFIC FLOWS



AM

	Left	Throu	Right
NB:	230	0	371
SB:			
EB:	172	625	
WB:		998	321

PM

	Left	Throu	Right
NB:	223	0	467
SB:			
EB:	205	1041	
WB:		995	408

LANE VOLUMES (ILV/HR)

PHASE I			PHASE II		
AM	172	**172/205**	AM	499	321/408
PM	205	172/205	PM	498	**499/498**
		172/205			499/498

PHASE III				PHASE IV
AM	371			
PM	467			
		230/223	**371/467**	

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1042	1170

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1042	Under Capacity
PM:	1170	Under Capacity

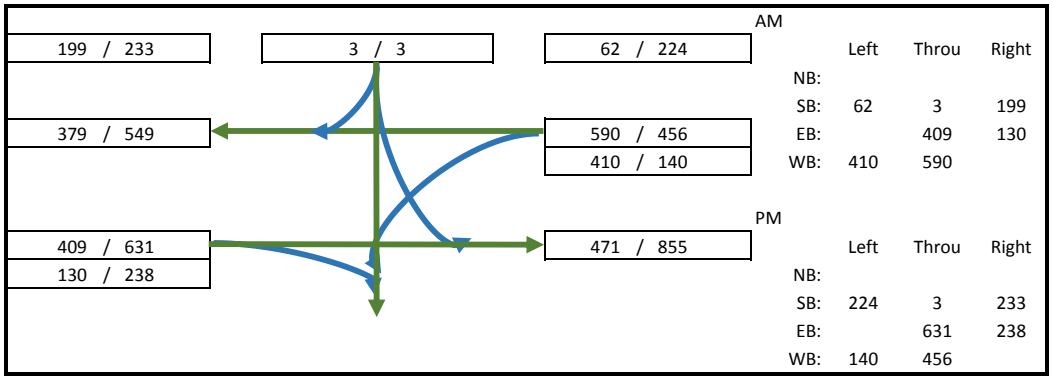
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:			
SB:	62	3	199
EB:		409	130
WB:	410	590	

PM

	Left	Throu	Right
NB:			
SB:	224	3	233
EB:		631	238
WB:	140	456	

LANE VOLUMES (ILV/HR)

PHASE I			
AM	410		410/140
PM	140		410/140
			410/140

PHASE II		
AM	409	**409/631**
PM	631	130/238

PHASE III			
AM	199	**199/233**	65/227
PM	233		

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM
1018

PHASE II
1004

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1018	Under Capacity
PM:	1004	Under Capacity

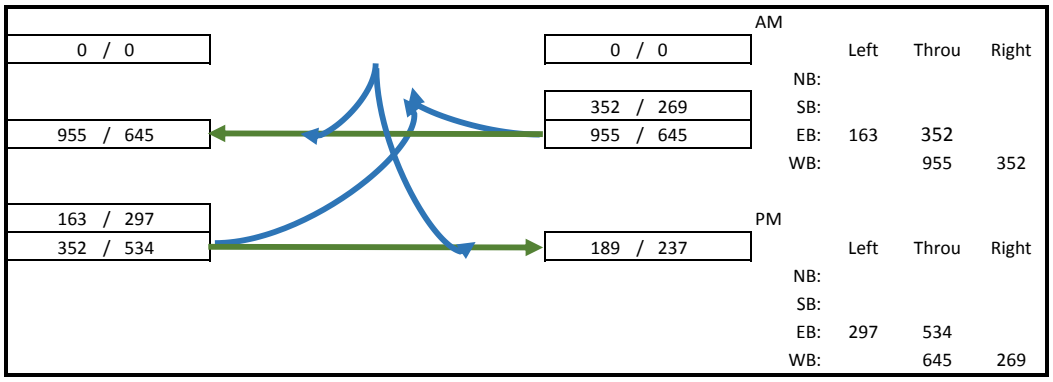
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:			
SB:			
EB:	163	352	
WB:		955	352

PM

	Left	Throu	Right
NB:			
SB:			
EB:	297	534	
WB:		645	269

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

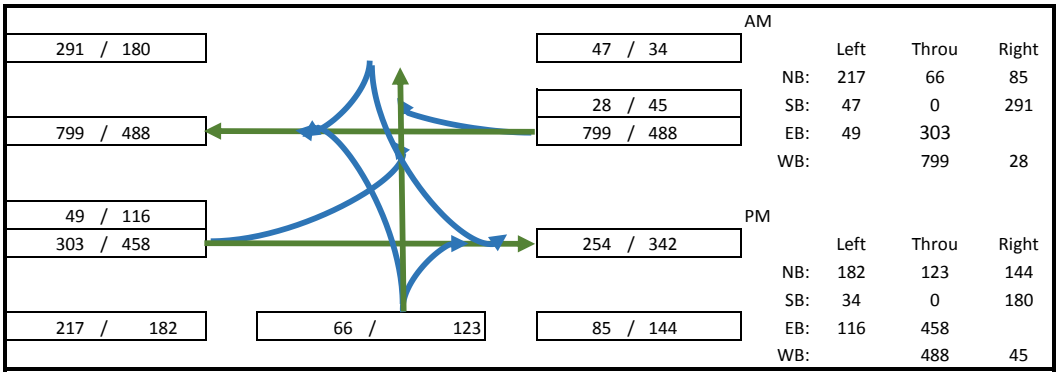
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:	217	66	85
SB:	47	0	291
EB:	49	303	
WB:		799	28

PM

	Left	Throu	Right
NB:	182	123	144
SB:	34	0	180
EB:	116	458	
WB:		488	45

LANE VOLUMES (ILV/HR)

PHASE I

AM	49	**49/116**
PM	116	49/116

PHASE II

AM	295	**295/207**
PM	207	267/162
		267/162

PHASE III

AM	291	47/34	**291/180**
PM	180		

PHASE IV

AM	217			
PM	286			
		109/91	**217/286**	42/72

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
852	789

TOTAL OPERATING LEVEL (ILV/HR):

AM:	852	Under Capacity
PM:	789	Under Capacity

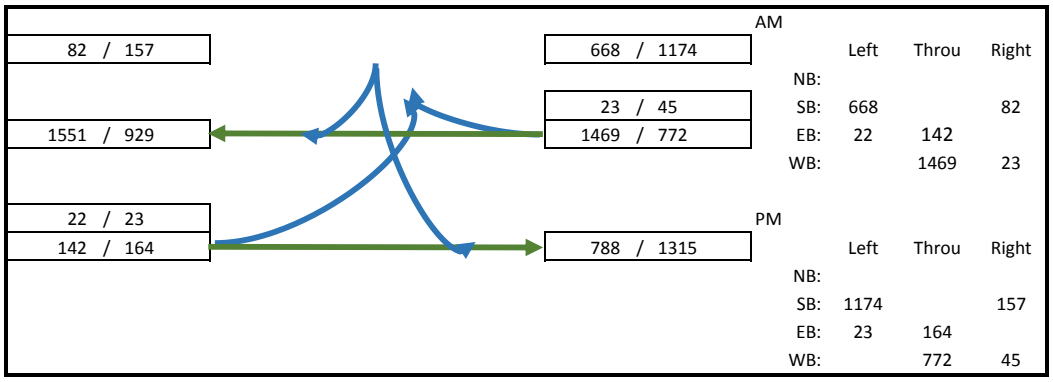
< 1,200 ILV/HR
> 1,200 BUT < 1,500 ILV/HR
> 1,500 ILV/HR (CAPACITY)

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



AM

	Left	Throu	Right
NB:			
SB:	668		82
EB:	22	142	
WB:		1469	23

PM

	Left	Throu	Right
NB:			
SB:	1174		157
EB:	23	164	
WB:		772	45

LANE VOLUMES (ILV/HR)

