APPENDIX B

CRASH INFORMATION

Serial #	Severity	Accident Date	Accident Time	Direction of Travel	Driver Action	First Harmful Evenet	Most Harmful Event	Events	Contributing Circumstances	Road Surface	Road Surface Condition	Weather Condition	Light Condition	Traffic Control Device
Intersection 1														
16C428549	C Injury Accident	6/6/2016	6:30	S	Turning Left	Overturn	Overturn	Loss of Control,Overturn,Drove Left of Center,	Alcohol Impaired	Paved (Asphalt)	Dry	Clear	Dawn or Dusk	Stop Signs all Directions
17C456408	Property Dmg Report	4/28/2017	18:34	W	Backing	Backed Into	Backed Into	Backed Into,	Improper Backing	Paved (Asphalt)	Dry	Clear	Day	Stop Sign on Cross Street Only
Intersection 2														
16C424341	Property Dmg Report	4/7/2016	21:15	N	Going Straight	Rear-End	Rear-End	Rear-End,	Following Too Close	Paved (Asphalt)	Dry	Clear	Dark, No Street Lights	None
Intersection 3														
Intersection 4														
20C550751	C Injury Accident	7/25/2020	12:13	E	Turning Left	Angle Turning	Angle Turning	Angle Turning,	Failed to Yield	Paved (Asphalt)	Dry	Clear	Day	Stop Sign on Cross Street Only
Intersection 5														
16C424103	Property Dmg Report	4/1/2016	6:12	E	Going Straight	Rear-End	Rear-End	Ran Off Road,	None	Paved (Asphalt)	Dry	Clear	Dark, Street Lights On	None
16C430350	C Injury Accident	6/6/2016	14:52	N	Going Straight	Rear-End	Rear-End	Rear-End,	Failed to Obey Signal	Paved (Asphalt)	Dry	Clear	Day	Traffic Signal
16C446402	Property Dmg Report	12/29/2016	7:25	S	Right Turn on Red	Angle Turning	Angle Turning	Angle Turning,	None	Paved (Asphalt)	Wet	Clear	Dark, No Street Lights	Traffic Signal
17C463264	C Injury Accident	7/21/2017	18:23	W	Going Straight	Side Swipe Opposite	Side Swipe Opposite	Loss of Control,Ran Off Road,Drove Left of Center,Side Swipe Opposite,	Asleep, Drowsy, Fatigued	Paved (Asphalt)	Dry	Clear	Day	Traffic Signal
18C485316	B Injury Accident	4/2/2018	17:14	E	Going Straight	Angle Turning	Angle Turning	Angle Turning,Angle Turning,	Failed to Obey Signal	Paved (Asphalt)	Dry	Clear	Day	Traffic Signal
18C487554	C Injury Accident	4/3/2018	7:37	E	Going Straight	Rear-End	Rear-End	Rear-End,	Inattention	Paved (Asphalt)	Dry	Clear	Dawn or Dusk	Traffic Signal
18C522073	C Injury Accident	11/29/2018	18:04	E	Turning Left	Head-On Turning	Head-On Turning	Head-On Turning,	Failed to Yield	Paved (Asphalt)	Wet	Cloudy	Dark, Street Lights On	Traffic Signal
19C522134	C Injury Accident	3/18/2019	8:30	S	Going Straight	Side Swipe Opposite	Side Swipe Opposite		None	Paved (Asphalt)	Dry	Clear	Dawn or Dusk	Officer/Flagger
19C536865	Property Dmg Report	8/28/2019	15:51	N	Going Straight	Rear-End	Rear-End	Ran Off Road,Rear-End,	Failed to Yield	Paved (Asphalt)	Dry	Clear	Day	Traffic Signal
19C536871	C Injury Accident	9/18/2019	12:09	E	Going Straight	Angle	Angle	Angle,Fence,	Inattention	Paved (Asphalt)	Wet	Rain	Day	Traffic Signal
19C536915	B Injury Accident	7/29/2019	11:02	N	Going Straight	Rear-End	Rear-End	Rear-End,	Distracted IN or ON Vehicle	Paved (Asphalt)	Dry	Clear	Day	Traffic Signal
19C548633	Property Dmg Report	2/13/2019	11:35	S	Turning Left	Rear-End	Rear-End	Rear-End,	Following Too Close	Paved (Asphalt)	Wet	Rain	Day	Stop Signs all Directions
Intersection 6														

APPENDIX C

SYNCHRO OPERATIONAL ANALYSIS OUTPUT REPORTS

2022 Existing AM

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	10	32	56	83	31	2	55	50	65	1	50	20
Future Vol, veh/h	10	32	56	83	31	2	55	50	65	1	50	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	74	74	74	68	68	68	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	35	62	112	42	3	81	74	96	1	62	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	384	409	75	409	373	122	87	0	0	170	0	0
Stage 1	77	77	-	284	284	-	-	-	-	-	-	-
Stage 2	307	332	-	125	89	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	572	531	984	551	556	926	1503	-	-	1401	-	-
Stage 1	929	829	-	721	675	-	-	-	-	-	-	-
Stage 2	701	643	-	877	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	511	499	984	466	522	926	1503	-	-	1401	-	-
Mov Cap-2 Maneuver	511	499	-	466	522	-	-	-	-	-	-	-
Stage 1	873	828	-	678	635	-	-	-	-	-	-	-
Stage 2	614	604	-	786	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	16	2.4	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	697	484	1401	-	-
HCM Lane V/C Ratio	0.054	-	-	0.155	0.324	0.001	-	-
HCM Control Delay (s)	7.5	0	-	11.1	16	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	1.4	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	77	44	165	183	8
Future Vol, veh/h	5	77	44	165	183	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	70	70	78	78
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	105	63	236	235	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	602	240	245	0	-	0
Stage 1	240	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	461	796	1315	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	436	796	1315	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1315	-	758	-	-
HCM Lane V/C Ratio	0.048	-	0.148	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↑↱			↰↑
Traffic Vol, veh/h	31	11	194	13	11	276
Future Vol, veh/h	31	11	194	13	11	276
Conflicting Peds, #/hr	0	0	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	69	69	74	74
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	48	17	281	19	15	373

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	703	300	0	0	309	0
Stage 1	300	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	402	737	-	-	1246	-
Stage 1	749	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	731	-	-	1235	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	392	731	1235	-
HCM Lane V/C Ratio	-	-	0.124	0.024	0.012	-
HCM Control Delay (s)	-	-	15.5	10	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	55	5	52	28	8	11	13	172	41	1	189	28
Future Vol, veh/h	55	5	52	28	8	11	13	172	41	1	189	28
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	73	73	73	72	72	72	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	90	8	85	38	11	15	18	239	57	1	239	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	583	591	257	609	580	275	274	0	0	296	0	0
Stage 1	259	259	-	304	304	-	-	-	-	-	-	-
Stage 2	324	332	-	305	276	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	422	418	779	406	424	761	1283	-	-	1260	-	-
Stage 1	744	692	-	703	661	-	-	-	-	-	-	-
Stage 2	686	643	-	702	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	397	410	779	351	416	756	1283	-	-	1260	-	-
Mov Cap-2 Maneuver	397	410	-	351	416	-	-	-	-	-	-	-
Stage 1	731	691	-	691	650	-	-	-	-	-	-	-
Stage 2	645	632	-	617	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	15.3	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	515	414	1260	-	-
HCM Lane V/C Ratio	0.014	-	-	0.357	0.156	0.001	-	-
HCM Control Delay (s)	7.8	0	-	15.8	15.3	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.5	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	464	16	1	176	69	35	14	6	223	9	125
Future Volume (veh/h)	49	464	16	1	176	69	35	14	6	223	9	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1856	1856	1811	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	55	521	18	1	226	88	46	18	8	256	10	144
Peak Hour Factor	0.89	0.89	0.89	0.78	0.78	0.78	0.76	0.76	0.76	0.87	0.87	0.87
Percent Heavy Veh, %	3	6	3	3	6	3	3	3	3	3	3	3
Cap, veh/h	403	1123	39	307	510	443	394	143	64	549	22	317
Arrive On Green	0.05	0.33	0.33	0.00	0.28	0.28	0.06	0.12	0.12	0.16	0.21	0.21
Sat Flow, veh/h	1767	3393	117	1767	1811	1572	1767	1217	541	1767	103	1485
Grp Volume(v), veh/h	55	264	275	1	226	88	46	0	26	256	0	154
Grp Sat Flow(s),veh/h/ln	1767	1721	1790	1767	1811	1572	1767	0	1758	1767	0	1588
Q Serve(g_s), s	1.2	7.0	7.0	0.0	5.9	2.5	1.1	0.0	0.8	7.1	0.0	4.9
Cycle Q Clear(g_c), s	1.2	7.0	7.0	0.0	5.9	2.5	1.1	0.0	0.8	7.1	0.0	4.9
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.31	1.00		0.94
Lane Grp Cap(c), veh/h	403	569	592	307	510	443	394	0	207	549	0	340
V/C Ratio(X)	0.14	0.46	0.46	0.00	0.44	0.20	0.12	0.00	0.13	0.47	0.00	0.45
Avail Cap(c_a), veh/h	1078	1279	1331	1068	1346	1169	894	0	894	879	0	807
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	13.6	15.3	15.3	13.3	17.1	15.8	15.7	0.0	22.8	17.7	0.0	19.8
Incr Delay (d2), s/veh	0.1	2.7	2.6	0.0	2.8	1.0	0.0	0.0	0.1	0.2	0.0	0.4
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(95%),veh/ln	0.7	4.6	4.7	0.0	4.2	1.5	0.7	0.0	0.5	4.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	18.0	17.9	13.3	19.8	16.8	15.8	0.0	22.9	17.9	0.0	20.1
LnGrp LOS	B	B	B	B	B	B	B	A	C	B	A	C
Approach Vol, veh/h		594			315			72			410	
Approach Delay, s/veh		17.6			19.0			18.4			18.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	12.4	5.1	26.1	8.7	18.0	7.9	23.3				
Change Period (Y+Rc), s	5.0	5.6	5.0	7.0	5.0	5.6	5.0	7.0				
Max Green Setting (Gmax), s	20.0	29.4	25.0	43.0	20.0	29.4	25.0	43.0				
Max Q Clear Time (g_c+I1), s	9.1	2.8	2.0	9.0	3.1	6.9	3.2	7.9				
Green Ext Time (p_c), s	0.3	0.0	0.0	10.1	0.0	0.6	0.0	5.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	77	97	7	11	7
Future Vol, veh/h	3	77	97	7	11	7
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	51	51	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	108	190	14	18	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	208	0	-	0	317	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1357	-	-	-	674	837
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1352	-	-	-	667	834
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1352	-	-	-	723
HCM Lane V/C Ratio	0.003	-	-	-	0.041
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