PHASE I

AM	22	**22/23**
PM	23	22/23

PHASE II

AM	735	23/45
PM	386	**735/386**
		734/386

PHASE III

AM	334	82/157	**334/587**	334/587
PM	587			

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1091	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	SJID	ID	EXISTING	Existing Check	NP	RM	BYO	MMUP	Roadway	Segment	Jusrisdiction	Typology	Threshold (LOS E)		Class	Existing ADT	V/C	Byear 2008
6479	6479A	1	23	A	A	C	C	C	C	Carlsbad Blvd	Between Avenida Encinas and La Costa Avenue	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	12,160	0.304	18,500
9804	9804A	2	22	B	B	C	C	C	C		Between Poinsettia Lane and Avenida Encinas	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	16,194	0.405	18,500
13482	13482A	3	21	C	C	C	C	C	C	Highway 101	Between La Costa Avenue and 600 feet south of La Costa Avenue	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	18,070	0.513	16,800
12159	12159A	4	20	D	C	C	C	C	C		Between 600 feet south of La Costa Avenue and Leucadia Blvd	City of Encinitas	3-Lane Major Roadway	26,400	2-Lane Local Roadway - Augmented	ENCINITAS-3M	17,378	0.658	16,800
12158	12158A	5	16	C	C	C	C	C	C		Between Leucadia Blvd and Cadmus Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	19,145	0.544	18,300
7169	7169A	5	17	C	C	C	C	C	C		Between Cadmus Street and Marcheta Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major	ENCINITAS-4M	19,145	0.544	18,300
7167	7167A	5	18	C	C	C	C	C	C		Between Marcheta Street and 660 feet south of Marcheta Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major	ENCINITAS-4M	19,145	0.544	18,300
7165	7165A	5	19	C	C	C	C	C	C		Between 660 feet south of Marcheta Street and Encinitas Blvd	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major	ENCINITAS-4M	19,145	0.544	18,300
13497	13497A	9	12	C	C	C	C	C	C		Between Encinitas Blvd and D Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	18,746	0.533	18,500
7166	7166A	9	13	C	C	C	C	C	C		Between D Street and E Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	18,746	0.533	18,500
31226	31226A	9	14	C	C	C	C	C	C		Between E Street and F Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	18,746	0.533	18,500
15602	15602A	9	15	C	C	C	C	C	C		Between F Street and H Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	18,746	0.533	18,500
7171	7171A	13	10	C	C	C	C	C	C		Between H Street and J Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	20,337	0.578	16,600
7170	7170A	13	11	F	C	C	C	C	C		Between J Street and Swamis Ped Crossing	City of Encinitas	3-Lane Major Roadway	26,400	2-Lane Local Roadway - Augmented	ENCINITAS-3M	20,337	0.770	16,600
13510	13510A	15	9	F	F	F	F	F	F		Between Swami's Ped Crossing and San Elijo State Beach	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	20,550	1.468	16,600
13511	13511A	16	4	C	C	C	C	C	C		Between San Elijo State Beach and Chesterfield	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	20,682	0.588	16,600
13518	13518A	16	5	C	C	C	C	C	C		Between Chesterfield and Cardiff State Beach	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	20,682	0.588	23,200
6364	6364A	16	6	C	C	C	C	C	C		Between Cardiff Beach State and Chart House	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	20,682	0.588	23,200
6364	6364A	16	7	C	C	C	C	C	C		Between Chart House and Las Olas Mexican Restaurant	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	20,682	0.588	23,200
6364	6364A	16	8	C	C	C	C	C	C		Between Las Olas Mexican Restaurant and Cardiff by the sea limits	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	20,682	0.588	23,200
13519	13519A	21	2	B	B	C	C	C	C		Between Cardiff by the sea limits and West Cliff Street	City of Solana Beach	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	18,611	0.465	28,900
13532	13532A	21	3	B	B	C	C	C	C		Between West Cliff and Lomas Santa Fe	City of Solana Beach	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	18,611	0.465	28,900
13834	13834A	23	1	B	B	C	C	C	C		Between Lomas Santa Fe Drive and Via De La Valle	City of Solana Beach	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	17,056	0.426	25,600
19775	19775A	24	24	C	C	C	C	C	C	Vulcan Avenue	Between La Costa Avenue and Leucadia Boulevard	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	3,621	0.259	4,600
19781	19781A	25	25	C	C	C	C	C	C		Between Leucadia Blvd and Encinitas Boulevard	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	6,221	0.444	7,400
19783	19783A	26	26	C	C	C	C	C	C		Between Encinitas Boulevard and D Street	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	10,368	0.320	12,000
19784	19784A	26	27	C	C	C	C	C	C		Between D Street and E Street	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	10,368	0.320	12,000
19785	19785A	28	28	C	C	C	C	C	C		Between E Street and Santa Fe Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	10,486	0.524	12,000
11665	11665A	29	29	C	C	C	C	C	C	San Elijo	Between Santa Fe Drive and Birmingham Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	9,332	0.667	8,600
11675	11675A	29	30	C	C	C	C	C	C		Between Birmingham Drive and Chesterfield Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	9,332	0.467	12,100
13515	13515A	29	31	C	C	C	C	C	C		Between Chesterfield Drive and Manchester Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	9,332	0.467	5,400
6264	6264A	32	123	C	C	C	C	C	C	Saxony Road	Between La Costa Avenue and Quail Gardens Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	3,137	0.224	3,100
2985	2985A	33	124	C	C	C	C	C	C		Between Quail Gardens Drive and Normandy Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	2,858	0.204	3,100
6218	6218A	33	125	C	C	C	C	C	C		Between Normandy Road and Brittany Avenue	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	2,858	0.204	3,100
10441	10441A	33	126	C	C	C	C	C	C		Between Brittany Avenue and Leucadia Boulevard	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	2,858	0.204	3,100
6221	6221A	36	127	C	C	D	D	D	D		Between Leucadia Boulevard and Silver Berry Place	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,973	0.641	12,200
37337	37337A	36	128	C	C	C	C	C	C		Between Silver Berry Place and Encinitas Boulevard	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	8,973	0.449	11,500
10458	10458A	38	135	C	C	C	C	C	C	Quail Hollow Drive	Between Swallow Tail Road and Saxony Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	3,235	0.231	0
10461	10461A	38	134	C	C	C	C	C	C	Quail Gardens Drive	Between Swallow Tail Road and Lauren Court	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	3,235	0.162	0
10456	10456A	38	133	C	C	C	C	C	C		Between Lauren Court and Leucadia Boulevard	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	3,235	0.162	0
10457	10457A	41	132	C	C	C	C	C	C		Between Leucadia Boulevard and Paseo De Las Flores	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	7,897	0.395	6,300
10459	10459A	41	131	C	C	C	C	C	C		Between Paseo De Las Flores and Paseo De Las Verdes	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	7,897	0.395	6,300
13478	13478A	41	130	C	C	C	C	C	C		Between Paseo De Las Verdes and Encinitas Boulevard	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	7,897	0.395	6,300
20090	20090A	44	129	C	C	C	C	D	C	Westlake Street	Between Encinitas Boulevard and Requeza Street	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	9,688	0.484	6,900
5621	5621A	45	172	C	C	C	C	C	C	Nardo Drive	Between Requeza Street and Melba Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	4,871	0.348	2,900
13501	13501A	45	173	C	C	C	C	C	C		Between Melba Road and Santa Fe Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	4,871	0.348	2,900
8305	8305A	47	174	C	C	C	C	C	C	MacKinnon Avenue	Between Santa Fe Drive and Villa Cardiff Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,413	0.387	3,900
13506	13506A	47	175	C	C	C	C	C	C		Between MacKinnon Avenue and Windsor Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,413	0.387	3,900
19546	19546A	47	176	C	C	C	C	C	C		Between Windsor Road and Birmingham Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,413	0.387	4,000
11717	11717A	50	110	C	C	C	C	C	C	Garden View Road	Between Leucadia Boulevard and Via Cantebria	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	10,722	0.305	11,500
11719	11719A	51	111	C	C	C	C	C	C		Between Via Cantebria and El Camino Real	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	9,663	0.275	12,900
641	641A	52	117	C	C	C	C	C	C	Town Center Place	Between Leucadia Boulevard and Town Center Place	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector (Not a CE)	ENCINITAS-4C	14,817	0.457	14,000
36183	36183A	52	118	C	C	C	C	C	C		Between Town Center Place and Town Center Drive	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector (Not a CE)	ENCINITAS-4C	14,817	0.457	6,000
17113	17113A	54	116	C	C	F	F	F	F	Via Cantebria	Between Town Center Drive and Garden View Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector (Not a CE)	ENCINITAS-2C	8,524	0.609	8,900
31475	31475A	55	114	C	C	C	C	C	C		Between Garden View Road and Forrest Bluff	City of Encinitas	3-lane collector w/ center lane	24,300	2-Lane Local Roadway - Augmented	ENCINITAS-3C	13,715	0.564	13,800
19280	19280A	55	115	C	C	C	C	C	C		Between Forrest Bluff and Via Montoro	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	13,715	0.423	13,800
17162	17162A	57	112	C	C	C	C	C	C		Between Via Montoro and Via Molena	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	16,842	0.520	15,800
17170	17170A	57	113	C	C	C	C	C	C		Between Via Molena and Encinitas Boulevard	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	16,842	0.520	16,100
12167	12167A	59	151	C	C	C	C	D	D	Balour Drive	Between Encinitas Boulevard and Melba Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	7,988	0.571	11,200
17302	17302A	59	150	C	C	C	C	C	C		Between Melba Road and Santa Fe Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	7,988	0.571	11,200
4094	4094A	61	149	C	C	C	C	C	C	Lake Drive	Between Santa Fe Drive and Woodlake Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	6,565	0.469	5,900
7391	7391A	61	148	C	C	C	C	C	C		Between Woodlake Drive and Birmingham Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	6,565	0.469	5,900
13300	13300A	63	55	D	D	F	F	F	F	El Camino Real	Between Aviara Parkway and La Costa Avenue	City of Carlsbad	Prime Arterial (5-lane)	50,000	5-Lane Prime Arterial	SANTEC-5P	43,934	0.879	45,700
7641	7641A	64	53	B	B	C	C	C	C		Between La Costa Avenue and Calle Barcelona	City of Carlsbad	Prime Arterial (6-lane)	60,000	6-Lane Prime Arterial	SANTEC-6P	34,929	0.582	32,000
10450	10450A	64	54	B	B	C	C	C	C		Between Calle Barcelona and City of Carlsbad boundary	City of Carlsbad	Prime Arterial (6-lane)	60,000	6-Lane Prime Arterial	SANTEC-6P	34,929	0.582	33,800
10450	10450A	66	50	C	C	C	C	C	C		Between City of Carlsbad boundary and Leucadia Boulevard	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	43,939	0.666	33,800
10447	10447A	66	51	C	C	D	D	D	D		Between Leucadia Boulevard and Town Center Drive	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	43,939	0.666	49,900
10437	10437A	66	52	C	C	D	D	D	D		Between Town Center Drive and Garden View Road	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	43,939	0.666	49,900
7676	7676A	69	47	C	C	C	C	C	C		Between Garden View Road and 331-339 El Camino Real	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	39,969	0.606	45,600
7677	7677A	69	48	C	C	C	C	C	C		Between 331-339 El Camino Real and Via Montoro	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	39,969	0.606	45,600
19396	19396A	69	49	C	C	C	C	C	C		Between Via Montoro and Mountain Vista	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	39,969	0.606	45,600
7670	7670A	72	45	C	C	C	C	C	C		Between Mountain Vista and Via Molena	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	41,968	0.636	42,400
7675	7675A	72	46	C	C	D	D	D	D		Between Via Molena and Encinitas Boulevard	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	41,968	0.636	42,400
17916	17916A	74	41	C	C	C	C	C	C		Between Encinitas Boulevard and 213 S El Camino Real	City of Encinitas	6-Lane Prime Arterial	57,000	6-Lane Prime Arterial	ENCINITAS-6P	33,151	0.582	23,700
17673	17673A	74	42	C	C	C	C	C	C		Between 213 S El Camino Real and Crest Drive	City of Encinitas	6-Lane Prime Arterial	57,000	6-Lane Prime Arterial	ENCINITAS-6P	33,151	0.582	0
7674	7674A	74	43	C	C	C	C	C	C		Between Crest Drive and Willowspring Drive	City of Encinitas	6-Lane Prime Arterial	57,000	6-Lane Prime Arterial	ENCINITAS-6P	33,151	0.582	23,700
7671	7671A	74	44	C	C	D	D	D	D		Between Willowspring Drive and Santa Fe Drive	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	33,151	0.730	23,700
11576	11576A	78	39	C	C	C	C	C	C		Between Santa Fe Drive and Sage Canyon Drive	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	23,024	0.507	21,500
710	710A	78	40	C	C	C	C	D	D		Between Sage Canyon Drive and Manchester Avenue	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	23,024	0.654	21,500
19610	19610A	80	120	C	C	C	C	C	C	Village Park Way	Between Mountain Vista Drive and Parkdale Drive	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	6,341	0.180	11,000
19611	19611A	80	119	C	C	C	C	C	C		Between Parkdale Drive and Encinitas Boulevard	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	6,341	0.180	11,000
31235	31235A	82	80	B	B	B	B	B	B	Rancho Santa Fe Road	Between Olivenhain Road and Calle Acervo	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	17,363	0.434	17,600
11713	11713A	83	81	F	C	C	D	D	D		Between Calle Acervo/Avenida La Posta and Olive Crest Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,901	0.745	13,700
2332	2332A	83	82	F	C	C	D	D	D		Between Olive Crest Drive and 13th Street	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,901	0.745	13,700
13407	13407A	83	83	F	C	C	D	D	D		Between 13th Street and 11th Street	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,901	0.745	13,700
13410	13410A	86	84	F	C	C	D	D	D		Between 11th Street and El Camino Del Norte	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	15,146	0.757	13,700
2479	2479A	87	85	E	C	C	C	C	C		Between El Camino Del Norte and 9th Street	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	13,236	0.662	13,400
2493	2493A	87	86	F	E	E	E	E	E		Between 9th Street and 8th Street	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	13,236	0.945	13,400
13411	13411A	87	87	F	E	E	F	F	F		Between 8th Street and 7th Street	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	13,236	0.945	13,400
11716	11716A	87	88	F	C	C	E	E	E		Between 7th Street and Encinitas Boulevard	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	13,236	0.662	13,400
15930	15930A	91	32	C	C	C	C	D	D	Manchester Avenue	Between Manchester Avenue and Mira Costa College	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	19,595	0.432	27,400
7185	7185A	91	33	C	C	C	C	D	D		Between Mira Costa College and I-5 NB On-Ramp	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	19,595	0.432	27,400
27697	27697A	93	34	F	F	F	F	F	F		Between I-5 NB Ramps and I-5 SB Ramps	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	26,567	1.328	7,500
13521	13521A	94	35	C	C	C	C	C	C		Between I-5 SB Ramps and Ocean Cove Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	7,598	0.380	7,500
13572	13572A	94	36	C	C	D	D	D	D		Between Ocean Cove Drive and Seaside Cardiff-by-the-sea residential area driveway	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	7,598	0.543	7,500
13572	13572A	94	37	C	C	C	C	C	C		Between Seaside Cardiff-by-the-sea residential area driveway and San Elijo Water Reclamation Facility Driveway	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	7,598	0.380	7,500
13573	13573A	94	38	C	C	D	D	D	D		Between San Elijo Water Reclamation Facility Driveway and Manchester Avenue	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	7,598	0.543	7,500
17304	17304A	98	89	C	C	C	C	C	C	Manchester Avenue	Between Encinitas Boulevard and El Camino Real	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	5,989	0.299	8,000
13481	13481A	99	65	D	D	F	F	F	F	La Costa Avenue	Between Highway 101 and Vulcan Avenue	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	11,888	0.849	13,300
12157	12157A	100	63	F	F	F	F	F	F		Between Vulcan Avenue and Sheridan Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	14,258	1.018	13,300
4284	4284A	100	64	F	C	F	F	F	F		Between Sheridan Road and I-5 SB Ramps	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,258	0.713	13,300
5809	5809A	102	62	C	C	C	C	C	C		Between I-5 SB Ramps and I-5 NB Ramps	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	25,817	0.645	25,500
4133	4133A	103	60	C	D	E	E	E	E		Between I-5 NB Ramps and Piraeus Street	City of Carlsbad	Major Arterial (5-lane, divided)	41,667	6-Lane Major Arterial	SANTEC-5M	36,550	0.877	32,600
4144	4144A	103	61	E	E	E	E	E	E		Between Piraeus Street and Saxony Road	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	36,550	0.914	32,600
4146	4146A	105	59	E	E	F	F	F	F		Between Saxony Road and El Camino Real	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	37,683	0.942	32,500

Highway ID	Highway ID-A	SJID	ID	EXISTING	Existing Check	NP	RM	BYO	MMUP	Roadway	Segment	Jusrisdiction	Typology	Threshold (LOS E)		Class	Existing ADT	V/C	Byear 2008
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	SANTEC-4M	15,999	0.400	18,000
17872	17872A	106	57	B	B	B	B	B	C		Between La Costa Towne Center traffic signal and Fairway Lane	City of Carlsbad	Major Arterial (4-lane, divided)	40,000	4-Lane Major Arterial	SANTEC-4M	15,999	0.400	18,000
11721	11721A	106	58	D	D	E	E	E	E		Between Fairway Lane and Calle Madero	City of Carlsbad	3-lane collector w/ center lane	22,500	3-Lane Collector	SANTEC-3CLTL	15,999	0.711	14,200
12160	12160A	109	66	C	C	C	C	C	C	Leucadia Blvd	Between Highway 101 and Vulcan Avenue	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	12,188	0.376	13,200
13839	13839A	110	67	C	C	D	D	D	D		Between Vulcan Avenue and Hermes Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	14,933	0.747	11,400
2574	2574A	110	68	C	C	C	D	D	D		Between Hermes Avenue and Hygeia Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	14,933	0.747	11,400
26488	26488A	110	69	C	C	D	C	C	C		Between Hygeia Avenue and HymettusAvenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	14,933	0.747	11,400
10442	10442A	110	70	C	C	E	F	E	F		Between HymettusAvenue and Orpheus Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	14,933	0.747	24,400
16297	16297A	110	71	C	C	C	C	C	C		Between Orpheus Avenue and I-5 SB Ramps	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	14,933	0.424	11,400
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	ENCINITAS-4M	22,721	0.645	24,400
16287	16287A	116	73	D	D	E	E	E	E		Between Piraeus Street and Urania Avenue	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	38,099	0.839	36,700
16283	16283A	116	74	D	D	E	E	E	E		Between Urania Avenue and Saxony Road	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	38,099	0.839	34,300
16286	16286A	118	75	D	D	E	E	E	E		Between Saxony Road and Sidonia Street	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	40,117	0.884	34,300
10443	10443A	118	76	D	D	E	E	E	E		Between Sidonia Street and Quail Gardens Drive	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	40,117	0.884	34,300
10446	10446A	120	77	E	E	F	F	F	F		Between Quail Gardens Drive and Garden View Road	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	43,786	0.964	39,100
10454	10454A	121	78	C	C	C	C	C	C		Between Garden View Road and Town Center Place	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4 Lane Major Roadway-Augmented	ENCINITAS-4MA	31,439	0.692	28,200
10455	10455A	122	79	C	C	C	C	C	C		Between Town Center Place and El Camino Real	City of Encinitas	6-Lane Prime Arterial	57,000	6-Lane Prime Arterial	ENCINITAS-6P	34,214	0.600	29,000
19394	19394A	123	122	C	C	C	C	C	C	Mountain Vista Drive	Between El Camino Real and Wandering Road	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	11,478	0.574	9,100
16821	16821A	124	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	ENCINITAS-2LA	7,093	0.355	6,400
13409	13409A	125	178	C	C	C	C	C	C	Lone Jack Drive	Between Rancho Santa Fe Road and northern terminus	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	6,745	0.482	7,000
13412	13412A	126	177	C	C	C	C	C	C	El Camino Del Norte	Between Rancho Santa Fe Road and San Dieguito CPA boundary	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	6,915	0.494	7,000
13415	13415A	126	177	C	C						Between San Dieguito CPA boundary to Via De Fortuna	County of San Diego	Light Collector with Reduced Shoulder	9,700	2-Lane Light Collector with Reduced Shoulder	CTSD-2.2F	6,915	0.713	7,000
7657	7657A	127	109	C	C	C	C	C	C	Encinitas Blvd	Between Highway 101 and Vulcan Avenue	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	21,095	0.651	22,500
10464	10464A	128	107	C	C	C	C	C	C		Between Vulcan Avenue and Days Inn traffic signal	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4-Lane Major Roadway	ENCINITAS-4MA	20,790	0.458	27,700
10464	10464A	128	108	C	C	C	C	C	C		Between Days Inn traffic signal and I-5 SB Ramps	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4-Lane Major Roadway	ENCINITAS-4MA	20,790	0.458	27,700
290	290A	130	106	F	C	D	D	D	D		Between I-5 SB Ramps and I-5 NB Ramps	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4-Lane Major Roadway	ENCINITAS-4MA	32,420	0.714	27,700
5211	5211A	131	105	C	F	F	F	F	F		Between I-5 NB Ramps and Saxony Road	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	38,312	1.088	34,300
16820	16820A	132	102	C	C	C	C	C	C		Between Saxony Road and Calle Magdalena	City of Encinitas	6-Lane Prime Arterial - Augmented	66,000	6-Lane Prime Arterial - Augmented	ENCINITAS-6PA	31,737	0.481	34,300
16277	16277A	132	103	C	C	C	C	C	C		Between Calle Magdalena and Encinitas Town Country traffic signal	City of Encinitas	6-Lane Prime Arterial	57,000	6-Lane Prime Arterial	ENCINITAS-6P	31,737	0.557	33,400
16293	16293A	132	104	C	C	C	D	D	D		Between Encinitas Town Country traffic signal and Quail Gardens Drive	City of Encinitas	4-5 Lane Major Roadway-Augmented	45,400	4-Lane Major Roadway-Augmented	ENCINITAS-4MA	31,737	0.699	32,500
10466	10466A	135	100	C	C	F	F	F	F		Between Quails Garden Drive and Delphinium Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	27,446	0.780	32,500
12165	12165A	135	101	C	C	F	F	F	F		Between Delphinium Street and Balour Drive	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	27,446	0.780	30,300
12166	12166A	137	99	F	F	F	F	F	F		Between Balour Drive and Via Cantebria	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	38,142	1.084	27,500
17915	17915A	138	98	C	C	D	D	D	D		Between Via Cantebria and El Camino Real	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	26,806	0.762	25,900
7695	7695A	139	94	D	D	D	D	D	D		Between El Camino Real and Village Square Drive	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	28,841	0.819	25,900
7668	7668A	139	95	D	D	D	D	D	D		Between Village Square Drive and Turner Avenue	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	28,841	0.819	25,900
7668	7668A	139	96	D	D	D	D	D	D		Between Turner Avenue and Cerro Street	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	28,841	0.819	25,900
13443	13443A	139	97	D	D	D	D	D	D		Between Cerro Street and Village Park Way	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	28,841	0.819	26,300
13441	13441A	143	92	C	C	C	D	D	D		Between Village Park Way to Willowspring Drive	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	22,619	0.643	22,400
13437	13437A	143	93	C	C	C	C	C	C		Between Willowspring Drive to Rancho Santa Fe Road	City of Encinitas	4-Lane Major Roadway	35,200	4-Lane Major Roadway	ENCINITAS-4M	22,619	0.643	22,400
13432	13432A	145	91	E	E	E	E	E	E	S Rancho Santa Fe Road	Between Manchester Avenue and 770 feet east of Manchester Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	18,476	0.924	18,100
13436	13436A	145	90	F	F	F	F	F	F		Between 770 feet east of Manchester Avenue and San Dieguito CPA boundary	County of San Diego	Light Collector with Reduced Shoulder	9,700	2-Lane Light Collector with Reduced Shoulder	CTSD-2.2F	18,476	1.905	18,100
3276	3276A	147	166	C	C	C	C	C	C	F Street/ Requeza Street	Between Vulcan Avenue and Cornish Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,631	0.402	2,800
4700	4700A	147	167	C	C	C	C	C	C		Between Cornish Drive and San Dieguito Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,631	0.402	2,800
4700	4700A	147	168	C	C	C	C	C	C		Between San Dieguito Drive and Stratford Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,631	0.402	2,800
4702	4702A	147	169	C	C	C	C	C	C		Between Stratford Drive and Regal Road	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,631	0.402	5,200
4703	4703A	147	170	C	C	C	C	C	C		Between Regal Road and West Lake Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	5,631	0.402	5,200
12164	12164A	152	171	C	C	C	C	C	C		Between West Lake Drive and Nardo Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	4,516	0.323	2,900
15926	15926A	153	165	C	C	C	C	C	C	Santa Fe Drive	Between Vulcan Avenue and Cornish Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,554	0.611	9,200
5604	5604A	153	164	C	C	C	C	C	C		Between Cornish Drive and Summit Avenue	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,554	0.611	9,200
31494	31494A	153	163	C	C	C	C	C	C		Between Summit Avenue and Devonshire	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,554	0.611	2,200
15927	15927A	156	162	C	C	C	C	C	C		Between Devonshire Drive and Driveway	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	12,974	0.649	12,700
12163	12163A	156	161	C	C	C	C	C	C		Between Driveway and I-5 SB Ramps	City of Encinitas	4-Lane Collector	32,400	4-Lane Collector	ENCINITAS-4C	12,974	0.400	12,700
5614	5614A	158	160	E	C	D	D	D	D		Between I-5 SB Ramps and I-5 NB Ramps	City of Encinitas	3-Lane Major Roadway	26,400	2-Lane Local Roadway - Augmented	ENCINITAS-3M	19,070	0.722	16,400
8302	8302A	159	159	C	C	D	D	D	D		Between I-5 NB Ramps and Regal Road	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	13,743	0.687	16,400
5642	5642A	159	158	C	C	D	D	D	D		Between Regal Road and Gardena Road	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	13,743	0.687	16,400
5642	5642A	159	157	C	C	D	D	D	D		Between Gardena Road and Nardo Road	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	13,743	0.687	16,400
5643	5643A	162	156	C	C	D	E	E	E		Between Nardo Road and Windsor Road/Bonita Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	15,036	0.752	15,800
5650	5650A	162	155	C	C	D	E	E	E		Between Windsor Road/Bonita Drive and Balour Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	15,036	0.752	15,800
5651	5651A	164	154	C	C	E	E	E	E		Between Balour Drive and Lake Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	15,817	0.791	14,900
13504	13504A	165	153	F	C	D	E	E	E		Between Lake Drive and Crest Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	15,107	0.755	14,900
13502	13502A	165	152	C	C	D	E	E	E		Between Crest Drive and El Camino Real	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Roadway - Augmented	ENCINITAS-2LA	15,107	0.755	14,900
13514	13514A	167	136	F	C	C	C	C	C	Birmingham Drive	Between San Elijo Avenue and Newcastle Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	12,600
7390	7390A	167	137	F	C	C	C	C	C		Between Newcastle Avenue and Manchester Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	12,600
4294	4294A	167	138	F	C	C	C	C	C		Between Manchester Avenue and Montgomery Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	12,600
5810	5810A	167	139	F	C	C	C	C	C		Between Montgomery Avenue and Cambridge Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	12,600
5659	5659A	167	140	F	C	C	C	C	C		Between Cambridge Avenue and MacKinnon Avenue	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	12,600
4078	4078A	167	141	F	C	C	C	C	C		Between MacKinnon Avenue and Carol View Drive	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	16,200
5658	5658A	167	142	F	C	C	C	C	C		Between Carol View Drive and I-5 SB Ramps	City of Encinitas	2-Lane Local Roadway - Augmented	20,000	2-Lane Local Collector	ENCINITAS-2LA	14,588	0.729	16,200
4080	4080A	174	143	F	F	F	F	F	F		Between I-5 SB Ramps and I-5 NB Ramps	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	16,342	1.167	16,200
4079	4079A	175	144	C	C	C	C	C	C		Between I-5 NB Ramps and Villa Cardiff Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,248	0.589	14,000
7689	7689A	175	145	C	C	C	C	C	C		Between Villa Cardiff Drive and Playa Rivera	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,248	0.589	14,000
7693	7693A	175	146	C	C	C	C	C	C		Between Playa Rivera and Freda Lane	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,248	0.589	14,000
7691	7691A	175	147	C	C	C	C	C	C		Between Freda Lane and Lake Drive	City of Encinitas	2-Lane Local Collector	14,000	2-Lane Local Collector	ENCINITAS-2C	8,248	0.589	6,000

Highway ID	ID	NO PROJECT										
		AVOL	UVOL	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	Final Check	V/C	LOS
11722	56	20,661	19,376	4,662	20,661	4,662	29.1%		20,700	OK	0.518	B
17872	57	20,856	18,467	4,857	20,856	4,857	30.4%		20,900	OK	0.523	B
11721	58	20,669	18,852	4,670	20,669	4,670	29.2%		20,700	OK	0.920	E
12160	66	14,277	11,748	2,089	14,277	2,089	17.1%		14,300	OK	0.441	C
13839	67	12,720	8,128	-2,213	16,253	1,320	8.8%		16,300	OK	0.815	D
2574	68	12,148	7,556	-2,785	15,681	748	5.0%		15,700	OK	0.785	C
26488	69	13,816	9,224	-1,117	17,349	2,416	16.2%		17,400	OK	0.870	D
10442	70	19,198	16,997	4,265	19,198	4,265	28.6%		19,200	OK	0.960	E
16297	71	14,130	11,929	-803	17,663	2,730	18.3%		17,700	OK	0.503	C
16288	72	28,590	23,221	5,869	28,590	5,869	25.8%		28,600	OK	0.813	D
16287	73	30,284	24,597	-7,815	31,683	-6,416	FALSE	15.7%	44,100	OK	0.971	E
16283	74	30,954	25,315	-7,145	34,753	-3,346	FALSE	15.7%	44,100	OK	0.971	E
16286	75	36,523	37,722	-3,594	42,340	2,223	5.5%		42,400	OK	0.934	E
10443	76	36,569	37,768	-3,548	42,386	2,269	5.7%		42,400	OK	0.934	E
10446	77	42,347	43,601	-1,439	47,033	3,247	7.4%		47,100	OK	1.037	F
10454	78	31,425	31,040	-14	34,664	3,225	10.3%		34,700	OK	0.764	C
10455	79	33,689	33,052	-525	38,903	4,689	13.7%		39,000	OK	0.684	C
19394	122	14,951	13,768	3,473	14,951	3,473	30.3%		15,000	OK	0.750	C
16821	121	5,716	6,124	-1,377	6,409	-684	FALSE	30.3%	9,300	OK	0.465	C
13409	178	8,316	6,987	1,571	8,316	1,571	23.3%		8,400	OK	0.600	C
13412	177	7,900	9,110	985	7,900	985	14.2%		7,900	OK	0.564	C
13415	177	7,733	8,943	818	7,733	818	11.8%		7,800	OK	0.804	C
7657	109	22,292	18,814	1,197	22,292	1,197	5.7%		22,300	OK	0.688	C
10464	107	34,033	36,962	13,243	34,033	13,243	63.7%		34,100	OK	0.751	C
10464	108	34,033	36,962	13,243	34,033	13,243	63.7%		34,100	OK	0.751	C
290	106	38,490	43,415	6,070	38,490	6,070	18.7%		38,500	OK	0.848	D
5211	105	41,392	46,317	3,080	41,392	3,080	8.0%		41,400	OK	1.176	F
16820	102	35,320	40,337	3,583	35,320	3,583	11.3%		35,400	OK	0.536	C
16277	103	39,938	38,971	8,201	39,938	8,201	25.8%		40,000	OK	0.702	C
16293	104	35,996	35,029	4,259	35,996	4,259	13.4%		36,000	OK	0.793	C
10466	100	37,682	31,496	10,236	37,682	10,236	37.3%		37,700	OK	1.071	F
12165	101	38,206	32,020	10,760	38,206	10,760	39.2%		38,300	OK	1.088	F
12166	99	47,416	41,230	9,274	47,416	9,274	24.3%		47,500	OK	1.349	F
17915	98	29,318	30,796	2,512	29,318	2,512	9.4%		29,400	OK	0.835	D
7695	94	27,963	29,513	-878	30,904	2,063	7.2%		31,000	OK	0.881	D
7668	95	26,266	27,816	-2,575	29,207	366	1.3%		29,300	OK	0.832	D
7668	96	26,266	27,816	-2,575	29,207	366	1.3%		29,300	OK	0.832	D
13443	97	27,158	25,518	-1,683	29,699	858	3.0%		29,700	OK	0.844	D
13441	92	27,842	26,202	5,223	27,842	5,223	23.1%		27,900	OK	0.793	C
13437	93	22,454	26,998	-165	22,673	54	0.2%		22,700	OK	0.645	C
13432	91	13,381	16,104	-5,095	13,757	-4,719	FALSE	0.2%	18,600	OK	0.930	E
13436	90	15,372	18,502	-3,104	15,748	-2,728	FALSE	0.2%	18,600	OK	1.918	F
3276	166	3,345	1,987	-2,286	6,176	545	9.7%		6,200	OK	0.443	C
4700	167	3,459	2,101	-2,172	6,290	659	11.7%		6,300	OK	0.450	C
4700	168	3,459	2,101	-2,172	6,290	659	11.7%		6,300	OK	0.450	C
4702	169	6,782	6,782	1,151	6,782	1,151	20.4%		6,800	OK	0.486	C
4703	170	6,318	8,536	687	6,318	687	12.2%		6,400	OK	0.457	C
12164	171	3,123	1,998	-1,393	4,739	223	4.9%		4,800	OK	0.343	C
15926	165	8,332	8,691	-222	7,686	-868	FALSE	4.8%	9,000	OK	0.643	C
5604	164	8,967	9,355	413	8,967	413	4.8%		9,000	OK	0.643	C
31494	163	1,464	1,381	-7,090	7,818	-736	FALSE	17.1%	10,100	OK	0.721	C
15927	162	5,940	10,770	-7,034	6,214	-6,760	FALSE	17.1%	15,200	OK	0.760	C
12163	161	11,367	20,636	-1,607	11,641	-1,333	FALSE	17.1%	15,200	OK	0.469	C
5614	160	9,265	16,814	-9,805	11,935	-7,135	FALSE	17.1%	22,400	OK	0.848	D
8302	159	17,791	15,788	4,048	17,791	4,048	29.5%	17.1%	16,100	OK	0.805	D
5642	158	12,624	9,968	-1,119	9,967	-3,776	FALSE	17.1%	16,100	OK	0.805	D
5642	157	12,624	9,968	-1,119	9,967	-3,776	FALSE	17.1%	16,100	OK	0.805	D
5643	156	13,607	11,266	-1,429	12,843	-2,193	FALSE	17.1%	17,700	OK	0.885	D
5650	155	11,734	10,155	-3,302	10,970	-4,066	FALSE	17.1%	17,700	OK	0.885	D
5651	154	7,127	6,162	-8,690	8,044	-7,773	FALSE	17.1%	18,600	OK	0.930	E
13504	153	11,978	10,367	-3,129	12,185	-2,922	FALSE	17.1%	17,700	OK	0.885	D
13502	152	11,599	10,038	-3,508	11,806	-3,301	FALSE	17.1%	17,700	OK	0.885	D
13514	136	10,339	11,218	-4,249	12,327	-2,261	FALSE	6.2%	15,500	OK	0.775	C
7390	137	10,106	10,965	-4,482	12,094	-2,494	FALSE	6.2%	15,500	OK	0.775	C
4294	138	11,165	12,114	-3,423	13,153	-1,435	FALSE	6.2%	15,500	OK	0.775	C
5810	139	12,212	13,250	-2,376	14,200	-388	FALSE		14,600	OK	0.730	C
5659	140	13,504	13,896	-1,084	15,492	904	6.2%		15,500	OK	0.775	C
4078	141	14,376	14,793	-212	12,764	-1,824	FALSE	6.2%	15,500	OK	0.775	C
5658	142	14,376	14,793	-212	12,764	-1,824	FALSE	6.2%	15,500	OK	0.775	C
4080	143	11,744	15,371	-4,598	11,886	-4,456	FALSE	6.2%	17,400	OK	1.243	F
4079	144	13,197	16,034	4,949	13,197	4,949		6.2%	8,800	OK	0.629	C
7689	145	11,529	14,008	3,281	11,529	3,281		6.2%	8,800	OK	0.629	C
7693	146	13,003	14,008	4,755	13,003	4,755		6.2%	8,800	OK	0.629	C
7691	147	6,372	6,865	-1,876	8,620	372		6.2%	8,800	OK	0.629	C