2022 Existing PM

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	23	56	64	67	40	1	85	70	119	3	56	29
Future Vol, veh/h	23	56	64	67	40	1	85	70	119	3	56	29
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	71	71	71	95	95	95	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	64	73	94	56	1	89	74	125	4	71	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	442	476	92	482	432	137	109	0	0	199	0	0
Stage 1	99	99	-	315	315	-	-	-	-	-	-	-
Stage 2	343	377	-	167	117	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	524	486	963	493	515	909	1475	-	-	1367	-	-
Stage 1	905	811	-	694	654	-	-	-	-	-	-	-
Stage 2	670	614	-	833	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	450	451	961	384	477	909	1474	-	-	1367	-	-
Mov Cap-2 Maneuver	450	451	-	384	477	-	-	-	-	-	-	-
Stage 1	842	808	-	646	609	-	-	-	-	-	-	-
Stage 2	565	572	-	707	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	18.6	2.4	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	591	416	1367	-	-
HCM Lane V/C Ratio	0.061	-	-	0.275	0.366	0.003	-	-
HCM Control Delay (s)	7.6	0	-	13.4	18.6	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	1.6	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	34	37	282	170	4
Future Vol, veh/h	5	34	37	282	170	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	93	93	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	63	40	303	195	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	581	198	200	0	-	0
Stage 1	198	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	474	841	1366	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	457	841	1366	-	-	-
Mov Cap-2 Maneuver	457	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	759	-	-
HCM Lane V/C Ratio	0.029	-	0.095	-	-
HCM Control Delay (s)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	15	332	34	16	176
Future Vol, veh/h	29	15	332	34	16	176
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	78	88	88	64	64
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	37	19	377	39	25	275

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	725	400	0	0	419	0
Stage 1	400	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	391	648	-	-	1135	-
Stage 1	675	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	380	646	-	-	1132	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	380	646	1132	-
HCM Lane V/C Ratio	-	-	0.098	0.03	0.022	-
HCM Control Delay (s)	-	-	15.5	10.7	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	42	27	21	36	10	9	18	317	20	4	180	24
Future Vol, veh/h	42	27	21	36	10	9	18	317	20	4	180	24
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	76	76	76	84	84	84	71	71	71
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	51	33	25	47	13	12	21	377	24	6	254	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	729	726	271	743	731	391	288	0	0	401	0	0
Stage 1	283	283	-	431	431	-	-	-	-	-	-	-
Stage 2	446	443	-	312	300	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	337	350	765	330	348	655	1268	-	-	1152	-	-
Stage 1	722	675	-	601	581	-	-	-	-	-	-	-
Stage 2	590	574	-	696	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	314	341	765	290	339	654	1268	-	-	1152	-	-
Mov Cap-2 Maneuver	314	341	-	290	339	-	-	-	-	-	-	-
Stage 1	707	671	-	588	569	-	-	-	-	-	-	-
Stage 2	553	562	-	637	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.5	19	0.4	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1268	-	-	374	329	1152	-	-
HCM Lane V/C Ratio	0.017	-	-	0.29	0.22	0.005	-	-
HCM Control Delay (s)	7.9	0	-	18.5	19	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.8	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	106	286	31	3	533	211	25	10	1	120	22	102
Future Volume (veh/h)	106	286	31	3	533	211	25	10	1	120	22	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1856	1856	1811	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	110	298	32	3	561	222	35	14	1	154	28	131
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.71	0.71	0.71	0.78	0.78	0.78
Percent Heavy Veh, %	3	6	3	3	6	3	3	3	3	3	3	3
Cap, veh/h	330	1552	165	563	794	689	252	168	12	400	43	200
Arrive On Green	0.06	0.49	0.49	0.00	0.44	0.44	0.05	0.10	0.10	0.10	0.15	0.15
Sat Flow, veh/h	1767	3137	334	1767	1811	1571	1767	1711	122	1767	284	1329
Grp Volume(v), veh/h	110	162	168	3	561	222	35	0	15	154	0	159
Grp Sat Flow(s),veh/h/ln	1767	1721	1751	1767	1811	1571	1767	0	1833	1767	0	1613
Q Serve(g_s), s	2.5	3.9	4.0	0.1	18.8	6.9	1.2	0.0	0.6	5.7	0.0	6.9
Cycle Q Clear(g_c), s	2.5	3.9	4.0	0.1	18.8	6.9	1.2	0.0	0.6	5.7	0.0	6.9
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.07	1.00		0.82
Lane Grp Cap(c), veh/h	330	851	866	563	794	689	252	0	180	400	0	243
V/C Ratio(X)	0.33	0.19	0.19	0.01	0.71	0.32	0.14	0.00	0.08	0.38	0.00	0.65
Avail Cap(c_a), veh/h	815	990	1007	1147	1042	904	639	0	721	695	0	634
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	12.8	10.5	10.6	9.5	17.1	13.7	24.8	0.0	30.7	26.3	0.0	29.9
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.0	5.2	1.2	0.1	0.0	0.1	0.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	2.3	2.4	0.0	11.8	4.0	0.9	0.0	0.4	4.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	11.0	11.1	9.5	22.3	15.0	24.9	0.0	30.7	26.5	0.0	31.0
LnGrp LOS	B	B	B	A	C	B	C	A	C	C	A	C
Approach Vol, veh/h		440			786			50			313	
Approach Delay, s/veh		11.6			20.2			26.6			28.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	12.9	5.3	44.0	8.6	16.9	9.5	39.8
Change Period (Y+Rc), s	5.0	5.6	5.0	7.0	5.0	5.6	5.0	7.0
Max Green Setting (Gmax), s	20.0	29.4	25.0	43.0	20.0	29.4	25.0	43.0
Max Q Clear Time (g_c+I1), s	7.7	2.6	2.1	6.0	3.2	8.9	4.5	20.8
Green Ext Time (p_c), s	0.1	0.0	0.0	6.0	0.0	0.5	0.1	12.0

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	86	46	6	5	10
Future Vol, veh/h	13	86	46	6	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	87	87	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	104	53	7	7	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	193	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1537	-	-	-	794	1006
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	785	1006
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	920
HCM Lane V/C Ratio	0.01	-	-	-	0.022
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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Intersection												
Int Delay, s/veh	7.3											
Movement	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	12	38	67	99	37	2	66	60	78	1	60	24
Future Vol, veh/h	12	38	67	99	37	2	66	60	78	1	60	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	42	74	110	41	2	73	67	87	1	67	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	361	383	81	398	353	111	94	0	0	154	0	0
Stage 1	83	83	-	257	257	-	-	-	-	-	-	-
Stage 2	278	300	-	141	96	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	593	549	976	560	570	940	1494	-	-	1420	-	-
Stage 1	923	824	-	745	693	-	-	-	-	-	-	-
Stage 2	726	664	-	860	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	519	976	466	539	940	1494	-	-	1420	-	-
Mov Cap-2 Maneuver	534	519	-	466	539	-	-	-	-	-	-	-
Stage 1	873	823	-	705	656	-	-	-	-	-	-	-
Stage 2	642	628	-	754	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	15.8	2.4	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	712	487	1420	-	-
HCM Lane V/C Ratio	0.049	-	-	0.181	0.315	0.001	-	-
HCM Control Delay (s)	7.5	0	-	11.2	15.8	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	1.3	0	-	-

Intersection						
Int Delay, s/veh	2.5					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	92	52	197	218	10
Future Vol, veh/h	6	92	52	197	218	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	102	58	219	242	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	583	248	253	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	473	788	1306	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	449	788	1306	-	-	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s	10.6		1.6		0	
HCM LOS	B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1306	-	753	-	-
HCM Lane V/C Ratio	0.044	-	0.145	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	1.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↑↱			↰↑
Traffic Vol, veh/h	37	13	231	16	13	329
Future Vol, veh/h	37	13	231	16	13	329
Conflicting Peds, #/hr	0	0	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	41	14	257	18	14	366

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	669	275	0	0	284	0
Stage 1	275	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	421	761	-	-	1273	-
Stage 1	769	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	411	754	-	-	1262	-
Mov Cap-2 Maneuver	411	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	411	754	1262	-
HCM Lane V/C Ratio	-	-	0.1	0.019	0.011	-
HCM Control Delay (s)	-	-	14.7	9.9	7.9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

Intersection												
Int Delay, s/veh	4.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	66	6	62	33	10	13	16	205	49	1	225	33
Future Vol, veh/h	66	6	62	33	10	13	16	205	49	1	225	33
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	73	7	69	37	11	14	18	228	54	1	250	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	582	589	269	600	580	262	287	0	0	282	0	0
Stage 1	271	271	-	291	291	-	-	-	-	-	-	-
Stage 2	311	318	-	309	289	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	423	419	767	411	424	774	1269	-	-	1275	-	-
Stage 1	733	683	-	715	670	-	-	-	-	-	-	-
Stage 2	697	652	-	699	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	411	767	365	416	769	1269	-	-	1275	-	-
Mov Cap-2 Maneuver	398	411	-	365	416	-	-	-	-	-	-	-
Stage 1	721	682	-	703	659	-	-	-	-	-	-	-
Stage 2	657	641	-	629	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	14.9	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	513	426	1275	-	-
HCM Lane V/C Ratio	0.014	-	-	0.29	0.146	0.001	-	-
HCM Control Delay (s)	7.9	0	-	14.9	14.9	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.5	0	-	-