Highway ID	ID	RM										
		AVOL	UVOL	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	Final Check	V/C	LOS
11722	56	20,800	19,515	4,801	20,800	4,801	30.0%		20,800	OK	0.520	B
17872	57	20,972	18,583	4,973	20,972	4,973	31.1%		21,000	OK	0.525	B
11721	58	20,759	18,942	4,760	20,759	4,760	29.8%		20,800	OK	0.924	E
12160	66	15,807	13,278	3,619	15,807	3,619	29.7%		15,900	OK	0.491	C
13839	67	13,949	9,357	-984	17,482	2,549	17.1%		17,500	OK	0.875	D
2574	68	13,336	8,744	-1,597	16,869	1,936	13.0%		16,900	OK	0.845	D
26488	69	14,953	10,361	20	14,953	20	0.1%		15,000	OK	0.750	C
10442	70	20,353	18,152	5,420	20,353	5,420	36.3%		20,400	OK	1.020	F
16297	71	15,224	13,023	291	15,224	291	1.9%		15,300	OK	0.435	C
16288	72	29,538	23,991	6,817	29,538	6,817	30.0%		29,600	OK	0.841	D
16287	73	30,297	24,608	-7,802	31,696	-6,403	FALSE	17.9%	45,000	OK	0.991	E
16283	74	31,019	25,368	-7,080	34,818	-3,281	FALSE	17.9%	45,000	OK	0.991	E
16286	75	36,612	37,811	-3,505	42,429	2,312	5.8%		42,500	OK	0.936	E
10443	76	36,656	37,855	-3,461	42,473	2,356	5.9%		42,500	OK	0.936	E
10446	77	42,511	43,765	-1,275	47,197	3,411	7.8%		47,200	OK	1.040	F
10454	78	31,805	31,420	366	31,805	366	1.2%		33,900	OK	0.747	C
10455	79	34,106	33,469	-108	39,320	5,106	14.9%		39,000	OK	0.684	C
19394	122	15,036	13,853	3,558	15,036	3,558	31.0%		15,100	OK	0.755	C
16821	121	5,970	6,396	-1,123	6,663	-430	FALSE	31.0%	9,300	OK	0.465	C
13409	178	8,175	6,846	1,430	8,175	1,430	21.2%		8,200	OK	0.586	C
13412	177	7,799	9,009	884	7,799	884	12.8%		7,800	OK	0.557	C
13415	177	7,488	8,698	573	7,488	573	8.3%		7,500	OK	0.773	C
7657	109	23,565	20,055	2,470	23,565	2,470	11.7%		23,600	OK	0.728	C
10464	107	35,145	38,074	14,355	35,145	14,355	69.0%		35,200	OK	0.775	C
10464	108	35,145	38,074	14,355	35,145	14,355	69.0%		35,200	OK	0.775	C
290	106	39,360	44,285	6,940	39,360	6,940	21.4%		39,400	OK	0.868	D
5211	105	42,041	46,966	3,729	42,041	3,729	9.7%		42,100	OK	1.196	F
16820	102	35,748	40,765	4,011	35,748	4,011	12.6%		35,800	OK	0.542	C
16277	103	40,441	39,474	8,704	40,441	8,704	27.4%		40,500	OK	0.711	C
16293	104	36,559	35,592	4,822	36,559	4,822	15.2%		36,600	OK	0.806	D
10466	100	38,211	32,025	10,765	38,211	10,765	39.2%		38,300	OK	1.088	F
12165	101	38,582	32,396	11,136	38,582	11,136	40.6%		38,600	OK	1.097	F
12166	99	47,714	41,528	9,572	47,714	9,572	25.1%		47,800	OK	1.358	F
17915	98	29,493	30,971	2,687	29,493	2,687	10.0%		29,500	OK	0.838	D
7695	94	28,312	29,862	-529	31,253	2,412	8.4%		31,300	OK	0.889	D
7668	95	26,810	28,360	-2,031	29,751	910	3.2%		29,800	OK	0.847	D
7668	96	26,810	28,360	-2,031	29,751	910	3.2%		29,800	OK	0.847	D
13443	97	27,752	26,112	-1,089	30,293	1,452	5.0%		30,300	OK	0.861	D
13441	92	28,766	27,126	6,147	28,766	6,147	27.2%		28,800	OK	0.818	D
13437	93	23,638	28,182	1,019	23,638	1,019	4.5%		23,700	OK	0.673	C
13432	91	13,563	16,325	-4,913	13,939	-4,537	FALSE	4.5%	19,400	OK	0.970	E
13436	90	15,485	18,637	-2,991	15,861	-2,615	FALSE	4.5%	19,400	OK	2.000	F
3276	166	3,344	1,986	-2,287	6,175	544	9.7%		6,200	OK	0.443	C
4700	167	3,832	2,474	-1,799	6,663	1,032	18.3%		6,700	OK	0.479	C
4700	168	3,832	2,474	-1,799	6,663	1,032	18.3%		6,700	OK	0.479	C
4702	169	7,169	7,169	1,538	7,169	1,538	27.3%		7,200	OK	0.514	C
4703	170	6,420	8,638	789	6,420	789	14.0%		6,500	OK	0.464	C
12164	171	3,246	2,121	-1,270	4,862	346	7.7%		4,900	OK	0.350	C
15926	165	8,710	9,086	156	8,710	156	1.8%		8,800	OK	0.629	C
5604	164	9,428	9,827	874	9,428	874	10.2%		9,500	OK	0.679	C
31494	163	1,487	1,403	-7,067	7,841	-713	FALSE	21.2%	10,400	OK	0.743	C
15927	162	6,143	11,138	-6,831	6,417	-6,557	FALSE	21.2%	15,800	OK	0.790	C
12163	161	11,506	20,890	-1,468	11,780	-1,194	FALSE	21.2%	15,800	OK	0.488	C
5614	160	9,413	17,083	-9,657	12,083	-6,987	FALSE	21.2%	23,200	OK	0.879	D
8302	159	18,177	16,174	4,434	18,177	4,434	32.3%	21.2%	16,700	OK	0.835	D
5642	158	13,047	10,303	-696	10,390	-3,353	FALSE	21.2%	16,700	OK	0.835	D
5642	157	13,047	10,303	-696	10,390	-3,353	FALSE	21.2%	16,700	OK	0.835	D
5643	156	14,164	11,728	-872	13,400	-1,636	FALSE	21.2%	18,300	OK	0.915	E
5650	155	12,266	10,616	-2,770	11,502	-3,534	FALSE	21.2%	18,300	OK	0.915	E
5651	154	7,317	6,328	-8,500	8,234	-7,583	FALSE	21.2%	19,200	OK	0.960	E
13504	153	12,111	10,482	-2,996	12,318	-2,789	FALSE	21.2%	18,400	OK	0.920	E
13502	152	11,790	10,203	-3,317	11,997	-3,110	FALSE	21.2%	18,400	OK	0.920	E
13514	136	9,908	10,750	-4,680	11,896	-2,692	FALSE	4.9%	15,400	OK	0.770	C
7390	137	9,681	10,504	-4,907	11,669	-2,919	FALSE	4.9%	15,400	OK	0.770	C
4294	138	10,786	11,703	-3,802	12,774	-1,814	FALSE	4.9%	15,400	OK	0.770	C
5810	139	11,899	12,910	-2,689	13,887	-701	FALSE	4.9%	15,400	OK	0.770	C
5659	140	13,318	13,704	-1,270	15,306	718	4.9%		15,500	OK	0.775	C
4078	141	14,165	14,576	-423	12,553	-2,035	FALSE	4.9%	15,500	OK	0.775	C
5658	142	14,165	14,576	-423	12,553	-2,035	FALSE	4.9%	15,500	OK	0.775	C
4080	143	11,691	15,302	-4,651	11,833	-4,509		4.9%	17,400	OK	1.243	F
4079	144	13,438	16,327	5,190	13,438	5,190		4.9%	8,800	OK	0.629	C
7689	145	11,534	14,014	3,286	11,534	3,286		4.9%	8,800	OK	0.629	C
7693	146	13,009	14,014	4,761	13,009	4,761		4.9%	8,800	OK	0.629	C
7691	147	6,333	6,823	-1,915	8,581	333		4.9%	8,800	OK	0.629	C

Highway ID	ID	BYO										
		AVOL	UVOL	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	V/C	Final Check	LOS
11722	56	20,803	19,518	4,804	20,803	4,804	30.0%		20,900	0.523	OK	B
17872	57	20,994	18,605	4,995	20,994	4,995	31.2%		21,000	0.525	OK	B
11721	58	20,761	18,944	4,762	20,761	4,762	29.8%		20,800	0.924	OK	E
12160	66	15,510	12,981	3,322	15,510	3,322	27.3%		15,600	0.481	OK	C
13839	67	13,656	9,064	-1,277	17,189	2,256	15.1%		17,200	0.860	OK	D
2574	68	13,017	8,425	-1,916	16,550	1,617	10.8%		16,600	0.830	OK	D
26488	69	14,611	10,019	X	14,611	-322	FALSE		15,000	0.750	OK	C
10442	70	19,906	17,705	4,973	19,906	4,973	33.3%		20,000	1.000	OK	E
16297	71	14,876	12,675	-57	18,409	3,476	23.3%		18,500	0.526	OK	C
16288	72	28,859	23,439	6,138	28,859	6,138	27.0%		28,900	0.821	OK	D
16287	73	30,079	24,430	-8,020	31,478	-6,621	FALSE	15.8%	44,000	0.969	OK	E
16283	74	30,812	25,199	-7,287	34,611	-3,488	FALSE	15.8%	44,000	0.969	OK	E
16286	75	36,179	37,378	-3,938	41,996	1,879	4.7%		42,000	0.925	OK	E
10443	76	36,223	37,422	-3,894	42,040	1,923	4.8%		42,100	0.927	OK	E
10446	77	42,914	44,168	-872	47,600	3,814	8.7%		47,100	1.037	OK	F
10454	78	31,921	31,536	482	31,921	482	1.5%		32,000	0.705	OK	C
10455	79	33,589	32,952	-625	38,803	4,589	13.4%		38,900	0.682	OK	C
19394	122	14,926	13,743	3,448	14,926	3,448	30.0%		15,000	0.750	OK	C
16821	121	5,897	6,318	-1,196	6,590	-503	FALSE	30.0%	9,300	0.465	OK	C
13409	178	8,163	6,834	1,418	8,163	1,418	21.0%		8,200	0.586	OK	C
13412	177	7,849	9,059	934	7,849	934	13.5%		7,800	0.557	OK	C
13415	177	7,531	8,741	616	7,531	616	8.9%		7,600	0.784	OK	C
7657	109	22,655	19,145	1,560	22,655	1,560	7.4%		22,700	0.701	OK	C
10464	107	33,804	36,733	13,014	33,804	13,014	62.6%		33,900	0.747	OK	C
10464	108	33,804	36,733	13,014	33,804	13,014	62.6%		33,900	0.747	OK	C
290	106	39,523	44,448	7,103	39,523	7,103	21.9%		39,600	0.872	OK	D
5211	105	42,974	47,899	4,662	42,974	4,662	12.2%		43,000	1.222	OK	F
16820	102	36,304	41,321	4,567	36,304	4,567	14.4%		36,400	0.552	OK	C
16277	103	41,340	40,373	9,603	41,340	9,603	30.3%		41,400	0.726	OK	C
16293	104	38,318	37,351	6,581	38,318	6,581	20.7%		38,400	0.846	OK	D
10466	100	39,633	33,447	12,187	39,633	12,187	44.4%		39,700	1.128	OK	F
12165	101	39,889	33,703	12,443	39,889	12,443	45.3%		39,900	1.134	OK	F
12166	99	48,639	42,453	10,497	48,639	10,497	27.5%		48,700	1.384	OK	F
17915	98	30,387	31,865	3,581	30,387	3,581	13.4%		30,400	0.864	OK	D
7695	94	27,927	29,477	-914	30,868	2,027	7.0%		29,900	0.849	OK	D
7668	95	27,052	28,602	-1,789	29,993	1,152	4.0%		30,000	0.852	OK	D
7668	96	27,052	28,602	-1,789	29,993	1,152	4.0%		30,000	0.852	OK	D
13443	97	28,095	26,455	-746	30,636	1,795	6.2%		30,700	0.872	OK	D
13441	92	28,919	27,279	6,300	28,919	6,300	27.9%		29,000	0.824	OK	D
13437	93	23,830	28,374	1,211	23,830	1,211	5.4%		23,900	0.679	OK	C
13432	91	13,862	16,684	-4,614	14,238	-4,238	FALSE	5.4%	19,500	0.975	OK	E
13436	90	15,786	19,000	-2,690	16,162	-2,314	FALSE	5.4%	19,500	2.010	OK	F
3276	166	3,501	2,143	-2,130	6,332	701	12.4%		6,400	0.457	OK	C
4700	167	3,644	2,286	-1,987	6,475	844	15.0%		6,500	0.464	OK	C
4700	168	3,644	2,286	-1,987	6,475	844	15.0%		6,500	0.464	OK	C
4702	169	6,937	6,937	1,306	6,937	1,306	23.2%		7,000	0.500	OK	C
4703	170	7,565	9,783	1,934	7,565	1,934	34.3%		7,600	0.543	OK	C
12164	171	3,558	2,433	-958	5,174	658	14.6%		5,200	0.371	OK	C
15926	165	8,326	8,685	-228	7,680	-874	FALSE	4.8%	9,000	0.643	OK	C
5604	164	8,962	9,350	408	8,962	408	4.8%		9,000	0.643	OK	C
31494	163	1,485	1,402	-7,069	7,839	-715	FALSE	20.0%	10,300	0.736	OK	C
15927	162	5,924	10,740	-7,050	6,198	-6,776	FALSE	20.0%	15,600	0.780	OK	C
12163	161	11,519	20,912	-1,455	11,793	-1,181	FALSE	20.0%	15,600	0.481	OK	C
5614	160	9,730	17,660	-9,340	12,400	-6,670	FALSE	20.0%	22,900	0.867	OK	D
8302	159	18,587	16,584	4,844	18,587	4,844	35.2%	20.0%	16,500	0.825	OK	D
5642	158	13,290	10,496	-453	10,633	-3,110	FALSE	20.0%	16,500	0.825	OK	D
5642	157	13,290	10,496	-453	10,633	-3,110	FALSE	20.0%	16,500	0.825	OK	D
5643	156	14,359	11,890	-677	13,595	-1,441	FALSE	20.0%	18,100	0.905	OK	E
5650	155	11,954	10,346	-3,082	11,190	-3,846	FALSE	20.0%	18,100	0.905	OK	E
5651	154	7,620	6,590	-8,197	8,537	-7,280	FALSE	20.0%	19,000	0.950	OK	E
13504	153	12,526	10,841	-2,581	12,733	-2,374	FALSE	20.0%	18,200	0.910	OK	E
13502	152	12,059	10,437	-3,048	12,266	-2,841	FALSE	20.0%	18,200	0.910	OK	E
13514	136	10,486	11,377	-4,102	12,474	-2,114	FALSE	6.9%	15,600	0.780	OK	C
7390	137	10,251	11,123	-4,337	12,239	-2,349	FALSE	6.9%	15,600	0.780	OK	C
4294	138	11,310	12,271	-3,278	13,298	-1,290	FALSE	6.9%	15,600	0.780	OK	C
5810	139	12,342	13,392	-2,246	14,330	-258	FALSE	6.9%	15,600	0.780	OK	C
5659	140	13,609	14,004	-979	15,597	1,009	6.9%		15,500	0.775	OK	C
4078	141	14,434	14,852	-154	12,822	-1,766	FALSE	6.9%	15,500	0.775	OK	C
5658	142	14,434	14,852	-154	12,822	-1,766	FALSE	6.9%	15,500	0.775	OK	C
4080	143	11,856	15,518	-4,486	11,998	-4,344	FALSE	6.9%	17,400	1.243	OK	F
4079	144	13,442	16,332	5,194	13,442	5,194		6.9%	8,800	0.629	OK	C
7689	145	11,548	14,031	3,300	11,548	3,300		6.9%	8,800	0.629	OK	C
7693	146	13,025	14,031	4,777	13,025	4,777		6.9%	8,800	0.629	OK	C
7691	147	6,392	6,886	-1,856	8,640	392		6.9%	8,800	0.629	OK	C

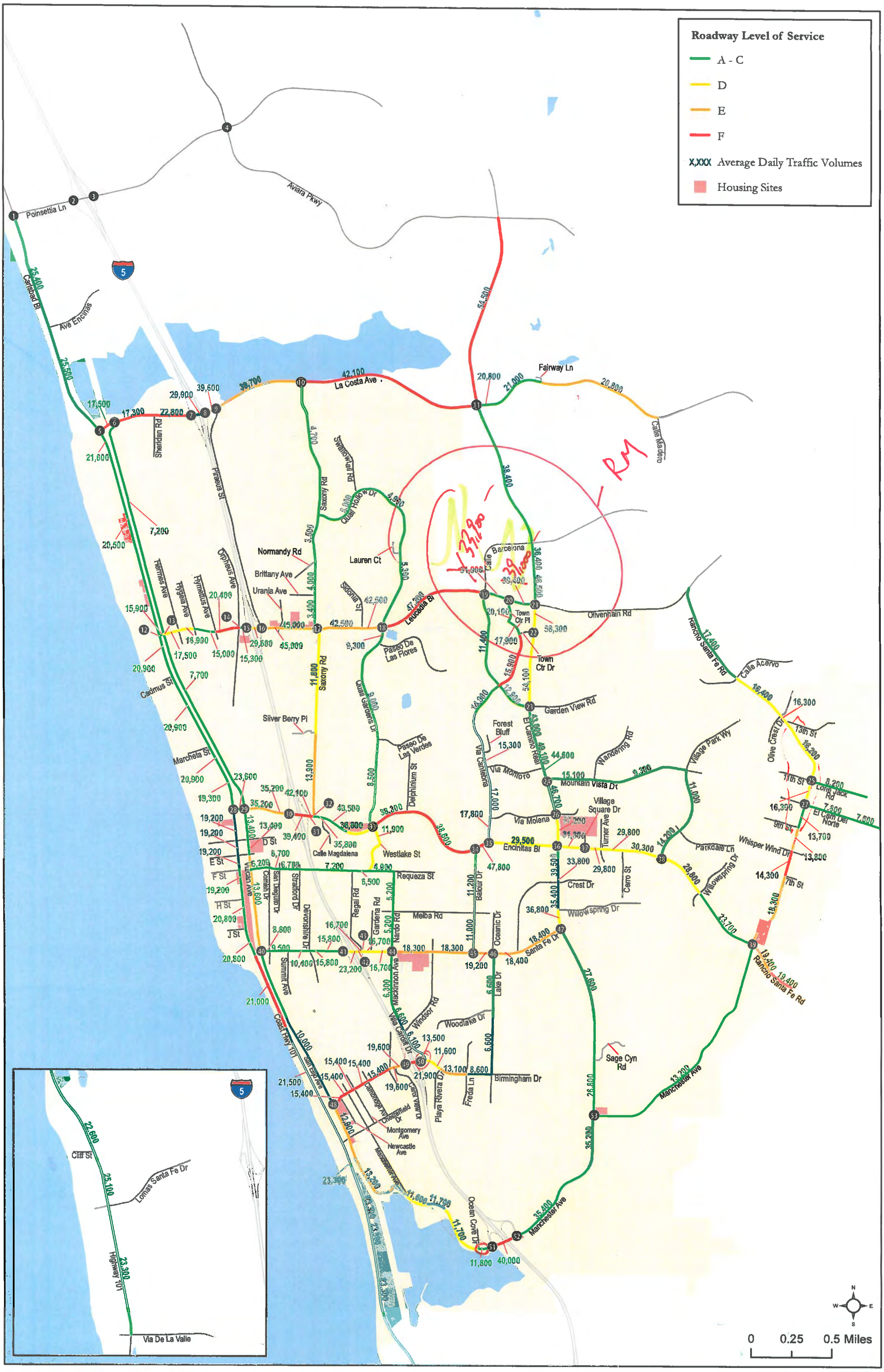
Highway ID	ID	MMUP										
		AVOL	UVOL	DELTA	Step 1	Step 1 check	Step 2 Growth %	% Growth Select	Final Vol	V/C	Final Check	LOS
11722	56	20,927	19,642	4,928	20,927	4,928	30.8%		21,000	0.525	OK	B
17872	57	21,103	18,714	5,104	21,103	5,104	31.9%		21,200	0.530	OK	C
11721	58	20,749	18,932	4,750	20,749	4,750	29.7%		20,800	0.924	OK	E
12160	66	16,018	13,489	3,830	16,018	3,830	31.4%		16,100	0.497	OK	C
13839	67	14,080	9,488	-853	17,613	2,680	17.9%	33.3%	17,700	0.885	OK	D
2574	68	13,405	8,813	-1,528	16,938	2,005	13.4%	33.3%	17,000	0.850	OK	D
26488	69	14,989	10,397	56	14,989	56	0.4%	33.3%	15,000	0.750	OK	C
10442	70	20,174	17,973	5,241	20,174	5,241	35.1%		20,200	1.010	OK	F
16297	71	15,160	12,959	227	15,160	227	1.5%		15,200	0.432	OK	C
16288	72	28,501	23,149	5,780	28,501	5,780	25.4%		28,600	0.813	OK	D
16287	73	29,620	24,057	-8,479	31,019	-7,080	FALSE	15.1%	43,900	0.967	OK	E
16283	74	30,213	24,708	-7,886	34,012	-4,087	FALSE	15.1%	43,900	0.967	OK	E
16286	75	36,197	37,396	-3,920	42,014	1,897	4.7%		42,100	0.927	OK	E
10443	76	36,227	37,426	-3,890	42,044	1,927	4.8%		42,100	0.927	OK	E
10446	77	42,290	43,544	-1,496	46,976	3,190	7.3%		47,000	1.035	OK	F
10454	78	31,637	31,252	198	31,637	198	0.6%		31,700	0.698	OK	C
10455	79	33,413	32,776	-801	38,627	4,413	12.9%		38,700	0.679	OK	C
19394	122	15,030	13,847	3,552	15,030	3,552	30.9%		15,100	0.755	OK	C
16821	121	5,966	6,392	-1,127	6,659	-434	FALSE	30.9%	9,300	0.465	OK	C
13409	178	8,168	6,839	1,423	8,168	1,423	21.1%		8,200	0.586	OK	C
13412	177	7,646	8,856	731	7,646	731	10.6%		7,700	0.550	OK	C
13415	177	7,325	8,535	410	7,325	410	5.9%		7,400	0.763	OK	C
7657	109	24,256	20,746	3,161	24,256	3,161	15.0%		24,300	0.750	OK	C
10464	107	35,753	38,682	14,963	35,753	14,963	72.0%		35,800	0.789	OK	C
10464	108	35,753	38,682	14,963	35,753	14,963	72.0%		35,800	0.789	OK	C
290	106	40,433	45,358	8,013	40,433	8,013	24.7%		40,500	0.892	OK	D
5211	105	43,075	48,000	4,763	43,075	4,763	12.4%		43,100	1.224	OK	F
16820	102	36,747	41,764	5,010	36,747	5,010	15.8%		36,800	0.558	OK	C
16277	103	41,535	40,568	9,798	41,535	9,798	30.9%		41,600	0.730	OK	C
16293	104	37,992	37,025	6,255	37,992	6,255	19.7%		38,000	0.837	OK	D
10466	100	39,553	33,367	12,107	39,553	12,107	44.1%		39,600	1.125	OK	F
12165	101	39,917	33,731	12,471	39,917	12,471	45.4%		40,000	1.136	OK	F
12166	99	48,748	42,562	10,606	48,748	10,606	27.8%		48,800	1.386	OK	F
17915	98	30,485	31,963	3,679	30,485	3,679	13.7%		30,500	0.866	OK	D
7695	94	29,915	31,465	1,074	29,915	1,074	3.7%		30,000	0.852	OK	D
7668	95	27,407	28,957	-1,434	30,348	1,507	5.2%		30,400	0.864	OK	D
7668	96	27,407	28,957	-1,434	30,348	1,507	5.2%		30,400	0.864	OK	D
13443	97	28,611	26,971	-230	31,152	2,311	8.0%		31,200	0.886	OK	D
13441	92	29,368	27,728	6,749	29,368	6,749	29.8%		29,400	0.835	OK	D
13437	93	24,304	28,848	1,685	24,304	1,685	7.4%		24,400	0.693	OK	C
13432	91	13,927	16,762	-4,549	14,303	-4,173	FALSE	7.4%	19,900	0.995	OK	E
13436	90	15,971	19,222	-2,505	16,347	-2,129	FALSE	7.4%	19,900	2.052	OK	F
3276	166	3,473	2,115	-2,158	6,304	673	12.0%		6,400	0.457	OK	C
4700	167	3,832	2,474	-1,799	6,663	1,032	18.3%		6,700	0.479	OK	C
4700	168	3,832	2,474	-1,799	6,663	1,032	18.3%		6,700	0.479	OK	C
4702	169	6,966	6,966	1,335	6,966	1,335	23.7%		7,000	0.500	OK	C
4703	170	6,330	8,548	699	6,330	699	12.4%		6,400	0.457	OK	C
12164	171	3,284	2,159	-1,232	4,900	384	8.5%		4,900	0.350	OK	C
15926	165	8,866	9,249	312	8,866	312	3.6%		8,900	0.636	OK	C
5604	164	9,607	10,006	1,053	9,607	1,053	12.3%		9,700	0.693	OK	C
31494	163	1,485	1,401	-7,069	7,839	-715	FALSE	20.4%	10,300	0.736	OK	C
15927	162	5,730	10,389	-7,244	6,004	-6,970	FALSE	20.4%	15,700	0.785	OK	C
12163	161	10,304	18,704	-2,670	10,578	-2,396	FALSE	20.4%	15,700	0.485	OK	C
5614	160	8,886	16,125	-10,184	11,556	-7,514	FALSE	20.4%	23,000	0.871	OK	D
8302	159	17,646	15,643	3,903	17,646	3,903	28.4%	20.4%	16,600	0.830	OK	D
5642	158	12,939	10,218	-804	10,282	-3,461	FALSE	20.4%	16,600	0.830	OK	D
5642	157	12,939	10,218	-804	10,282	-3,461	FALSE	20.4%	16,600	0.830	OK	D
5643	156	14,265	11,812	-771	13,501	-1,535	FALSE	20.4%	18,200	0.910	OK	E
5650	155	12,152	10,517	-2,884	11,388	-3,648	FALSE	20.4%	18,200	0.910	OK	E
5651	154	7,676	6,639	-8,141	8,593	-7,224	FALSE	20.4%	19,100	0.955	OK	E
13504	153	12,737	11,024	-2,370	12,944	-2,163	FALSE	20.4%	18,200	0.910	OK	E
13502	152	12,174	10,537	-2,933	12,381	-2,726	FALSE	20.4%	18,200	0.910	OK	E
13514	136	10,684	11,592	-3,904	12,672	-1,916	FALSE	8.2%	15,800	0.790	OK	C
7390	137	10,455	11,344	-4,133	12,443	-2,145	FALSE	8.2%	15,800	0.790	OK	C
4294	138	11,532	12,512	-3,056	13,520	-1,068	FALSE	8.2%	15,800	0.790	OK	C
5810	139	12,460	13,519	-2,128	14,448	-140	FALSE	8.2%	15,800	0.790	OK	C
5659	140	13,803	14,204	-785	15,791	1,203	8.2%		15,500	0.775	OK	C
4078	141	14,642	15,067	54	14,642	-1	FALSE	8.2%	15,500	0.775	OK	C
5658	142	14,642	15,067	54	14,642	-1	FALSE	8.2%	15,500	0.775	OK	C
4080	143	11,829	15,483	-4,513	11,971	-4,371	FALSE	8.2%	17,400	1.243	OK	F
4079	144	13,317	16,180	5,069	13,317	5,069		8.2%	8,800	0.629	OK	C
7689	145	11,679	14,190	3,431	11,679	3,431		8.2%	8,800	0.629	OK	C
7693	146	13,172	14,190	4,924	13,172	4,924		8.2%	8,800	0.629	OK	C
7691	147	6,552	7,058	-1,696	8,800	552		8.2%	8,800	0.629	OK	C

Encinitas Housing Element TIS

Figure 4-4

Future Year 2035 Roadway ADT and LOS - Build Your Own

CHEN RYAN



Encinitas Housing Element TIS

Figure 4-3

Future Year 2035 Roadway ADT and LOS - Ready-Made

CHEN RYAN

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

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	9.3	19.4		16.0		33.8		
Max Q Clear Time (g_c+I1), s	10.2	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	3.0	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.

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	6.5	31.0	4.0	* 38	7.5	33.0	11.5	30.0
Max Q Clear Time (g_c+I1), s	6.8	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	17.3	21.7		27.0		42.7		
Max Q Clear Time (g_c+I1), s	15.1	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

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	-

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.

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), s	7.4	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.

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+I1), 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

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	9.4	* 46	* 32	42.3	* 14	42.0	35.8	* 38
Max Q Clear Time (g_c+I1), 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

* 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)	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	3.0	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+I1), s	18.1	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.

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

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	8.0	21.7		35.0	10.0	19.7		35.0
Max Q Clear Time (g_c+I1), s	5.4	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	13.1	21.6		35.0		44.8		
Max Q Clear Time (g_c+I1), 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.

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+I1), s	26.5	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

* 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)	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	6.6	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	3.1	34.4		27.0	6.5	51.4		27.0
Max Q Clear Time (g_c+I1), s	3.1	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+I1), s	10.0	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.

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	17.0	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	* 74		17.0
Max Q Clear Time (g_c+I1), 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	15.2	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	10.6	19.8	7.2	35.2	10.2	60.2	9.1	* 33
Max Q Clear Time (g_c+I1), s	10.8	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

* 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)	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	3.9	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+I1), s	9.6	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.

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	3.4	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	35.5	* 50	17.5	* 15	11.5	73.7	8.5	24.1
Max Q Clear Time (g_c+I1), s	18.8	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

* 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)	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.

Intersection	
Intersection Delay, s/veh	40.1
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	8.0	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+I1), s	9.3	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	34.6
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

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	3.7	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	33.8	26.1		27.0	6.0	53.1		31.1
Max Q Clear Time (g_c+I1), 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

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	6.0	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	2.5	27.1		35.1	28.4	22.2		35.1
Max Q Clear Time (g_c+I1), s	2.3	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+I1), s	38.1	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

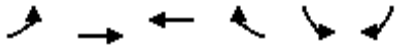
Notes

* 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	



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

* 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)	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+I1), 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

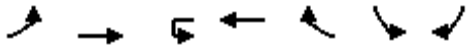
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), 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



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+I1), 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.

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+I1), s	31.5	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

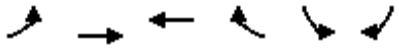
Notes

* 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)	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	3.6	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	8.3	41.7		24.0	8.5	40.7		25.0
Max Q Clear Time (g_c+I1), 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



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	27.6	37.3	24.5	33.1	27.5	37.3	26.5	31.1
Max Q Clear Time (g_c+I1), 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

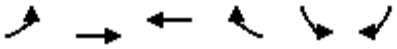
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	490	170	440	650	0	0	0	0	80	10	210
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	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	37.1	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+I1), 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+I1), 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

* 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)	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+I1), 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	-	0	1848	924
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	924	-
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	686	-	-	-	82	327
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	387	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	686	-	-	-	57	327
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

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+I1), 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

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	3.4	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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), s	7.3	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	

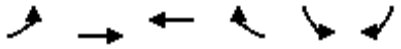
Lane

Intersection	
Intersection Delay, s/veh	54.5
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



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+I1), 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

* 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)	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	10.5	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+I1), s	16.3	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.

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

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	21.1	22.8		16.0		48.8		
Max Q Clear Time (g_c+I1), s	18.0	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	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

* 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)	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	3.7	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+I1), s	8.3	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	12.3	21.7		27.0		37.7		
Max Q Clear Time (g_c+I1), s	11.9	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

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

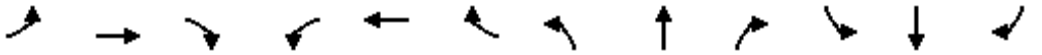
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	630	0	1685	607
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	1087	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	952	-	103	496
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



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.

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	14.1	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+I1), s	5.5	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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

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	15.3	* 44	* 24	* 47	* 19	40.6	* 46	24.0
Max Q Clear Time (g_c+I1), 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

* 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)	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	3.8	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	12.3	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	10.5	28.1		16.0	6.0	39.1		28.0
Max Q Clear Time (g_c+I1), s	11.7	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.

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

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	8.0	21.7		35.0	10.0	19.7		35.0
Max Q Clear Time (g_c+I1), s	5.1	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	15.3	23.8		35.0		44.8		
Max Q Clear Time (g_c+I1), 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.

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	16.5	72.5	17.5	* 27	12.5	76.5	5.5	38.3
Max Q Clear Time (g_c+I1), s	18.5	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

* 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)	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	3.8	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+I1), 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+I1), 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

* 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)	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+I1), s	16.1	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+I1), 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

* 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)	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	9.5	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	8.4	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+I1), s	7.6	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.

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+I1), s	17.4	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

* 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	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.

Intersection	
Intersection Delay, s/veh	41.1
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	13.3	63.7		22.0	28.0	* 54		12.0
Max Q Clear Time (g_c+I1), s	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	41.9
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

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+I1), 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

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	12.9	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	11.5	36.1		38.1	11.5	56.1		38.1
Max Q Clear Time (g_c+I1), s	9.0	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	5.5	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+I1), s	28.3	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

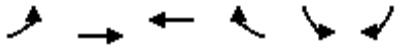
Notes

* 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	



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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

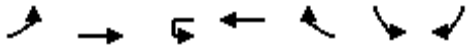
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1670	140	500	2020	180	400
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



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	34.0	71.1		11.9		100.3		
Max Q Clear Time (g_c+I1), 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.

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+I1), s	29.8	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

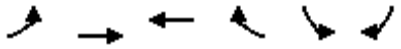
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	220	760	20	80	1090	180	40	10	30	240	10	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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+I1), s	16.6	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

* 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)	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	13.3	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+I1), 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

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	11.0	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+I1), s	8.2	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/veh	18.8
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

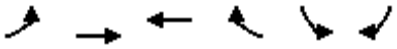
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	700	310	185	555	0	0	0	0	240	10	250
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	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	9.9	39.5		20.6		59.4		
Change Period (Y+Rc), s	5.1	* 5.1		5.1		5.1		
Max Green Setting (Gmax), s	4.8	* 38		16.0		53.8		
Max Q Clear Time (g_c+I1), 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.



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+I1), 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

* 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)	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.