HCM 6th Signalized Intersection Summary
5: Substation Road & SH-16

2026 Background AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	58	553	19	1	210	82	42	17	7	266	11	149
Future Volume (veh/h)	58	553	19	1	210	82	42	17	7	266	11	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1856	1856	1811	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	64	614	21	1	233	91	47	19	8	296	12	166
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	6	3	3	6	3	3	3	3	3	3	3
Cap, veh/h	421	1218	42	286	556	483	374	134	56	557	24	333
Arrive On Green	0.05	0.36	0.36	0.00	0.31	0.31	0.06	0.11	0.11	0.18	0.22	0.22
Sat Flow, veh/h	1767	3395	116	1767	1811	1572	1767	1240	522	1767	107	1482
Grp Volume(v), veh/h	64	311	324	1	233	91	47	0	27	296	0	178
Grp Sat Flow(s),veh/h/ln	1767	1721	1790	1767	1811	1572	1767	0	1762	1767	0	1589
Q Serve(g_s), s	1.5	9.1	9.1	0.0	6.5	2.7	1.2	0.0	0.9	9.2	0.0	6.3
Cycle Q Clear(g_c), s	1.5	9.1	9.1	0.0	6.5	2.7	1.2	0.0	0.9	9.2	0.0	6.3
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.30	1.00		0.93
Lane Grp Cap(c), veh/h	421	617	642	286	556	483	374	0	191	557	0	357
V/C Ratio(X)	0.15	0.50	0.50	0.00	0.42	0.19	0.13	0.00	0.14	0.53	0.00	0.50
Avail Cap(c_a), veh/h	1017	1156	1203	974	1217	1057	817	0	809	794	0	730
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	13.9	16.1	16.1	13.7	17.6	16.3	17.0	0.0	25.8	19.6	0.0	21.7
Incr Delay (d2), s/veh	0.1	2.9	2.8	0.0	2.3	0.9	0.1	0.0	0.1	0.3	0.0	0.4
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(95%),veh/ln	0.9	6.0	6.2	0.0	4.7	1.7	0.8	0.0	0.6	6.2	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	19.0	18.9	13.7	19.9	17.2	17.1	0.0	26.0	19.9	0.0	22.1
LnGrp LOS	B	B	B	B	B	B	B	A	C	B	A	C
Approach Vol, veh/h		699			325			74			474	
Approach Delay, s/veh		18.5			19.2			20.3			20.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	12.5	5.1	30.0	9.0	20.0	8.4	26.6
Change Period (Y+Rc), s	5.0	5.6	5.0	7.0	5.0	5.6	5.0	7.0
Max Green Setting (Gmax), s	20.0	29.4	25.0	43.0	20.0	29.4	25.0	43.0
Max Q Clear Time (g_c+I1), s	11.2	2.9	2.0	11.1	3.2	8.3	3.5	8.5
Green Ext Time (p_c), s	0.3	0.1	0.0	11.9	0.0	0.6	0.1	5.4

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Intersection						
Int Delay, s/veh	1					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		Y	
Traffic Vol, veh/h	4	92	116	8	13	8
Future Vol, veh/h	4	92	116	8	13	8
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	102	129	9	14	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	248	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1435	-	-	-	738	908
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1430	-	-	-	730	905
Mov Cap-2 Maneuver	-	-	-	-	730	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1430	-	-	-	788
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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Intersection												
Int Delay, s/veh	8.6											
Movement	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Lane Configurations												
Traffic Vol, veh/h	27	67	76	80	48	1	101	83	142	4	67	35
Future Vol, veh/h	27	67	76	80	48	1	101	83	142	4	67	35
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	95	95	95	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	30	74	84	89	53	1	106	87	149	4	74	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	504	551	96	556	496	162	114	0	0	236	0	0
Stage 1	103	103	-	374	374	-	-	-	-	-	-	-
Stage 2	401	448	-	182	122	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	477	441	958	440	474	880	1469	-	-	1325	-	-
Stage 1	900	808	-	645	616	-	-	-	-	-	-	-
Stage 2	624	571	-	817	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	403	402	956	321	432	880	1468	-	-	1325	-	-
Mov Cap-2 Maneuver	403	402	-	321	432	-	-	-	-	-	-	-
Stage 1	823	805	-	590	564	-	-	-	-	-	-	-
Stage 2	516	522	-	673	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	21.7	2.4	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	543	357	1325	-	-
HCM Lane V/C Ratio	0.072	-	-	0.348	0.401	0.003	-	-
HCM Control Delay (s)	7.6	0	-	15.1	21.7	7.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.5	1.9	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	41	44	336	203	5
Future Vol, veh/h	6	41	44	336	203	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	46	47	361	226	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	684	229	232	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	413	808	1330	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	808	1330	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	713	-	-
HCM Lane V/C Ratio	0.036	-	0.073	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↱			↰
Traffic Vol, veh/h	35	18	396	41	19	210
Future Vol, veh/h	35	18	396	41	19	210
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	39	20	440	46	21	233

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	741	466	0	0	489	0
Stage 1	466	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	382	595	-	-	1069	-
Stage 1	630	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	593	-	-	1066	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	372	593	1066	-
HCM Lane V/C Ratio	-	-	0.105	0.034	0.02	-
HCM Control Delay (s)	-	-	15.8	11.3	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	32	25	43	12	11	21	378	24	5	215	29
Future Vol, veh/h	50	32	25	43	12	11	21	378	24	5	215	29
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	56	36	28	48	13	12	23	420	27	6	239	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	761	760	255	779	763	436	271	0	0	447	0	0
Stage 1	267	267	-	480	480	-	-	-	-	-	-	-
Stage 2	494	493	-	299	283	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	321	334	781	312	333	618	1287	-	-	1108	-	-
Stage 1	736	686	-	565	553	-	-	-	-	-	-	-
Stage 2	555	545	-	708	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	297	324	781	270	323	617	1287	-	-	1108	-	-
Mov Cap-2 Maneuver	297	324	-	270	323	-	-	-	-	-	-	-
Stage 1	718	682	-	551	540	-	-	-	-	-	-	-
Stage 2	517	532	-	643	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	20.3	0.4	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	358	308	1108	-	-
HCM Lane V/C Ratio	0.018	-	-	0.332	0.238	0.005	-	-
HCM Control Delay (s)	7.8	0	-	20	20.3	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.9	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↱		↰	↑	↱	↰	↱		↰	↱	
Traffic Volume (veh/h)	126	341	37	4	636	252	30	12	1	143	26	122
Future Volume (veh/h)	126	341	37	4	636	252	30	12	1	143	26	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1856	1856	1811	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	131	355	39	4	669	265	33	13	1	159	29	136
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	6	3	3	6	3	3	3	3	3	3	3
Cap, veh/h	289	1639	179	552	849	736	231	154	12	386	42	198
Arrive On Green	0.06	0.52	0.52	0.01	0.47	0.47	0.05	0.09	0.09	0.10	0.15	0.15
Sat Flow, veh/h	1767	3128	341	1767	1811	1571	1767	1701	131	1767	284	1330
Grp Volume(v), veh/h	131	194	200	4	669	265	33	0	14	159	0	165
Grp Sat Flow(s),veh/h/ln	1767	1721	1749	1767	1811	1571	1767	0	1831	1767	0	1613
Q Serve(g_s), s	3.1	4.9	5.0	0.1	25.4	8.8	1.3	0.0	0.6	6.5	0.0	7.9
Cycle Q Clear(g_c), s	3.1	4.9	5.0	0.1	25.4	8.8	1.3	0.0	0.6	6.5	0.0	7.9
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.07	1.00		0.82
Lane Grp Cap(c), veh/h	289	901	917	552	849	736	231	0	166	386	0	240
V/C Ratio(X)	0.45	0.22	0.22	0.01	0.79	0.36	0.14	0.00	0.08	0.41	0.00	0.69
Avail Cap(c_a), veh/h	723	906	922	1084	954	828	584	0	660	637	0	581
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	14.8	10.4	10.4	9.2	18.3	13.9	27.4	0.0	34.0	29.1	0.0	32.9
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.0	7.3	1.4	0.1	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	2.9	3.0	0.0	15.5	5.1	0.9	0.0	0.5	4.8	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	11.0	11.0	9.2	25.6	15.2	27.5	0.0	34.1	29.4	0.0	34.3
LnGrp LOS	B	B	B	A	C	B	C	A	C	C	A	C
Approach Vol, veh/h		525			938			47			324	
Approach Delay, s/veh		12.0			22.6			29.5			31.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	13.0	5.4	49.8	8.7	17.7	9.9	45.3
Change Period (Y+Rc), s	5.0	5.6	5.0	7.0	5.0	5.6	5.0	7.0
Max Green Setting (Gmax), s	20.0	29.4	25.0	43.0	20.0	29.4	25.0	43.0
Max Q Clear Time (g_c+I1), s	8.5	2.6	2.1	7.0	3.3	9.9	5.1	27.4
Green Ext Time (p_c), s	0.2	0.0	0.0	7.2	0.0	0.6	0.1	10.9