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+I1), s	7.5	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

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+I1), 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

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	6.5	55.5		16.0		65.5		
Max Q Clear Time (g_c+I1), s	11.2	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	

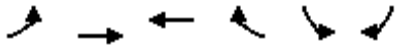
Lane

Intersection	
Intersection Delay, s/veh	35.5
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



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+I1), 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

* 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)	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	12.8	* 60		16.0	16.0	55.0		27.5
Max Q Clear Time (g_c+I1), 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

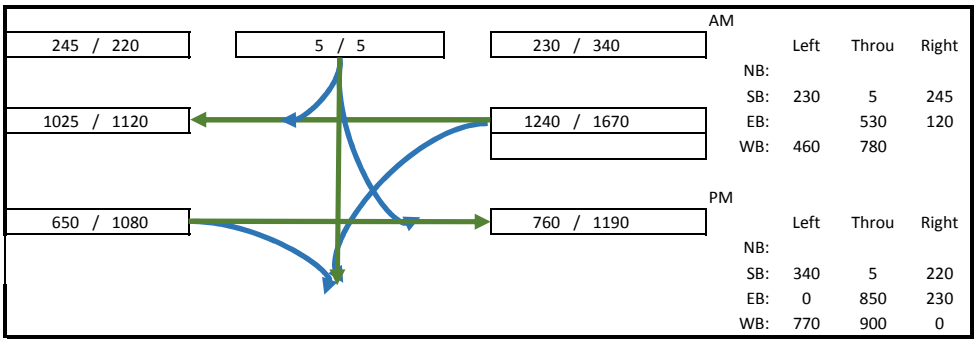
Appendix I
Ramp Intersection Capacity Analysis – No-Project Conditions

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



AM

	Left	Throu	Right
NB:			
SB:	230	5	245
EB:		530	120
WB:	460	780	

PM

	Left	Throu	Right
NB:			
SB:	340	5	220
EB:	0	850	230
WB:	770	900	0

LANE VOLUMES (ILV/HR)

PHASE I

AM	230	390 / 450	
PM	385	390 / 450	
		230 / 385	
		230 / 385	

PHASE II

AM	265	**265**	**/ 425**
PM	425	265	/ 425
		120	/ 230
Remaining WB Through	161/40		

PHASE III

AM	245	**245 / 220**	120 / 175	115 / 170
PM	220			

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PM
740	1030

TOTAL OPERATING LEVEL (ILV/HR):

AM:	740	Under Capacity
PM:	1030	Under Capacity

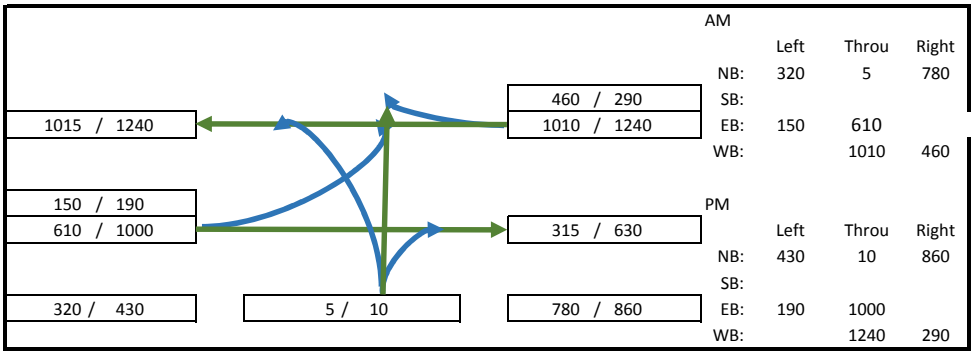
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	320	5	780
SB:			
EB:	150	610	
WB:		1010	460

PM

	Left	Throu	Right
NB:	430	10	860
SB:			
EB:	190	1000	
WB:		1240	290

LANE VOLUMES (ILV/HR)

PHASE I

AM	150	**150/190**
PM	190	305/500
		305/500

PHASE II

AM	460	**460**/290
PM	414	336/413
		336/413
Remaining EB Through	155/310	337/**414**

PHASE III

AM	390
PM	440

325/440 **390**/430 390/430

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1000	1044

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1000	Under Capacity
PM:	1044	Under Capacity

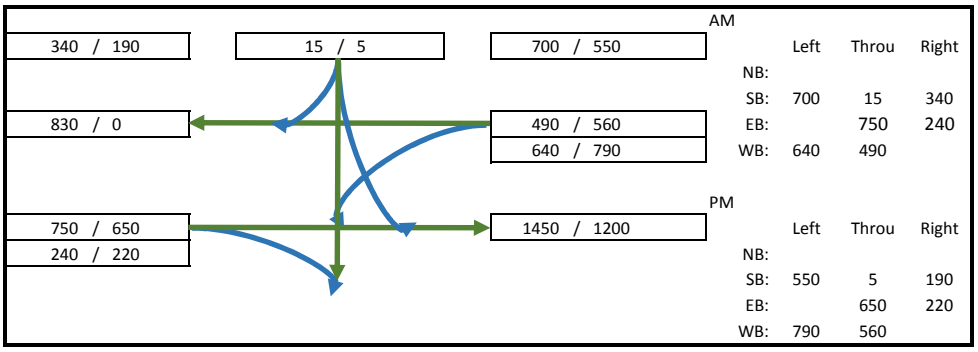
< 1,200 ILV/HR **Under Capacity**
> 1,200 BUT < 1,500 ILV/HR **At Capacity**
> 1,500 ILV/HR (CAPACITY) **Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	700	15	340
EB:		750	240
WB:	640	490	

PM

	Left	Throu	Right
NB:			
SB:	550	5	190
EB:		650	220
WB:	790	560	

LANE VOLUMES (ILV/HR)

PHASE I

		245/280
AM	320	245/280
PM	395	**320/395**
		320/395

PHASE II

AM	615	375/325
PM	545	**615/545**
Remaining WB Through	0/0	

PHASE III

AM	340			
PM	280	**340**/190	355/**280**	350/275

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1275	1220

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1275	At Capacity
PM:	1220	At Capacity

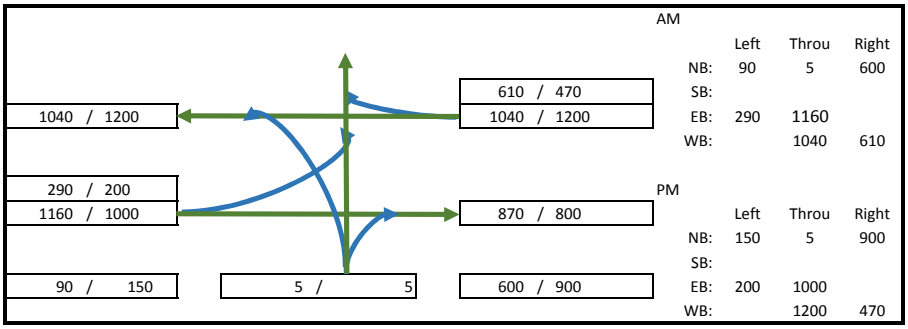
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	90	5	600
SB:			
EB:	290	1160	
WB:		1040	610

PM

	Left	Throu	Right
NB:	150	5	900
SB:			
EB:	200	1000	
WB:		1200	470

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
		346/406
Remaining EB Through	**290/290**	347/407

PHASE III

AM	305
PM	455

95/155 **300/450** 300/450

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1205	1125

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1205	At Capacity
PM:	1125	Under Capacity

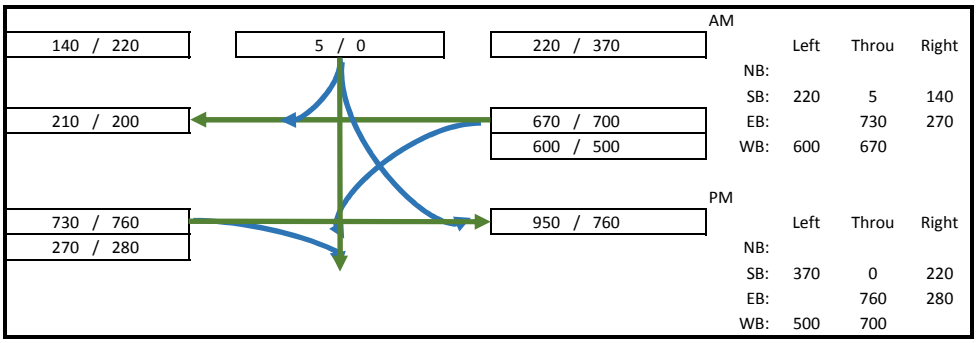
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 > 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	220	5	140
EB:		730	270
WB:	600	670	

PM

	Left	Throu	Right
NB:			
SB:	370	0	220
EB:		760	280
WB:	500	700	

LANE VOLUMES (ILV/HR)

PHASE I		
AM	300	335/350
PM	250	335/350
		300/250
		300/250

PHASE II		
AM	365	**365/380**
PM	380	365/380
		270/280
Remaining WB Through	**35/100**	

PHASE III				
AM	140			
PM	220	**140/220**	115/185	110/185

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
805	850

TOTAL OPERATING LEVEL (ILV/HR):

AM:	805	Under Capacity
PM:	850	Under Capacity

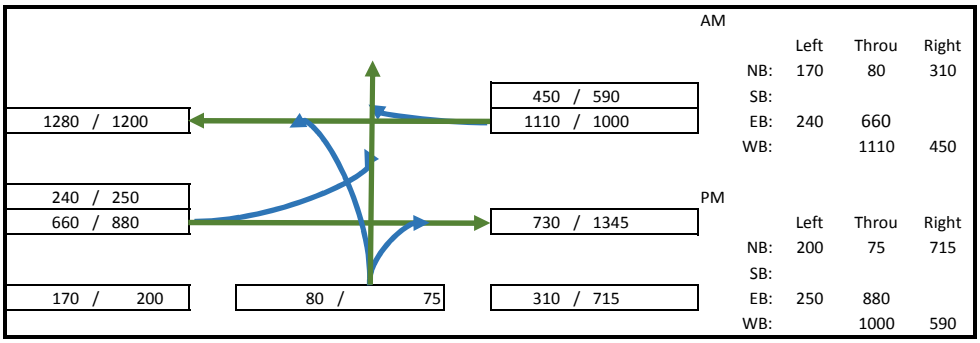
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	170	80	310
SB:			
EB:	240	660	
WB:		1110	450

PM

	Left	Throu	Right
NB:	200	75	715
SB:			
EB:	250	880	
WB:		1000	590

LANE VOLUMES (ILV/HR)

PHASE I		
AM	240	**240/250**
PM	250	330/440
		330/440

PHASE II		
AM	820	**820/923**
PM	923	370/333
		370/333
Remaining EB Through	90/190	

PHASE III		
AM	165	
PM	358	
		85/100 **165**/175 155/**358** 155/358

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1225	1531

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1225	At Capacity
PM:	1531	Over Capacity

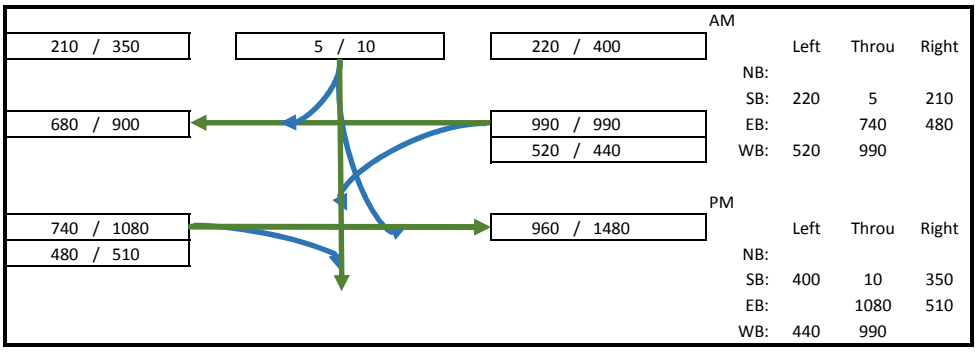
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	220	5	210
EB:		740	480
WB:	520	990	

PM

	Left	Throu	Right
NB:			
SB:	400	10	350
EB:		1080	510
WB:	440	990	

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 WB Through	0 /55	

PHASE III

AM	225	210/350	**225/410**
PM	410		

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1595	1900

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1595	Over Capacity
PM:	1900	Over Capacity

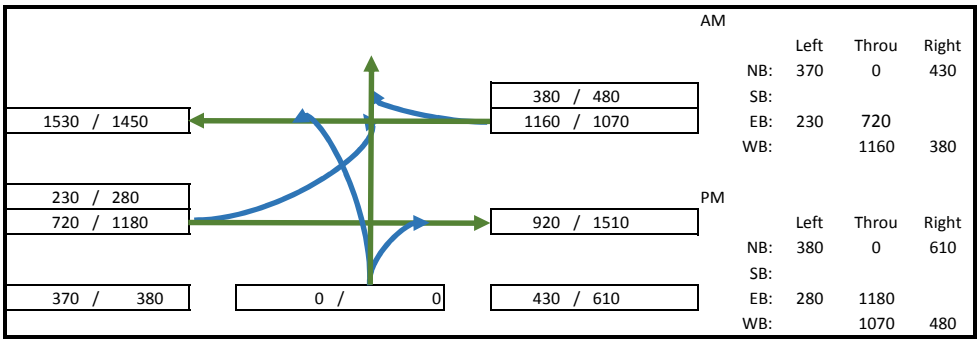
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	370	0	430
SB:			
EB:	230	720	
WB:		1160	380

PM

	Left	Throu	Right
NB:	380	0	610
SB:			
EB:	280	1180	
WB:		1070	480

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 EB Through	125/300	

PHASE III		
AM	430	
PM	610	
		370/380 **430/610**

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1240	1425

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1240	At Capacity
PM:	1425	At Capacity

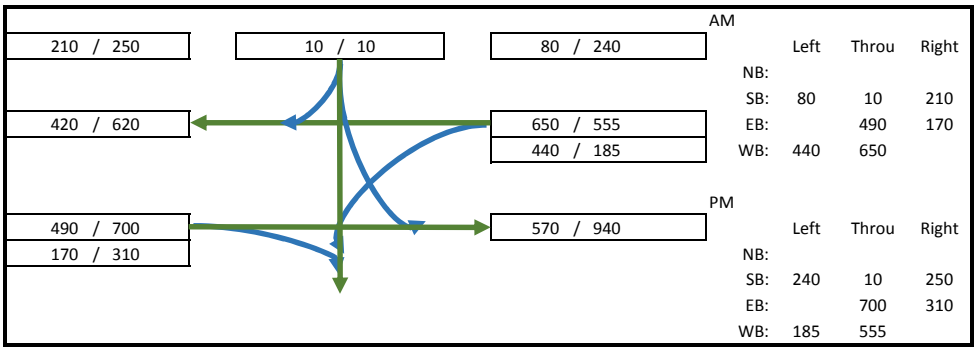
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	80	10	210
EB:		490	170
WB:	440	650	

PM

	Left	Throu	Right
NB:			
SB:	240	10	250
EB:		700	310
WB:	185	555	

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 WB Through	0/90	

PHASE III

AM	210	**210/250** 90/250
PM	250	

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1140	1135

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1140	Under Capacity
PM:	1135	Under Capacity

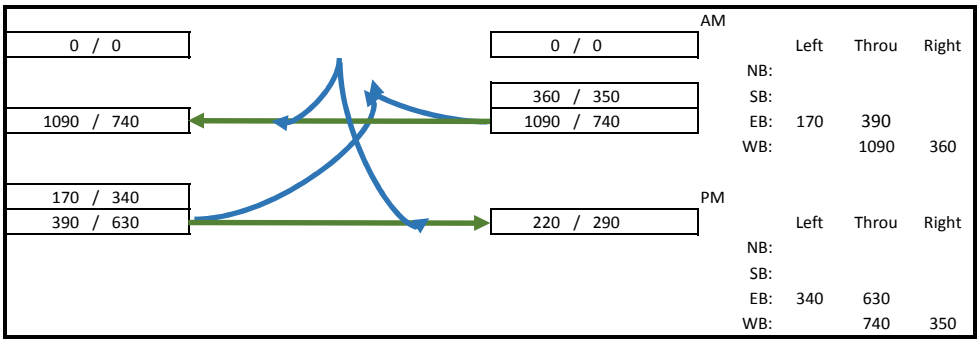
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:			
EB:	170	390	
WB:		1090	360

PM

	Left	Throu	Right
NB:			
SB:			
EB:	340	630	
WB:		740	350

LANE VOLUMES (ILV/HR)

PHASE I		
AM	170	**170/340**
PM	340	390/630

PHASE II		
AM	545	360/350
PM	370	**545/370**
		545/370
Remaining EB Through	220/290	

PHASE III

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
715	710

TOTAL OPERATING LEVEL (ILV/HR):