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Intersection						
Int Delay, s/veh	1.4					
Movement	**EBL**	**EBT**	**WBT**	**WBR**	**SBL**	**SBR**
Lane Configurations						
Traffic Vol, veh/h	16	103	55	7	6	12
Future Vol, veh/h	16	103	55	7	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	18	114	61	8	7	13
Major/Minor	**Major1**		**Major2**		**Minor2**	
Conflicting Flow All	69	0	-	0	215	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1526	-	-	-	771	996
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	761	996
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	875	-
Approach	**EB**		**WB**		**SB**	
HCM Control Delay, s	1		0		9.1	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1526	-	-	-	903
HCM Lane V/C Ratio	0.012	-	-	-	0.022
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	12	38	71	104	37	2	75	69	92	1	64	24
Future Vol, veh/h	12	38	71	104	37	2	75	69	92	1	64	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	13	42	78	116	41	2	83	77	102	1	71	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	403	432	85	441	394	128	98	0	0	179	0	0
Stage 1	87	87	-	294	294	-	-	-	-	-	-	-
Stage 2	316	345	-	147	100	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	556	515	971	525	541	919	1489	-	-	1391	-	-
Stage 1	918	821	-	712	668	-	-	-	-	-	-	-
Stage 2	693	634	-	853	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	482	971	429	506	919	1489	-	-	1391	-	-
Mov Cap-2 Maneuver	495	482	-	429	506	-	-	-	-	-	-	-
Stage 1	860	820	-	667	626	-	-	-	-	-	-	-
Stage 2	605	594	-	744	809	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	17.3	2.4	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	687	450	1391	-	-
HCM Lane V/C Ratio	0.056	-	-	0.194	0.353	0.001	-	-
HCM Control Delay (s)	7.6	0	-	11.5	17.3	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	1.6	0	-	-

Intersection						
Int Delay, s/veh	2.5					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	96	61	228	229	10
Future Vol, veh/h	6	96	61	228	229	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	107	68	253	254	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	649	260	265	0	-	0
Stage 1	260	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	433	776	1293	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	407	776	1293	-	-	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	737	-	-
HCM Lane V/C Ratio	0.052	-	0.154	-	-
HCM Control Delay (s)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	14	239	17	15	350
Future Vol, veh/h	38	14	239	17	15	350
Conflicting Peds, #/hr	0	0	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	42	16	266	19	17	389

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	708	285	0	0	294	0
Stage 1	285	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	400	752	-	-	1262	-
Stage 1	761	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	390	746	-	-	1251	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	390	746	1251	-
HCM Lane V/C Ratio	-	-	0.108	0.021	0.013	-
HCM Control Delay (s)	-	-	15.3	9.9	7.9	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	68	7	81	33	11	14	23	212	49	2	244	36
Future Vol, veh/h	68	7	81	33	11	14	23	212	49	2	244	36
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	76	8	90	37	12	16	26	236	54	2	271	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	631	637	291	659	630	270	311	0	0	290	0	0
Stage 1	295	295	-	315	315	-	-	-	-	-	-	-
Stage 2	336	342	-	344	315	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	392	394	746	376	397	766	1244	-	-	1266	-	-
Stage 1	711	667	-	694	654	-	-	-	-	-	-	-
Stage 2	676	636	-	669	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	365	383	746	319	386	761	1244	-	-	1266	-	-
Mov Cap-2 Maneuver	365	383	-	319	386	-	-	-	-	-	-	-
Stage 1	693	666	-	677	638	-	-	-	-	-	-	-
Stage 2	629	620	-	580	653	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	16.2	0.6	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	498	386	1266	-	-
HCM Lane V/C Ratio	0.021	-	-	0.348	0.167	0.002	-	-
HCM Control Delay (s)	8	0	-	16	16.2	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.6	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	553	19	1	210	90	42	18	7	288	13	163
Future Volume (veh/h)	63	553	19	1	210	90	42	18	7	288	13	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1856	1856	1811	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	70	614	21	1	233	100	47	20	8	320	14	181
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	6	3	3	6	3	3	3	3	3	3	3
Cap, veh/h	414	1205	41	280	546	474	371	134	54	573	27	347
Arrive On Green	0.06	0.35	0.35	0.00	0.30	0.30	0.06	0.11	0.11	0.19	0.24	0.24
Sat Flow, veh/h	1767	3395	116	1767	1811	1572	1767	1261	504	1767	114	1476
Grp Volume(v), veh/h	70	311	324	1	233	100	47	0	28	320	0	195
Grp Sat Flow(s),veh/h/ln	1767	1721	1790	1767	1811	1572	1767	0	1765	1767	0	1590
Q Serve(g_s), s	1.7	9.3	9.3	0.0	6.7	3.1	1.3	0.0	0.9	10.1	0.0	7.0
Cycle Q Clear(g_c), s	1.7	9.3	9.3	0.0	6.7	3.1	1.3	0.0	0.9	10.1	0.0	7.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.29	1.00		0.93
Lane Grp Cap(c), veh/h	414	611	635	280	546	474	371	0	188	573	0	374
V/C Ratio(X)	0.17	0.51	0.51	0.00	0.43	0.21	0.13	0.00	0.15	0.56	0.00	0.52
Avail Cap(c_a), veh/h	994	1135	1181	955	1195	1037	804	0	796	779	0	717
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	14.4	16.6	16.6	14.2	18.3	17.0	16.9	0.0	26.4	19.7	0.0	21.7
Incr Delay (d2), s/veh	0.1	3.0	2.9	0.0	2.4	1.0	0.1	0.0	0.1	0.3	0.0	0.4
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(95%),veh/ln	1.0	6.2	6.4	0.0	4.8	1.9	0.8	0.0	0.7	6.8	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	19.6	19.5	14.2	20.7	18.0	17.0	0.0	26.6	20.0	0.0	22.1
LnGrp LOS	B	B	B	B	C	B	B	A	C	B	A	C
Approach Vol, veh/h		705			334			75			515	
Approach Delay, s/veh		19.0			19.9			20.6			20.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	12.5	5.1	30.1	9.0	20.9	8.6	26.6
Change Period (Y+Rc), s	5.0	5.6	5.0	7.0	5.0	5.6	5.0	7.0
Max Green Setting (Gmax), s	20.0	29.4	25.0	43.0	20.0	29.4	25.0	43.0
Max Q Clear Time (g_c+I1), s	12.1	2.9	2.0	11.3	3.3	9.0	3.7	8.7
Green Ext Time (p_c), s	0.3	0.1	0.0	11.8	0.0	0.7	0.1	5.6

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	93	118	15	32	16
Future Vol, veh/h	7	93	118	15	32	16
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	103	131	17	36	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	152	0	-	0	263	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1423	-	-	-	724	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	714	898
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1418	-	-	-	766
HCM Lane V/C Ratio	0.005	-	-	-	0.07
HCM Control Delay (s)	7.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.4					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	22	8	249	310	13
Future Vol, veh/h	39	22	8	249	310	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	43	24	9	277	344	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	646	351	358	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	435	690	1195	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	431	690	1195	-	-	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1195	-	498	-	-
HCM Lane V/C Ratio	0.007	-	0.136	-	-
HCM Control Delay (s)	8	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

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Intersection												
Int Delay, s/veh	9.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	27	67	87	96	48	1	107	89	151	4	78	35
Future Vol, veh/h	27	67	87	96	48	1	107	89	151	4	78	35
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	95	95	95	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	30	74	97	107	53	1	113	94	159	4	87	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	543	595	109	601	535	174	127	0	0	253	0	0
Stage 1	116	116	-	400	400	-	-	-	-	-	-	-
Stage 2	427	479	-	201	135	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	449	416	942	411	450	867	1453	-	-	1306	-	-
Stage 1	886	798	-	624	600	-	-	-	-	-	-	-
Stage 2	604	553	-	799	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	374	376	940	291	407	867	1452	-	-	1306	-	-
Mov Cap-2 Maneuver	374	376	-	291	407	-	-	-	-	-	-	-
Stage 1	804	795	-	567	545	-	-	-	-	-	-	-
Stage 2	494	502	-	647	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	26.7	2.4	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	528	323	1306	-	-
HCM Lane V/C Ratio	0.078	-	-	0.381	0.499	0.003	-	-
HCM Control Delay (s)	7.7	0	-	16	26.7	7.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.8	2.6	0	-	-

Intersection						
Int Delay, s/veh	1.5					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	52	50	357	239	5
Future Vol, veh/h	6	52	50	357	239	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	93	93	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	58	54	384	266	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	761	269	272	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	372	767	1286	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	767	1286	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	612	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1286	-	684	-	-
HCM Lane V/C Ratio	0.042	-	0.094	-	-
HCM Control Delay (s)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	20	420	42	20	225
Future Vol, veh/h	36	20	420	42	20	225
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	90	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	40	22	467	47	22	250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	788	494	0	0	517	0
Stage 1	494	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	359	573	-	-	1044	-
Stage 1	611	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	349	571	-	-	1041	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	349	571	1041	-
HCM Lane V/C Ratio	-	-	0.115	0.039	0.021	-
HCM Control Delay (s)	-	-	16.6	11.6	8.5	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	54	33	38	43	13	12	43	400	24	6	228	32
Future Vol, veh/h	54	33	38	43	13	12	43	400	24	6	228	32
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	60	37	42	48	14	13	48	444	27	7	253	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	854	852	271	879	857	460	289	0	0	471	0	0
Stage 1	285	285	-	554	554	-	-	-	-	-	-	-
Stage 2	569	567	-	325	303	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	278	296	765	267	294	599	1267	-	-	1086	-	-
Stage 1	720	674	-	515	512	-	-	-	-	-	-	-
Stage 2	505	505	-	685	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	278	765	217	276	598	1267	-	-	1086	-	-
Mov Cap-2 Maneuver	249	278	-	217	276	-	-	-	-	-	-	-
Stage 1	683	669	-	488	485	-	-	-	-	-	-	-
Stage 2	453	479	-	607	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	24.8	0.7	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1267	-	-	324	256	1086	-	-
HCM Lane V/C Ratio	0.038	-	-	0.429	0.295	0.006	-	-
HCM Control Delay (s)	8	0	-	24.2	24.8	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	1.2	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	341	37	4	636	278	30	15	1	158	28	131
Future Volume (veh/h)	142	341	37	4	636	278	30	15	1	158	28	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1856	1856	1811	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	148	355	39	4	669	293	33	17	1	176	31	146
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	6	3	3	6	3	3	3	3	3	3	3
Cap, veh/h	289	1640	179	550	839	728	227	154	9	394	44	208
Arrive On Green	0.07	0.52	0.52	0.01	0.46	0.46	0.04	0.09	0.09	0.11	0.16	0.16
Sat Flow, veh/h	1767	3128	341	1767	1811	1571	1767	1735	102	1767	283	1331
Grp Volume(v), veh/h	148	194	200	4	669	293	33	0	18	176	0	177
Grp Sat Flow(s),veh/h/ln	1767	1721	1749	1767	1811	1571	1767	0	1837	1767	0	1613
Q Serve(g_s), s	3.6	5.1	5.1	0.1	26.4	10.3	1.3	0.0	0.8	7.4	0.0	8.7
Cycle Q Clear(g_c), s	3.6	5.1	5.1	0.1	26.4	10.3	1.3	0.0	0.8	7.4	0.0	8.7
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.06	1.00		0.82
Lane Grp Cap(c), veh/h	289	902	917	550	839	728	227	0	163	394	0	252
V/C Ratio(X)	0.51	0.22	0.22	0.01	0.80	0.40	0.15	0.00	0.11	0.45	0.00	0.70
Avail Cap(c_a), veh/h	699	902	917	1067	928	805	570	0	644	617	0	565
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	15.7	10.7	10.7	9.5	19.2	14.9	27.8	0.0	35.2	29.7	0.0	33.5
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.0	7.8	1.7	0.1	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	3.0	3.1	0.1	16.2	6.1	0.9	0.0	0.6	5.5	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	11.2	11.3	9.5	27.0	16.5	27.9	0.0	35.3	30.0	0.0	34.9
LnGrp LOS	B	B	B	A	C	B	C	A	D	C	A	C
Approach Vol, veh/h		542			966			51			353	
Approach Delay, s/veh		12.6			23.7			30.5			32.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	13.0	5.4	51.0	8.8	18.7	10.6	45.9
Change Period (Y+Rc), s	5.0	5.6	5.0	7.0	5.0	5.6	5.0	7.0
Max Green Setting (Gmax), s	20.0	29.4	25.0	43.0	20.0	29.4	25.0	43.0
Max Q Clear Time (g_c+I1), s	9.4	2.8	2.1	7.1	3.3	10.7	5.6	28.4
Green Ext Time (p_c), s	0.2	0.0	0.0	7.2	0.0	0.6	0.2	10.5