AM:	715	Under Capacity
PM:	710	Under Capacity

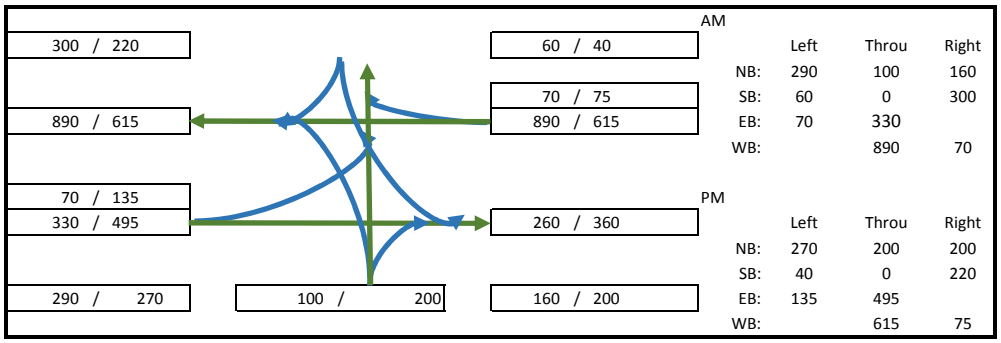
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	290	100	160
SB:	60	0	300
EB:	70	330	
WB:		890	70

PM

	Left	Throu	Right
NB:	270	200	200
SB:	40	0	220
EB:	135	495	
WB:		615	75

LANE VOLUMES (ILV/HR)

PHASE I

AM	70	**70/135**
PM	135	330/495

PHASE II

AM	367	**367/280**
PM	360	300/206
		300/206
Remaining EB Through	260/**360**	

PHASE III

AM	300	**300/220**	60/40
PM	220		

PHASE IV

AM	325			
PM	435			
		145/135	**325/435**	80/100

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1061.666667	1150

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1062	Under Capacity
PM:	1150	Under Capacity

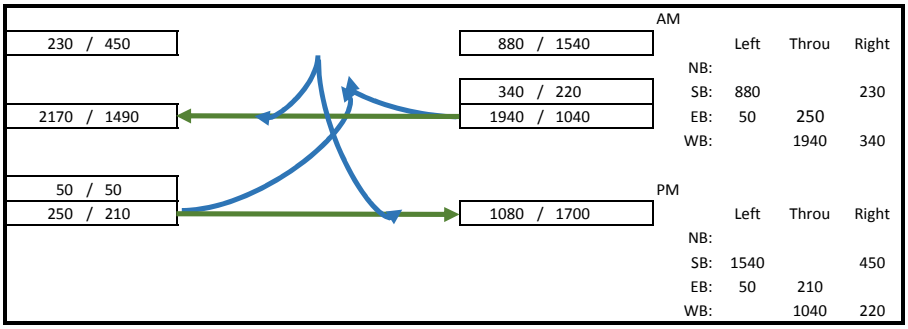
< 1,200 ILV/HR **Under Capacity**
> 1,200 BUT < 1,500 ILV/HR **At Capacity**
> 1,500 ILV/HR (CAPACITY) **Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	880		230
EB:	50	250	
WB:		1940	340

PM

	Left	Throu	Right
NB:			
SB:	1540		450
EB:	50	210	
WB:		1040	220

LANE VOLUMES (ILV/HR)

PHASE I		
AM	50	**50/50**
PM	50	250/210

PHASE II		
AM	970	340/220
PM	520	**970/520**
		970/520
Remaining EB Through	200/160	

PHASE III				
AM	440	230/450	**440/770**	440/770
PM	770			

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1460	1340

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1460	At Capacity
PM:	1340	At Capacity

< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (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

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+I1), 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	9.3	19.4		16.0		33.8		
Max Q Clear Time (g_c+I1), s	9.2	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	3.0	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.

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	6.5	31.0	4.0	* 38	7.5	33.0	11.5	30.0
Max Q Clear Time (g_c+I1), s	6.8	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	17.3	21.7		27.0		42.7		
Max Q Clear Time (g_c+I1), 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

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), s	7.4	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.

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+I1), 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

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	9.4	* 46	* 32	42.3	* 14	42.0	35.8	* 38
Max Q Clear Time (g_c+I1), 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

* 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)	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	3.2	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	16.7	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	7.5	20.1		16.0	4.0	41.1		28.0
Max Q Clear Time (g_c+I1), s	12.8	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	8.3	21.7		35.0	10.0	19.7		35.0
Max Q Clear Time (g_c+I1), s	4.5	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+I1), 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.

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	3.8	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	8.0	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+I1), s	25.3	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

* 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	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	16.0	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	12.5	34.4		27.0	6.5	51.4		27.0
Max Q Clear Time (g_c+I1), s	12.4	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+I1), s	8.0	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

* 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)	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+I1), s	12.7	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	15.2	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	10.6	19.8	7.2	35.2	10.2	60.2	9.1	* 33
Max Q Clear Time (g_c+I1), s	10.8	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

* 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)	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	3.9	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+I1), s	11.6	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	3.4	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	35.5	* 50	17.5	* 15	11.5	73.7	8.5	24.1
Max Q Clear Time (g_c+I1), 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

* 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)	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.

Intersection	
Intersection Delay, s/veh	41.2
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	17.3	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	21.3	* 68		14.0	24.0	65.0		13.0
Max Q Clear Time (g_c+I1), s	10.4	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	34.9
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

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	3.7	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	11.4	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+I1), s	26.9	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	7.0	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	3.5	27.1		35.1	28.4	22.2		35.1
Max Q Clear Time (g_c+I1), s	4.2	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+I1), 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

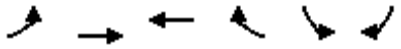
Notes

* 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	3.0	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+I1), 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

* 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)	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+I1), s	11.1	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

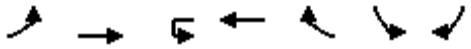
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), 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+I1), 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

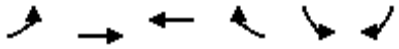
Notes

* 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)	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	8.3	41.7		24.0	8.5	40.7		25.0
Max Q Clear Time (g_c+I1), s	6.4	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	9.6	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	14.0	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+I1), 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/veh	36.7
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

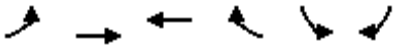
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	500	180	450	660	0	0	0	0	80	10	210
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	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	23.4	30.8		16.0		63.8		
Max Q Clear Time (g_c+I1), 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+I1), 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

* 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)	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+I1), 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

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	-	0	1897	940
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	957	-
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	673	-	-	-	76	320
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	373	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	673	-	-	-	51	320
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

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+I1), 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

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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+I1), s	7.5	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	

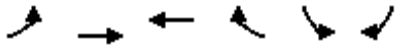
Lane

Intersection	
Intersection Delay, s/veh	54.5
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	3.4	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+I1), 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

* 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)	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	11.5	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+I1), 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	21.1	22.8		16.0		48.8		
Max Q Clear Time (g_c+I1), s	18.0	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.

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	3.7	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+I1), s	8.3	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	12.3	21.7		27.0		37.7		
Max Q Clear Time (g_c+I1), 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

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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	14.1	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+I1), s	5.3	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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

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	15.3	* 44	* 24	* 47	* 19	40.6	* 46	24.0
Max Q Clear Time (g_c+I1), 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

* 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)	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	3.9	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	23.0	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+I1), 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.

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	8.3	21.7		35.0	10.0	19.7		35.0
Max Q Clear Time (g_c+I1), s	4.2	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	15.8	23.8		35.0		44.8		
Max Q Clear Time (g_c+I1), 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.

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	16.5	72.5	17.5	* 27	12.5	76.5	5.5	38.3
Max Q Clear Time (g_c+I1), s	18.5	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

* 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)	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	3.3	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 (Gmax), s	19.5	78.3		27.1	14.5	83.3		27.1
Max Q Clear Time (g_c+I1), s	19.9	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	9.1	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	17.7	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+I1), s	15.9	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

* 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)	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	9.4	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	7.5	56.7		15.0	9.5	* 65		29.0
Max Q Clear Time (g_c+I1), s	5.2	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+I1), 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

* 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)	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+I1), 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+I1), s	28.0	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.

Intersection	
Intersection Delay, s/veh	42.7
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	18.8	63.7		22.0	28.0	* 54		12.0
Max Q Clear Time (g_c+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	43.8
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

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	26.1	18.9		20.1	26.1	18.9		37.1
Max Q Clear Time (g_c+I1), s	18.4	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	3.5	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	14.2	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	11.5	36.1		38.1	11.5	56.1		38.1
Max Q Clear Time (g_c+I1), s	10.5	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	37.4	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+I1), s	28.7	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

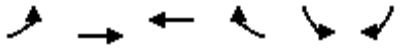
Notes

* 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/ln	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+I1), 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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

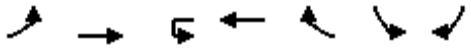
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1700	170	530	2050	180	400
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



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+I1), s	35.4	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+I1), s	20.8	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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

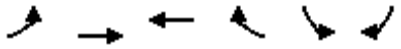
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	740	5	90	1100	190	40	5	25	240	10	310
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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	11.3	47.7		16.0	13.5	* 45		5.0
Max Q Clear Time (g_c+I1), s	7.2	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

* 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)	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+I1), 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	14.0	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	10.0	32.3	19.5	29.1	12.5	31.3	17.6	31.0
Max Q Clear Time (g_c+I1), 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/veh	18.7
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

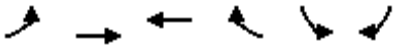
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	710	320	190	560	0	0	0	0	240	5	250
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	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	9.6	39.8		20.6		59.4		
Change Period (Y+Rc), s	5.1	* 5.1		5.1		5.1		
Max Green Setting (Gmax), s	11.3	* 38		16.0		53.8		
Max Q Clear Time (g_c+I1), s	11.1	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.



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+I1), 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

* 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)	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	7.3	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

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	-	0	1756	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	1120	-
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	891	-	-	-	93	478
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	312	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	~ 63	478
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

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+I1), 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

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+I1), 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

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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	6.5	55.5		16.0		65.5		
Max Q Clear Time (g_c+I1), s	7.2	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	

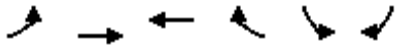
Lane

Intersection	
Intersection Delay, s/veh	35.7
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+I1), 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

* 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)	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+I1), s	11.7	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

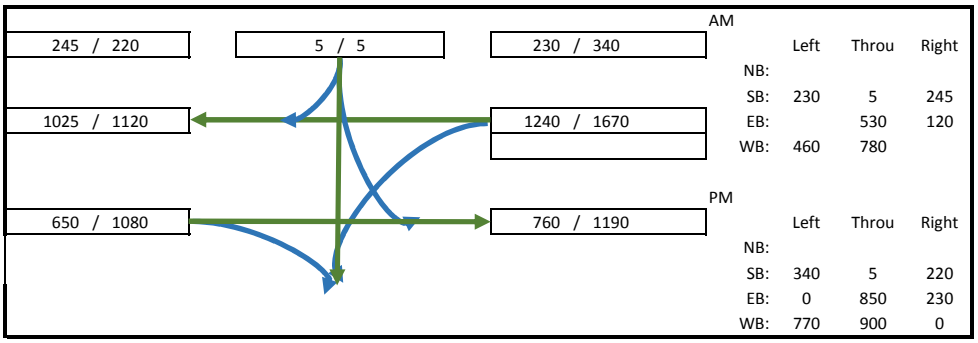
Appendix N
Ramp Intersection Capacity Analysis – Modified Mixed Use Plan Strategy

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



AM

	Left	Throu	Right
NB:			
SB:	230	5	245
EB:		530	120
WB:	460	780	

PM

	Left	Throu	Right
NB:			
SB:	340	5	220
EB:	0	850	230
WB:	770	900	0

LANE VOLUMES (ILV/HR)

PHASE I

		390 / 450
AM	230	390 / 450
PM	385	**230 / 385**
		230 / 385

PHASE II

AM	265	**265 / 425**
PM	425	265 / 425
		120 / 230
Remaining WB Through	161/40	

PHASE III

AM	245	**245 / 220**	120 / 175	115 / 170
PM	220			

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PM
740	1030

TOTAL OPERATING LEVEL (ILV/HR):

AM:	740	Under Capacity
PM:	1030	Under Capacity

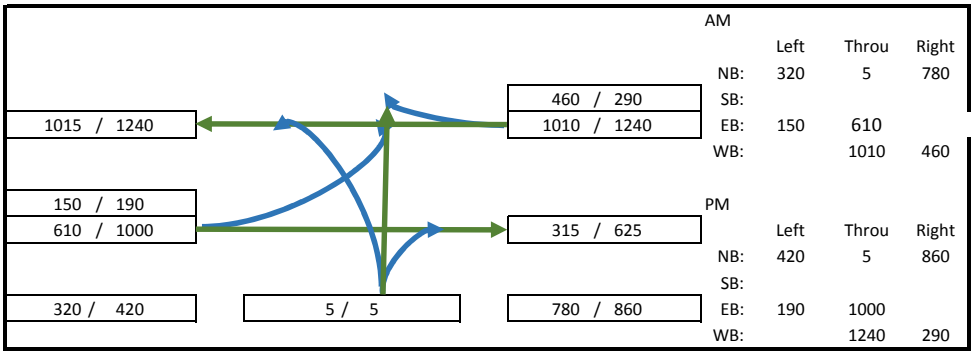
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	320	5	780
SB:			
EB:	150	610	
WB:		1010	460

PM

	Left	Throu	Right
NB:	420	5	860
SB:			
EB:	190	1000	
WB:		1240	290

LANE VOLUMES (ILV/HR)

PHASE I

AM	150	**150/190**
PM	190	305/500
		305/500

PHASE II

AM	460	**460**/290
PM	414	336/413
		336/413
Remaining EB Through	155/310	337/**414**

PHASE III

AM	390
PM	430

325/425 **390**/430 390/430

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1000	1034

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1000	Under Capacity
PM:	1034	Under Capacity

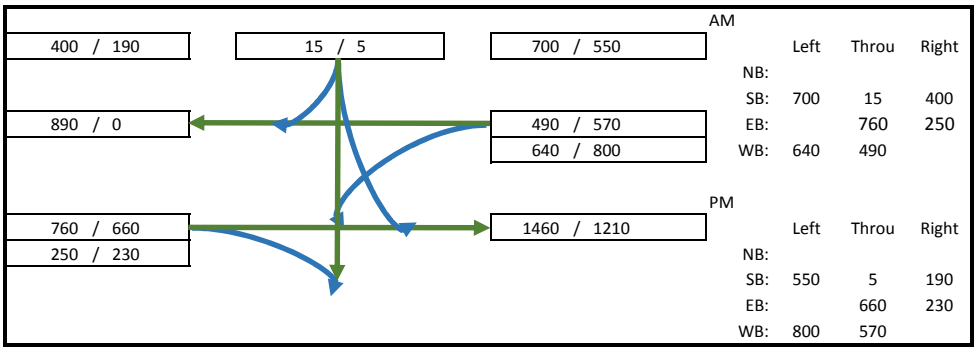
< 1,200 ILV/HR **Under Capacity**
> 1,200 BUT < 1,500 ILV/HR **At Capacity**
> 1,500 ILV/HR (CAPACITY) **Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	700	15	400
EB:		760	250
WB:	640	490	

PM

	Left	Throu	Right
NB:			
SB:	550	5	190
EB:		660	230
WB:	800	570	

LANE VOLUMES (ILV/HR)

PHASE I

AM	320	245/285
PM	400	245/285
		320/400
		320/400

PHASE II

AM	630	380/330
PM	560	**630/560**
Remaining WB Through	75/0	

PHASE III

AM	400	
PM	280	**400**/190 365/**280** 350/275

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1350	1240

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1350	At Capacity
PM:	1240	At Capacity