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	106	57	30	20	17
Future Vol, veh/h	25	106	57	30	20	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	28	118	63	33	22	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	254	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1491	-	-	-	732	977
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1491	-	-	-	717	977
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	817
HCM Lane V/C Ratio	0.019	-	-	-	0.05
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	15	25	380	244	45
Future Vol, veh/h	26	15	25	380	244	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	29	17	28	422	271	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	774	296	321	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	365	741	1233	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	354	741	1233	-	-	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1233	-	438	-	-
HCM Lane V/C Ratio	0.023	-	0.104	-	-
HCM Control Delay (s)	8	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

APPENDIX D

ITE TRIP GENERATION INFORMATION

Single-Family Detached Housing
(210)

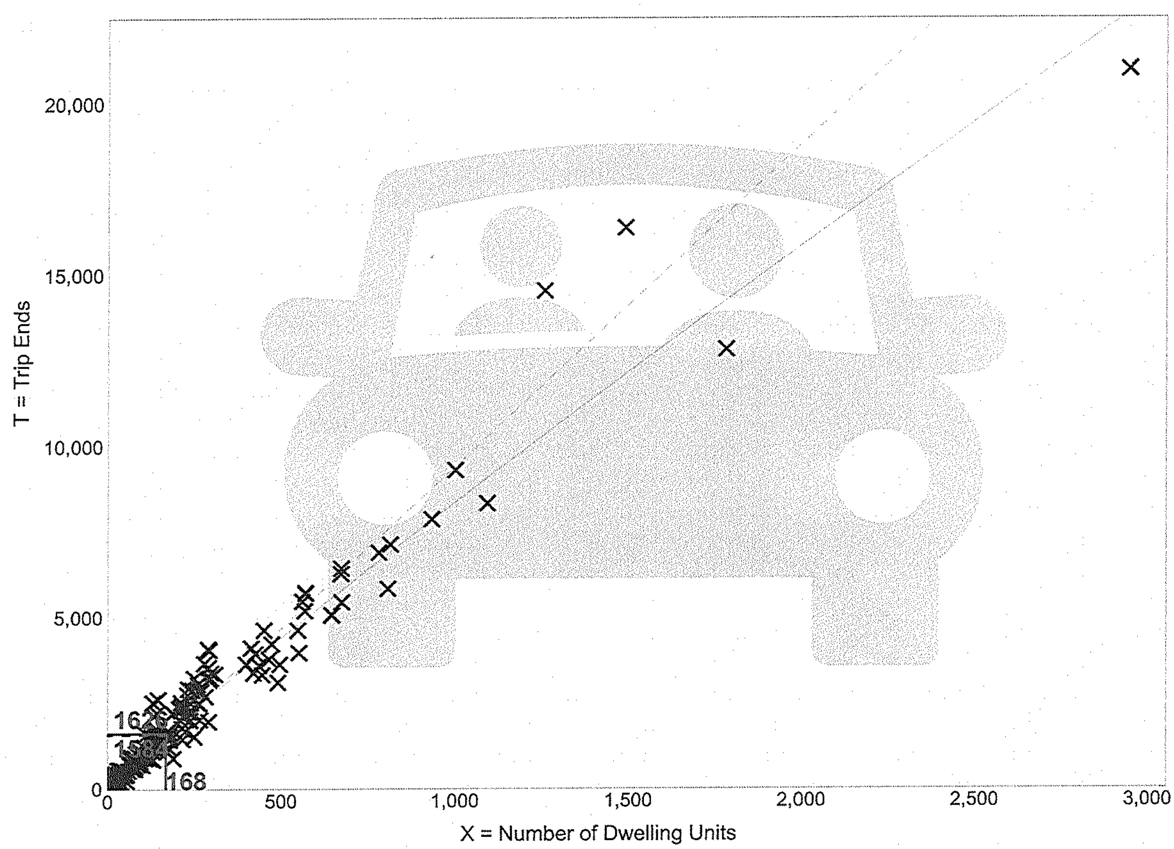
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: $Ln(T) = 0.92\ Ln(X) + 2.68$ **$R^2 = 0.95$**

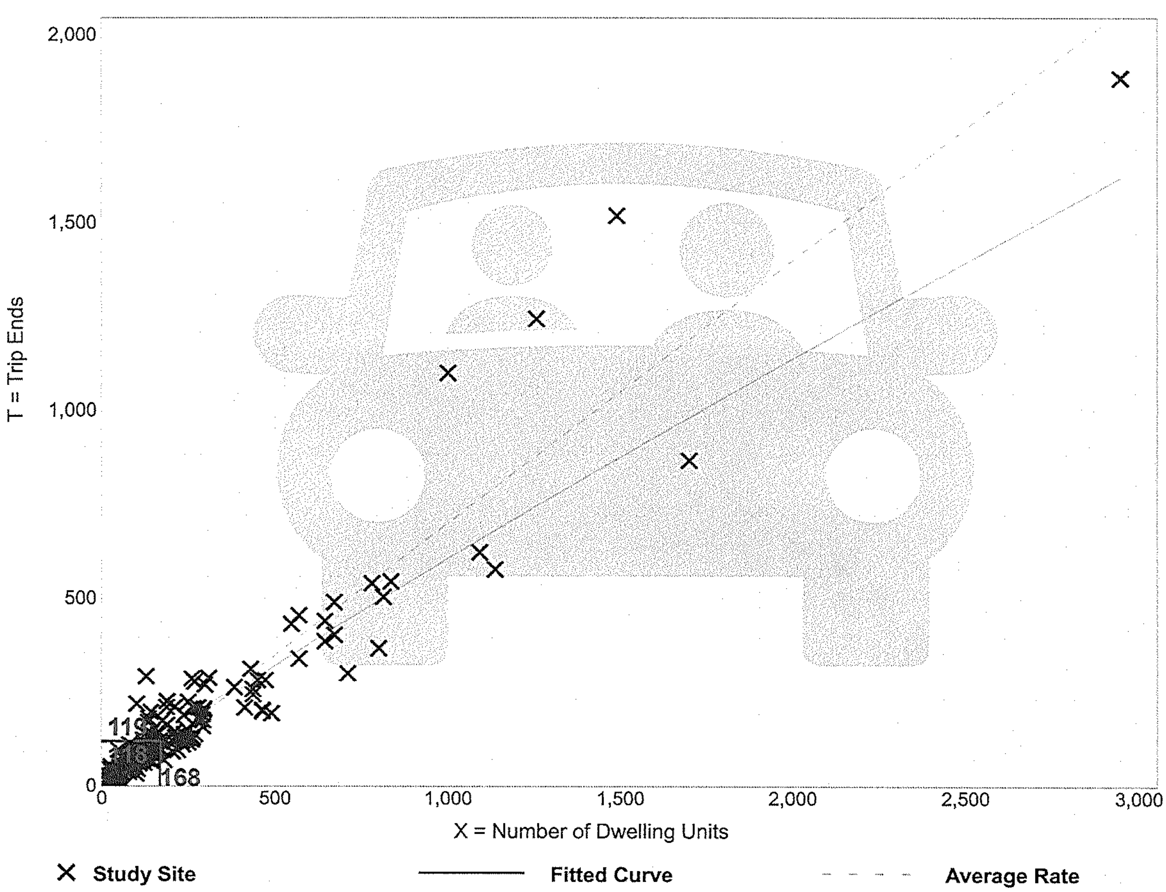
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.91\ Ln(X) + 0.12$ **$R^2 = 0.90$**

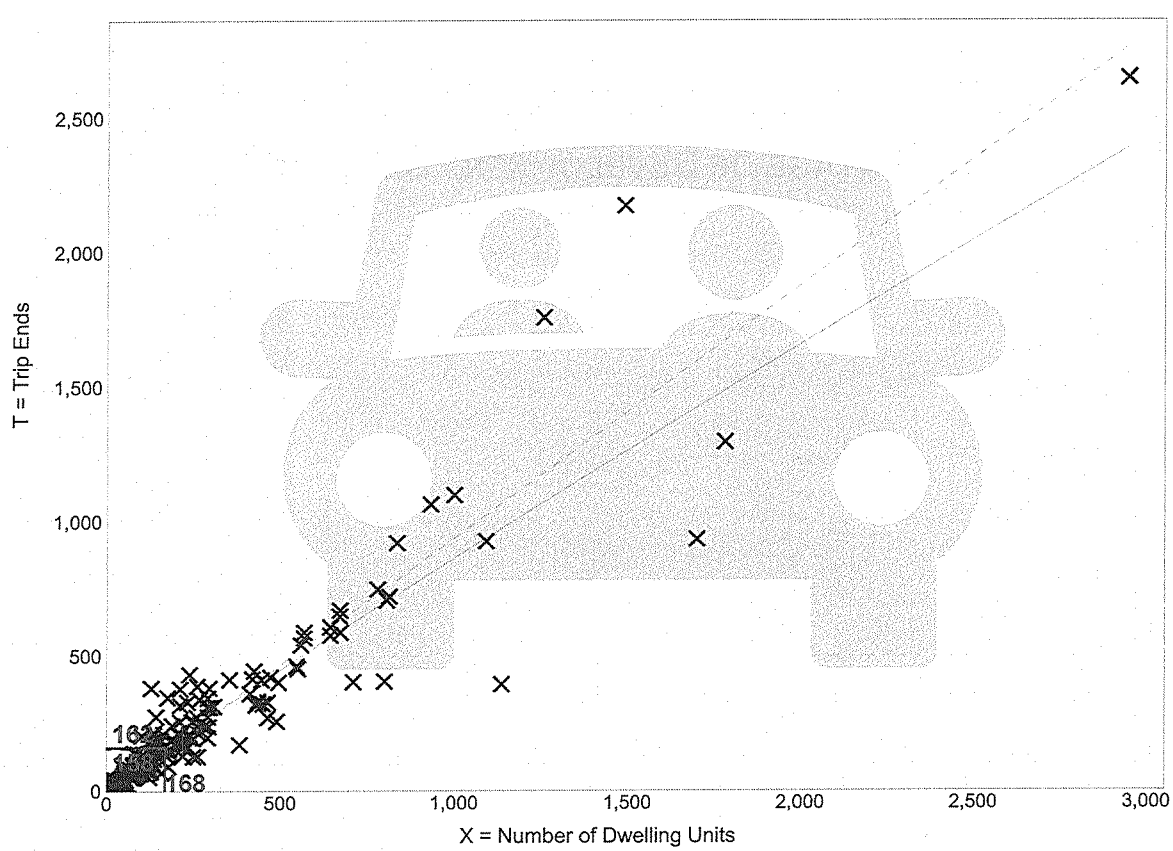
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Study Site — **Fitted Curve** — **Average Rate**

Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

APPENDIX E

PERCENTAGE OF DEVELOPMENT SITE TRAFFIC

Trip Assignment AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	9	9	14	0	4	0	0	0	4	5	0	0	45
2	9	31	0	0	11	0	0	0	4	0	0	0	55
3	0	8	1	2	21	0	0	0	0	1	0	1	34
4	7	7	0	1	19	3	2	1	19	0	1	1	61
5	0	1	0	22	2	14	5	0	0	0	0	8	52
6	0	0	0	19	0	8	3	1	0	0	2	7	40
A	8	0	0	0	0	13	39	0	22	0	0	0	82

2026 Plus Project AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	75	69	92	1	64	24	12	38	71	104	37	2	589
2	61	228	0	0	229	10	6	0	96	0	0	0	630
3	0	239	17	15	350	0	0	0	0	38	0	14	673
4	23	212	49	2	244	36	68	7	81	33	11	14	780
5	42	18	7	288	13	163	63	553	19	1	210	90	1,467
6	0	0	0	32	0	16	7	93	0	0	118	15	281
A	8	249	0	0	310	13	39	0	22	0	0	0	641

2026 Site Traffic Percentage AM

INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	12.0%	13.0%	15.2%	0.0%	6.3%	0.0%	0.0%	0.0%	5.6%	4.8%	0.0%	0.0%	7.6%
2	14.8%	13.6%			4.8%	0.0%	0.0%		4.2%				8.7%
3		3.3%	5.9%	13.3%	6.0%					2.6%		7.1%	5.1%
4	30.4%	3.3%	0.0%	50.0%	7.8%	8.3%	2.9%	14.3%	23.5%	0.0%	9.1%	7.1%	7.8%
5	0.0%	5.6%	0.0%	7.6%	15.4%	8.6%	7.9%	0.0%	0.0%	0.0%	0.0%	8.9%	3.5%
6				59.4%		50.0%	42.9%	1.1%			1.7%	46.7%	14.2%
A	100.0%	0.0%			0.0%	100.0%	100.0%		100.0%				12.8%

	Trip Assignment PM												
INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	6	6	9	0	11	0	0	0	11	16	0	0	59
2	6	21	0	0	36	0	0	0	11	0	0	0	74
3	0	24	1	1	15	0	0	0	0	1	0	2	44
4	22	22	0	1	13	3	4	1	13	0	1	1	81
5	0	3	0	15	2	9	16	0	0	0	0	26	71
6	0	0	0	14	0	5	9	3	0	0	2	23	56
A	25	0	0	0	0	45	26	0	15	0	0	0	111

	2026 Plus Project PM												
INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	107	89	151	4	78	35	27	67	87	96	48	1	790
2	50	357	0	0	239	5	6	0	52	0	0	0	709
3	0	420	42	20	225	0	0	0	0	36	0	20	763
4	43	400	24	6	228	32	54	33	38	43	13	12	926
5	30	15	1	158	28	131	142	341	37	4	636	278	1,801
6	0	0	0	20	0	17	25	106	0	0	57	30	255
A	25	380	0	0	244	45	26	0	15	0	0	0	735

	2026 Site Traffic Percentage PM												
INT	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
1	5.6%	6.7%	6.0%	0.0%	14.1%	0.0%	0.0%	0.0%	12.6%	16.7%	0.0%	0.0%	7.5%
2	12.0%	5.9%			15.1%	0.0%	0.0%		21.2%				10.4%
3		5.7%	2.4%	5.0%	6.7%					2.8%		10.0%	5.8%
4	51.2%	5.5%	0.0%	16.7%	5.7%	9.4%	7.4%	3.0%	34.2%	0.0%	7.7%	8.3%	8.7%
5	0.0%	20.0%	0.0%	9.5%	7.1%	6.9%	11.3%	0.0%	0.0%	0.0%	0.0%	9.4%	3.9%
6				70.0%		29.4%	36.0%	2.8%			3.5%	76.7%	22.0%
A	100.0%	0.0%			0.0%	100.0%	100.0%		100.0%				15.1%

APPENDIX F

TURN LANE ANALYSIS FIGURES

ACHD Left-Turn Lane Analysis - Two-Lane Roadway ≤ 40 mph

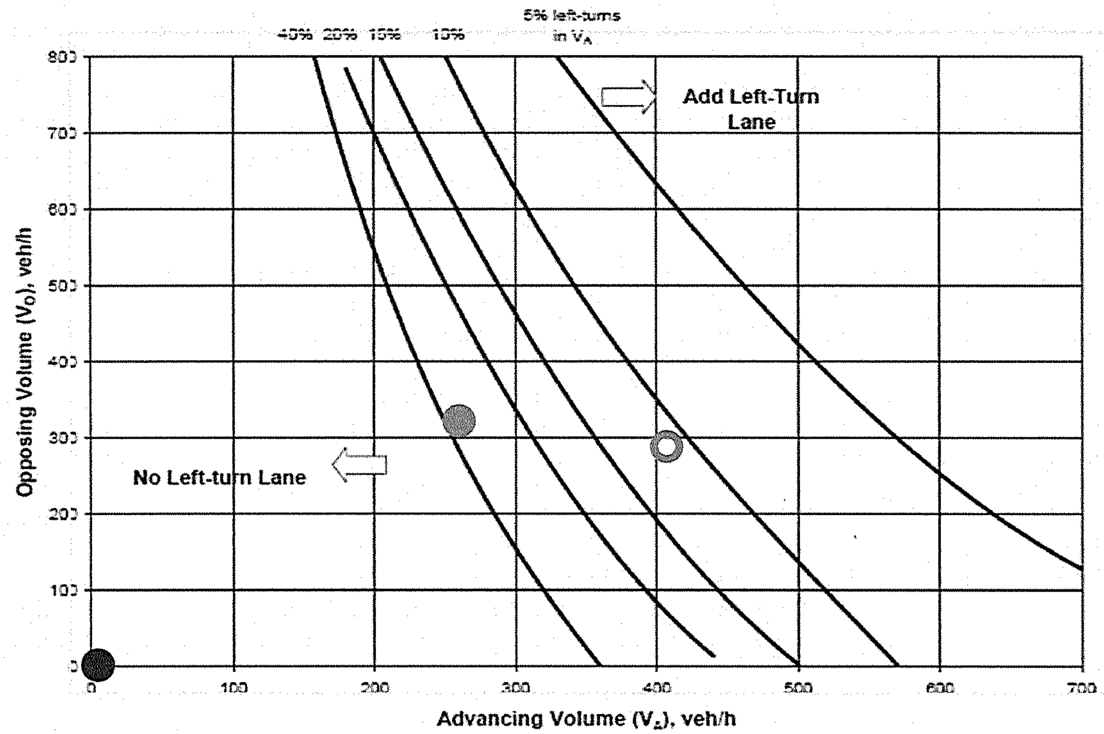
Major Road: **Substation Road**

Minor Road: **Project Access A**

Direction: **Northbound**

Left-Turns: 3.1(6.1) AM(PM)%

Figure 1 – Left-Turn Lane Guidelines for Two-Lane Roads less than or equal to 40 mph