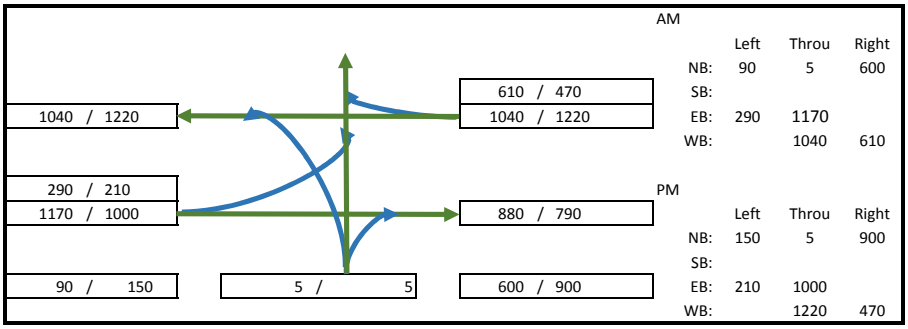
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	90	5	600
SB:			
EB:	290	1170	
WB:		1040	610

PM

	Left	Throu	Right
NB:	150	5	900
SB:			
EB:	210	1000	
WB:		1220	470

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
		346/406
Remaining EB Through	**295/290**	347/407

PHASE III

AM	305
PM	455

90/150 **305/455** 300/450

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1205	1135

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1205	At Capacity
PM:	1135	Under Capacity

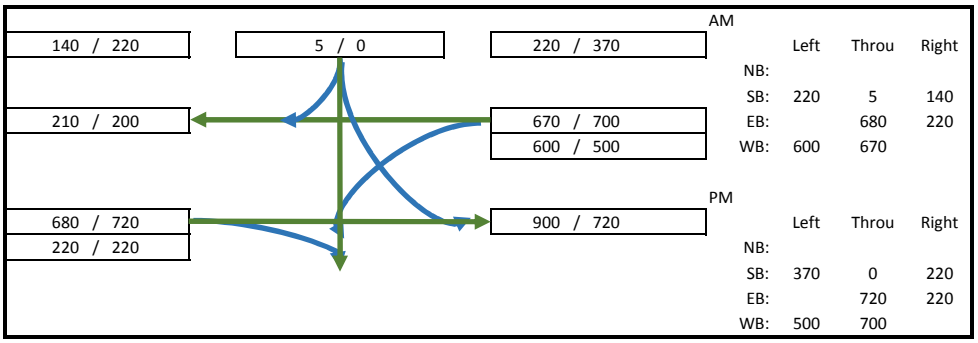
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 > 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	220	5	140
EB:		680	220
WB:	600	670	

PM

	Left	Throu	Right
NB:			
SB:	370	0	220
EB:		720	220
WB:	500	700	

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 WB Through	**100/35**	

PHASE III

AM	140			
PM	220	**140/220**	115/185	110/185

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
780	830

TOTAL OPERATING LEVEL (ILV/HR):

AM:	780	Under Capacity
PM:	830	Under Capacity

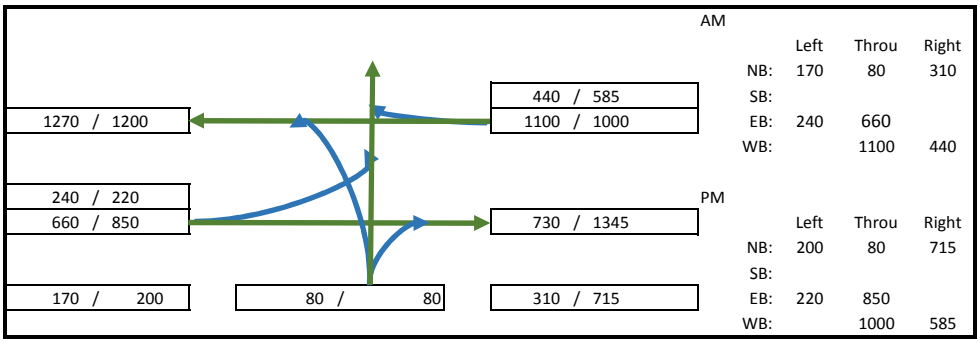
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	170	80	310
SB:			
EB:	240	660	
WB:		1100	440

PM

	Left	Throu	Right
NB:	200	80	715
SB:			
EB:	220	850	
WB:		1000	585

LANE VOLUMES (ILV/HR)

PHASE I		
AM	240	**240/220**
PM	220	330/425
		330/425

PHASE II		
AM	807	**807/919**
PM	919	366/333
		366/333
Remaining EB Through	110/189	

PHASE III		
AM	165	
PM	358	
		85/100 **165**/180 155/**360** 155/360

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1212	1497

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1212	At Capacity
PM:	1497	At Capacity

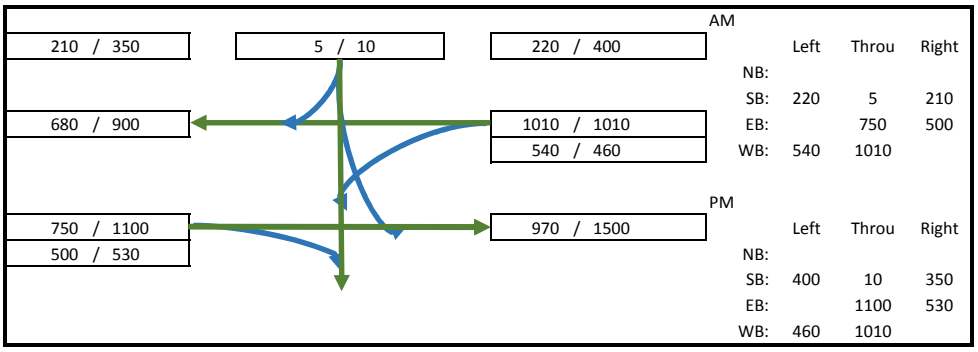
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	220	5	210
EB:		750	500
WB:	540	1010	

PM

	Left	Throu	Right
NB:			
SB:	400	10	350
EB:		1100	530
WB:	460	1010	

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 WB Through	0 /50	

PHASE III

AM	225	210/350	**225/410**
PM	410		

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1640	1950

TOTAL OPERATING LEVEL (ILV/HR):

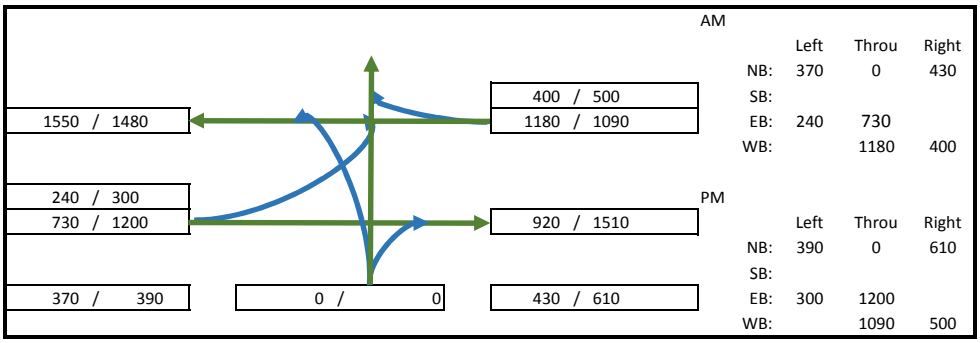
AM:	1640	Over Capacity
PM:	1950	Over Capacity

< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

INTERSECTION:	Encinitas Blvd / I-5 NB Ramps	DIST. CO. RTE	
ALTERNATIVE:	Future Conditions	PM:	
		DATE:	10/6/2015
		TIME:	

DEMAND TRAFFIC FLOWS



AM

	Left	Throu	Right
NB:	370	0	430
SB:			
EB:	240	730	
WB:		1180	400

PM

	Left	Throu	Right
NB:	390	0	610
SB:			
EB:	300	1200	
WB:		1090	500

LANE VOLUMES (ILV/HR)

PHASE I

AM	240	**240/300**
PM	300	365/600
		365/600

PHASE II

AM	590	400/500
PM	545	**590/545**
		590/545
Remaning EB Through	125/300	

PHASE III

AM	430
PM	610

370/390 **430/610**

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1260	1455

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1260	At Capacity
PM:	1455	At Capacity

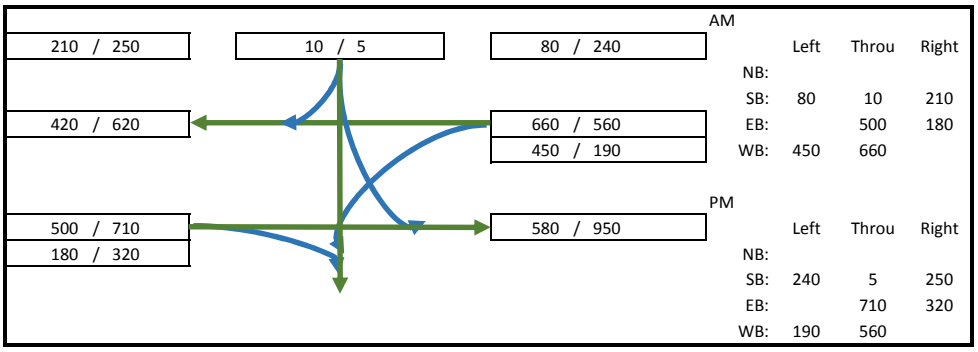
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	80	10	210
EB:		500	180
WB:	450	660	

PM

	Left	Throu	Right
NB:			
SB:	240	5	250
EB:		710	320
WB:	190	560	

LANE VOLUMES (ILV/HR)

PHASE I

AM	450	330/280
PM	190	330/280
		450/190

PHASE II

AM	500	**500/710**
PM	710	180/320
Remaining WB Through	0/90	

PHASE III

AM	210	**210/250** 90/245
PM	250	

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1160	1150

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1160	Under Capacity
PM:	1150	Under Capacity

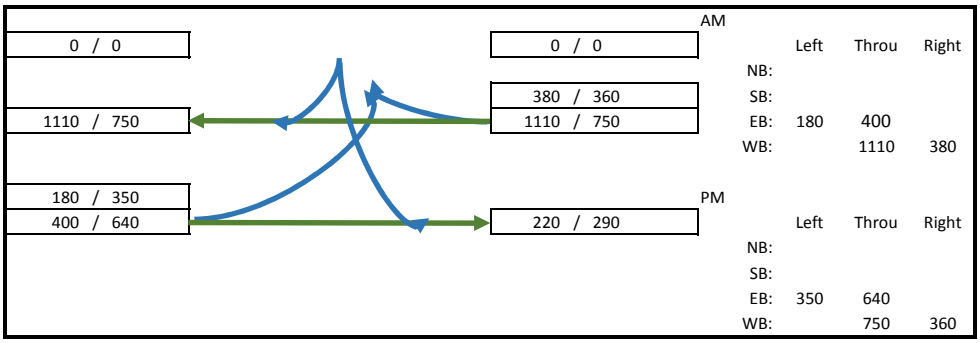
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:			
EB:	180	400	
WB:		1110	380

PM

	Left	Throu	Right
NB:			
SB:			
EB:	350	640	
WB:		750	360

LANE VOLUMES (ILV/HR)

PHASE I		
AM	180	**180/350**
PM	350	400/640

PHASE II		
AM	555	380/360
PM	375	**555/375**
		555/375
Remaining EB Through	220/290	

PHASE III

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
735	725

TOTAL OPERATING LEVEL (ILV/HR):

AM:	735	Under Capacity
PM:	725	Under Capacity

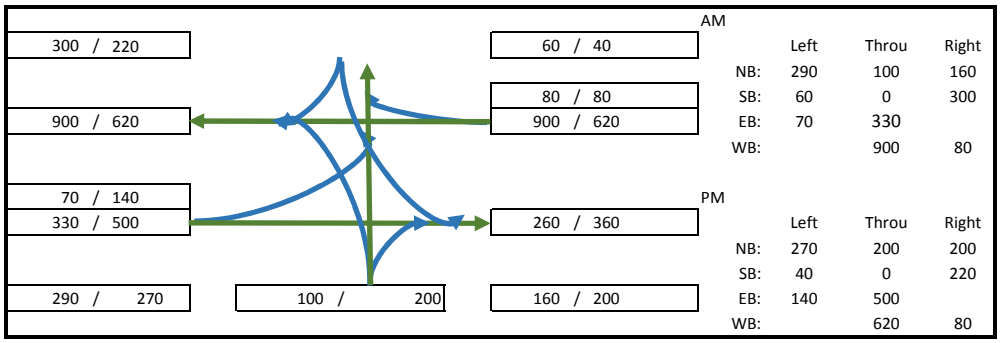
< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

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



AM

	Left	Throu	Right
NB:	290	100	160
SB:	60	0	300
EB:	70	330	
WB:		900	80

PM

	Left	Throu	Right
NB:	270	200	200
SB:	40	0	220
EB:	140	500	
WB:		620	80

LANE VOLUMES (ILV/HR)

PHASE I

AM	70	**70/140**
PM	140	330/500

PHASE II

AM	380	**380/287**
PM	360	300/206
		300/206

Remaining EB Through 260/**360**

PHASE III

AM	300	300/220	**60/40**
PM	220		

PHASE IV

AM	325	145/135	**325/435**	80/100
PM	435			

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1075	1155

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1075	Under Capacity
PM:	1155	Under Capacity

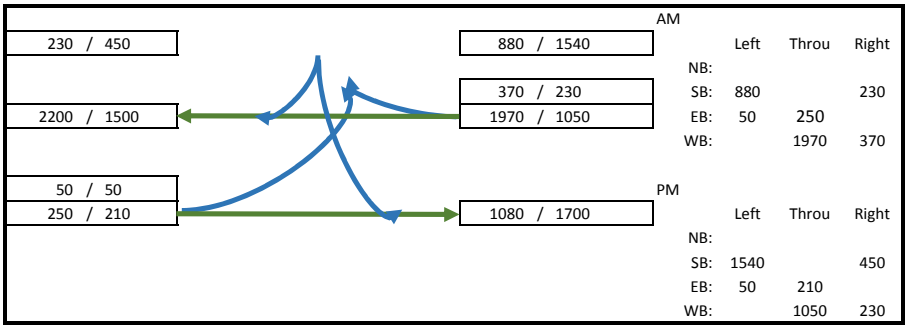
< 1,200 ILV/HR **Under Capacity**
> 1,200 BUT < 1,500 ILV/HR **At Capacity**
> 1,500 ILV/HR (CAPACITY) **Over Capacity**

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



AM

	Left	Throu	Right
NB:			
SB:	880		230
EB:	50	250	
WB:		1970	370

PM

	Left	Throu	Right
NB:			
SB:	1540		450
EB:	50	210	
WB:		1050	230

LANE VOLUMES (ILV/HR)

PHASE I		
AM	50	**50/50**
PM	50	250/210

PHASE II		
AM	985	370/230
PM	525	**985/525**
		985/525
Remaining EB Through	200/160	

PHASE III				
AM	440	230/450	**440/770**	440/770
PM	770			

PHASE IV

CRITICAL LANE VOLUMES PER HOUR

AM	PHASE II
1475	1345

TOTAL OPERATING LEVEL (ILV/HR):

AM:	1475	At Capacity
PM:	1345	At Capacity

< 1,200 ILV/HR	**Under Capacity**
> 1,200 BUT < 1,500 ILV/HR	**At Capacity**
> 1,500 ILV/HR (CAPACITY)	**Over Capacity**

Appendix O
Traffic Signal Warrants

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

		COUNT DATE	SANDAG Series 12 Model
Major St:	La Costa Avenue	# of Lanes:	1
Minor St:	Vulcan Avenue	# 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	Roadway Type:	Urban
Minor Street ADT (Highest Direction):	7300		

(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 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	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 Traffc	Vehichles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Staisfied X Not Satisfied		
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		
Satisfied X Not Satisfied	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or More — 221% A / 148% 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)

		COUNT DATE	SANDAG Series 12 Model
Major St:	Santa Fe Drive	# of Lanes:	1
Minor St:	Balour Drive	# 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

Satisfied X Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) 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 Traffc

Staisfied X Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) 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

Satisfied X Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% or More

	A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
	239%	159%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

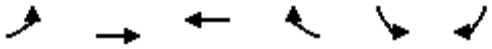
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Appendix P
AM / PM Peak Hour Intersection LOS Worksheets - Mitigation

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+I1), 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



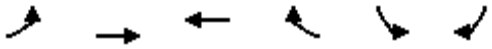
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	200	480	780	170	40	230
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900
Adj Flow 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+I1), 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.



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.

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+I1), 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