Result		AM	PM
Not Warranted			
	2026 Plus Project		

Needed Data:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

4. Percentage of left turns in VA

Left- turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

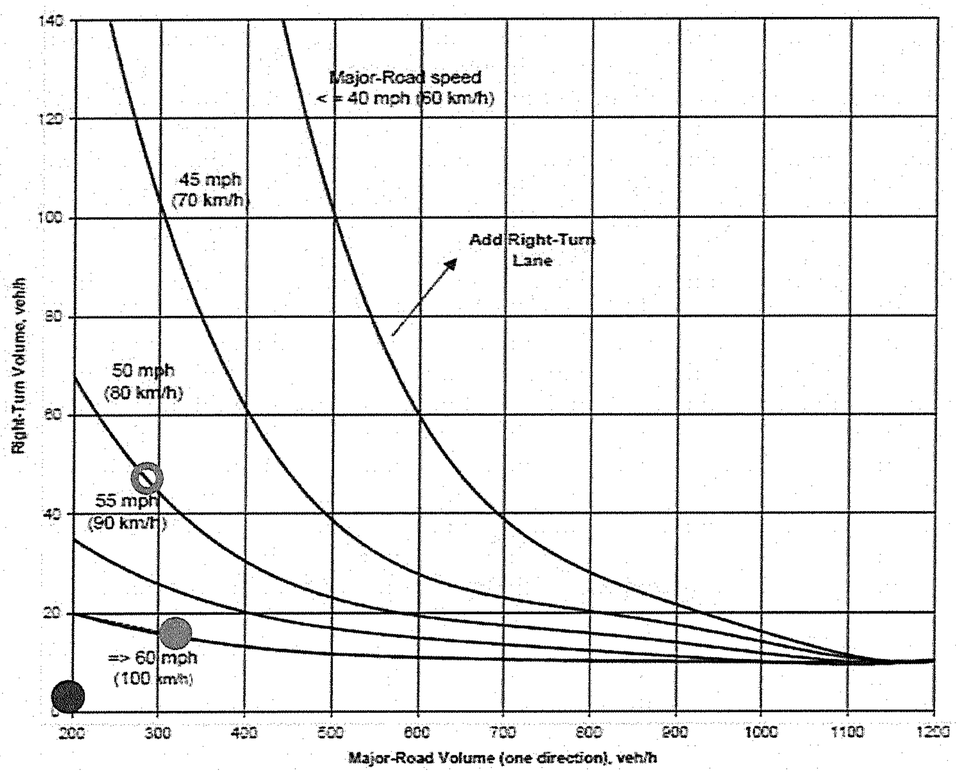
Source: NCHRP Report 279 and 457

ACHD Right-Turn Lane Analysis - Two-Lane Roadway

Major Road: **Substation Road**
Minor Road: **Project Access A**
Direction: **Southbound**

Speed: 35 mph

Figure 6 – Right-Turn Lane Guidelines for Two-Lane Roadways



Result

Not Warranted

	AM	PM
2026 Plus Project		

Needed Data:

1. Advancing Volume (veh/hr) - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right-turning vehicle.

2. Right-Turning Volume (veh/hr) - The right-turning volume is the number of advancing vehicles turning right.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

Note: Right-turn lane is not needed for right-turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right-turn lane.

If the combination of major road approach volume and right-turn volume intersects above or to the right of the speed trend line corresponding to the major road operating speed, then a right-turn lane is appropriate.

Source: NCHRP Report 279 and 457

APPENDIX G

SIGNAL TIMING INFORMATION

```
****************************************
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                      *
*              COBALT-2100             *
*       Copyright (C)  2012-2015       *
*                                      *
*         SH 16 &  SUBSTATION          *
*                                      *
*  CITY....   0  INTERSECTION..     0  *
*                                      *
* SOFTWARE.................. 32.64.00 *
*                                      *
*                                      *
*                                      *
* CONFIG........................L3000 *
****************************************
```

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-204	05.04.03
O/S	119-1047-204	06.04.00
APPLICATION	119-1051-264	32.64.00
CONFIGURATION	100-1049-001	L3000,17
EB CONTROLLER	119-1049-204	07.04.00
BGC CONTROLLER	140-1020-205	09.05.00
BGC RESOURCE	140-1033-203	18.03.00
PIO CONTROLLER	140-1021-203	10.03.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT	140-1023-200	12.00.05
AGC O/S	140-1024-212	13.12.00
AGC APPLICATION	140-1025-264	14.64.00
TELEMETRY	N/A	N/A

```
CONTROLLER SEQUENCE [ 1]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
```

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C

```
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 2]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 3]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 4]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 5]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
```

```
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 6]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 7]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 8]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
```

```
R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [ 9]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [10]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [11]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE
```

```
CONTROLLER SEQUENCE [12]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [13]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [14]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [15]
SEQUENCE COMMANDS    . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
```

```
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE


CONTROLLER SEQUENCE [16]
SEQUENCE COMMANDS   . HW ALT SEQ ENA. NO
    01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B  -  B  -  B  -  B  -  B  -  -  -  -  -  -  -  B
R1-| 1  2| 3  4| .  .| .  .| .  .  .  .  .  .  .  .|
R2-| 5  6| 7  8| .  .| .  .| .  .  .  .  .  .  .  .|
R3-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|
R4-| .  .| .  .| .  .| .  .| .  .  .  .  .  .  .  .|

R1-R4=RING 1-4, DATA ENTRY, PHASES 1-16
BC=BARRIER CONTROL, VALUES: B,C
B=BARRIER MODE
C=COMPATIBILITY MODE



 SCREEN IS NOT AVAILABLE IN BARRIER MODE


ENABLE BACKUP PREVENT
TMG\BKUP 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
       1   . . . . . . . . . . . . . . .
       2 .   . . . . . . . . . . . . . .
       3 . .   . . . . . . . . . . . . .
       4 . . .   . . . . . . . . . . . .
       5 . . . .   . . . . . . . . . . .
       6 . . . . .   . . . . . . . . . .
       7 . . . . . .   . . . . . . . . .
       8 . . . . . . .   . . . . . . . .
       9 . . . . . . . .   . . . . . . .
      10 . . . . . . . . .   . . . . . .
      11 . . . . . . . . . .   . . . . .
      12 . . . . . . . . . . .   . . . .
      13 . . . . . . . . . . . .   . . .
      14 . . . . . . . . . . . . .   . .
      15 . . . . . . . . . . . . . .   .
      16 . . . . . . . . . . . . . . .
```

SIMULTANEOUS GAP PHASES

GAP\PH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
DISABLE.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

PHASES IN USE / EXCLUSIVE PED

PHASE	1	2	3	4	5	6	7	8
IN USE.......	X	X	X	X	X	X	X	X
EXCLUSIVE PED	.	.	.	.	.	.	.	.

PHASE	9	10	11	12	13	14	15	16
IN USE.......	.	.	.	.	.	.	.	.
EXCLUSIVE PED	.	.	.	.	.	.	.	.

LD SWITCH ASSIGN

	PHASE /OVLP	TYPE	DIMMING R	Y	G	D	---FLASH--- PWR	AUT	TGR
1	1	V	.	.	.	+	A	R	.
2	2	V	.	.	.	+	A	R	X
3	3	V	.	.	.	+	A	R	.
4	5	O	.	.	.	+	A	R	X
5	5	V	.	.	.	-	A	R	.
6	6	V	.	.	.	-	A	R	X
7	7	V	.	.	.	-	A	R	.
8	6	O	.	.	.	-	A	R	X
9	2	P	.	.	.	+	A	.	.
10	4	P	.	.	.	+	A	.	.
11	6	P	.	.	.	-	A	.	.

```
12   8    P    . . . . -  A    .    .
13   1    O    . . . +  A    R    .
14   2    O    . . . -  A    R    X
15   3    O    . . . +  A    R    .
16   4    O    . . . -  A    R    X
```

```
SDLC PORT 1 CONFIG
            BIU  1  2  3  4  5  6  7  8
TERM & FACILITY  X  X  .  .  .  .  .  .
DETECTOR RACK    X  X  .  .  .  .  .  .

ENABLE TS2/MMU TYPE CABINET......... YES
ENABLE MMU EXTENDED STATUS.......... YES
ENABLE SDLC STOP TIME...............  NO
ENABLE 3 CRITICAL RFEs LOCKUP....... YES
MMU TO CU SDLC EXTERNAL START... ENABLED
```

```
                 CAUTION

 CHANGES TO MMU PROGRAMMING SCREEN MAY
   RESULT IN IMMEDIATE CABINET FLASH

       PRESS [ENTER] TO CONTINUE
```

```
COLOR CHECK ENABLE
ENABLE COLOR CHECK..X

MMU/LS   1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
RED      . X . X . X . X X X X X X X X X
YELLOW   . X . X . X . X . . . . X X X X
GREEN    X X X X X X X X X X X X X X X X
```

```
ETHERNET          MAC 00:04:81:04:24:CF
CONTROLLER IP..........  10.  1. 84. 40
SUBNET MASK............ 255.255.255.252
DEFAULT GATEWAY IP.....  10.  1. 84.  1
SERVER IP .............  10.  1. 84.  1
LINK SPEED/DUPLEX............   10/HALF
DROP-OUT TIME....................   300
ENET-2 IP (READ-ONLY).......172.30.30.30
```

```
COMM PORT 2
ENABLE.........  NO PROTOCOL.      NTCIP
BIT RATE.....  9600 ADDRESS.......     0
```

```
D/P/S........ 8/N/1 GROUP ADDRESS.      0
DUPLEX........ HALF DROP-OUT TIME.     10
FLOW CONTROL...  NO SINGLE FLAGGED.. YES

NOT INSTALLED       COMM MODULE-     AUTO

  CONTROLLER DOES NOT SUPPORT THIS PORT

NOT INSTALLED       COMM MODULE-     AUTO

  CONTROLLER DOES NOT SUPPORT THIS PORT

NTCIP
BACKUP TIME.......................      0
ETHERNET UDP PORT.................    501
ETHERNET PRIORITY.................... 1
PORT C50S PRIORITY................... 4
PORT C21S PRIORITY................... 3
PORT C22S PRIORITY................... 2

ECPIP
CONTROLLER ADDRESS..................  0
EXPANDED SYSTEM DETECTOR ADDRESS.....  0

SYSTEM DETECTOR ASSIGNMENT:
SYSTEM DET  1  2  3  4  5  6  7  8
LOCAL DET   0  0  0  0  0  0  0  0
SYSTEM DET  9 10 11 12 13 14 15 16
LOCAL DET   0  0  0  0  0  0  0  0

WIRELESS CONFIGURATION

WIRELESS CHANNEL NUMBER              1

WIRELESS ACCESS CODE         327423274
```

PEER TO PEER SETUP

LOCAL PORT.......... 503

PEER	PORT	IP ADDRESS	TIMEOUT
1	503	0. 0. 0. 0	1
2	503	0. 0. 0. 0	1
3	503	0. 0. 0. 0	1
4	503	0. 0. 0. 0	1
5	503	0. 0. 0. 0	1
6	503	0. 0. 0. 0	1
7	503	0. 0. 0. 0	1
8	503	0. 0. 0. 0	1
9	503	0. 0. 0. 0	1
10	503	0. 0. 0. 0	1
11	503	0. 0. 0. 0	1
12	503	0. 0. 0. 0	1
13	503	0. 0. 0. 0	1
14	503	0. 0. 0. 0	1
15	503	0. 0. 0. 0	1

EVENT LOGGING

RFEs (MMU/TF)..	YES	3 RFEs >24 H....	YES
MMU FL FAULTS..	YES	LOCAL FLASH.....	YES
RFEs (DET/TEST)	YES	DETECTOR ERRORS.	YES
COORD ERRORS...	YES	CTR DOWNLOAD....	YES
PREEMPT........	YES	TSP.............	YES
POWER ON/OFF...	YES	LOW BATTERY.....	YES
ACCESS.........	YES	DATA CHANGE.....	YES
ONLINE/OFFLINE.	YES		
ALARM 1........	YES	ALARM 2.........	YES
ALARM 3........	YES	ALARM 4.........	YES
ALARM 5........	YES	ALARM 6.........	YES
ALARM 7........	YES	ALARM 8.........	YES
ALARM 9........	YES	ALARM 10........	YES
ALARM 11.......	YES	ALARM 12........	YES
ALARM 13.......	YES	ALARM 14........	YES
ALARM 15.......	YES	ALARM 16........	YES

ADMINISTRATION

ENABLE CU/CABINET INTERLOCK CRC.... NO
CU/CABINET INTERLOCK CRC VALUE..... 0000
CU/CABINET INTERLOCK HW VALUE...... 0000

REQUEST DOWNLOAD CONTROLLER DATA... NO
CONTROLLER DATABASE CRC 0E2F
AUTOMATIC BACKUP TO DATAKEY/SD CARD. NO

```
DISPLAY OPTIONS                   COBALT-2100

KEY CLICK ENABLE................... YES

SWITCH TO GRAPHICS MODE...........   NO

LED MODE.......................... AUTO

MAIN STATUS DISPLAY MODE..........BASIC

TRANS MODE POP-UP DISABLE...........  NO


SECURITY ACCESS -SELECT NAME-
01 administrator--  02 public---------
03 public---------  04 public---------
05 public---------  06 public---------
07 public---------  08 public---------
09 public---------  10 public---------
11 public---------  12 public---------
13 public---------  14 public---------
15 public---------  16 public---------
17 public---------  18 public---------
19 public---------  20 public---------
21 public---------  22 public---------
23 public---------  24 public---------
25 public---------  26 public---------
27 public---------  28 public---------
29 public---------  30 public---------
31 public---------  32 public---------
33 public---------  34 public---------
35 public---------  36 public---------
37 public---------  38 public---------
39 public---------  40 public---------
41 public---------  42 public---------
43 public---------  44 public---------
45 public---------  46 public---------
47 public---------  48 public---------
49 public---------  50 public---------


****************************************
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                      *
*              COBALT-2100             *
*       Copyright (C)  2012-2015       *
*                                      *
*         SH 16 &  SUBSTATION          *
```

```
*                                      *
*  CITY....   0  INTERSECTION..     0  *
*                                      *
* SOFTWARE.................. 32.64.00  *
*                                      *
*                                      *
*                                      *
* CONFIG........................L3000  *
****************************************
```

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-204	05.04.03
O/S	119-1047-204	06.04.00
APPLICATION	119-1051-264	32.64.00
CONFIGURATION	100-1049-001	L3000,17
EB CONTROLLER	119-1049-204	07.04.00
BGC CONTROLLER	140-1020-205	09.05.00
BGC RESOURCE	140-1033-203	18.03.00
PIO CONTROLLER	140-1021-203	10.03.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT	140-1023-200	12.00.05
AGC O/S	140-1024-212	13.12.00
AGC APPLICATION	140-1025-264	14.64.00
TELEMETRY	N/A	N/A

TIMING PLAN [1] PHASE DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	7	7	5	10	7	5	5	10	5	5	5	5	5	5	5	5
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	26	0	17	0	26	0	17	0	16	0	16	0	16	0	16
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	2.0	2.0	2.0	7.0	2.0	2.0	2.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	25	35	30	50	25	35	30	50	35	35	35	35	35	35	35	35
MAX2	25	35	30	50	25	35	30	50	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.6	3.0	5.0	3.0	3.6	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [2] PHASE DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	7	7	5	10	7	5	5	10	5	5	5	5	5	5	5	5
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	26	0	17	0	26	0	17	0	16	0	16	0	16	0	16
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	2.0	2.0	2.0	7.0	2.0	2.0	2.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	25	35	30	50	25	35	30	50	35	35	35	35	35	35	35	35
MAX2	25	35	30	50	25	35	30	50	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.6	3.0	5.0	3.0	3.6	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [3] PHASE DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	7	7	5	10	7	5	5	10	5	5	5	5	5	5	5	5
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	26	0	17	0	26	0	17	0	16	0	16	0	16	0	16
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	2.0	2.0	2.0	7.0	2.0	2.0	2.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	25	35	30	50	25	35	30	50	35	35	35	35	35	35	35	35
MAX2	25	35	30	50	25	35	30	50	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.6	3.0	5.0	3.0	3.6	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TIMING PLAN [4] PHASE DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	7	7	5	10	7	5	5	10	5	5	5	5	5	5	5	5
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	26	0	17	0	26	0	17	0	16	0	16	0	16	0	16
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	2.0	2.0	2.0	7.0	2.0	2.0	2.0	7.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	25	35	30	50	25	35	30	50	35	35	35	35	35	35	35	35
MAX2	25	35	30	50	25	35	30	50	40	40	40	40	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.6	3.0	5.0	3.0	3.6	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TMG VEH OVLP...[A] TYPE: .....PPLT FYA

TMG VEH OVLP...[B] TYPE: .....PPLT FYA

TMG VEH OVLP...[C] TYPE: .....PPLT FYA

TMG VEH OVLP...[D] TYPE: .....PPLT FYA

TMG VEH OVLP...[E] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[F] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[G] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[H] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[I] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[J] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[K] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[L] TYPE:OTHER/ECONOLITE

```
TMG VEH OVLP...[M] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[N] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[O] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[P] TYPE:OTHER/ECONOLITE

VEH/PED OVERLAPS
INCLUDED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
VEH OL A X X . . . . . . . . . . . . . .
VEH OL B . . X X . . . . . . . . . . . .
VEH OL C . . . . X X . . . . . . . . . .
VEH OL D . . . . . . X X . . . . . . . .
VEH OL E . . . X . . . . . . . . . . . .
VEH OL F . . . . . . . X . . . . . . . .
VEH OL G . . . . . . . . . . . . . . . .
VEH OL H . . . . . . . . . . . . . . . .
VEH OL I . . . . . . . . . . . . . . . .
VEH OL J . . . . . . . . . . . . . . . .
VEH OL K . . . . . . . . . . . . . . . .
VEH OL L . . . . . . . . . . . . . . . .
VEH OL M . . . . . . . . . . . . . . . .
VEH OL N . . . . . . . . . . . . . . . .
VEH OL O . . . . . . . . . . . . . . . .
VEH OL P . . . . . . . . . . . . . . . .
PD OL 01 . . . . . . . . . . . . . . . .
PD OL 02 . . . . . . . . . . . . . . . .
PD OL 03 . . . . . . . . . . . . . . . .
PD OL 04 . . . . . . . . . . . . . . . .
PD OL 05 . . . . . . . . . . . . . . . .
PD OL 06 . . . . . . . . . . . . . . . .
PD OL 07 . . . . . . . . . . . . . . . .
PD OL 08 . . . . . . . . . . . . . . . .
PD OL 09 . . . . . . . . . . . . . . . .
PD OL 10 . . . . . . . . . . . . . . . .
PD OL 11 . . . . . . . . . . . . . . . .
PD OL 12 . . . . . . . . . . . . . . . .
PD OL 13 . . . . . . . . . . . . . . . .
PD OL 14 . . . . . . . . . . . . . . . .
PD OL 15 . . . . . . . . . . . . . . . .
PD OL 16 . . . . . . . . . . . . . . . .

GUARANTEED MINIMUM TIME DATA
  PHASE   A01 B02 C03 D04 E05 F06 G07 H08
```

```
MIN GRN     5   5   5   5   5   5   5   5
WALK        0   0   0   0   0   0   0   0
PED CLR     7   7   7   7   7   7   7   7
YELLOW    3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR   0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
OVL GRN     5   5   5   5   5   5   5   5
  PHASE   I09 J10 K11 L12 M13 N14 O15 P16
MIN GRN     5   5   5   5   5   5   5   5
WALK        0   0   0   0   0   0   0   0
PED CLR     7   7   7   7   7   7   7   7
YELLOW    3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR   0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
OVL GRN     5   5   5   5   5   5   5   5


START/FLASH DATA
------START UP-------------------------
         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PHASE    . . R . . . R . . . . . . . . .
         A B C D E F G H I J K L M N O P
OVERLAP  X X X X . . . . . . . . . . . .
FLASH>MON. NO FL TIME..  5 ALL RED...  5
PWR START SEQ..  1 MUTCD->YES   Y->G: NO
------AUTOMATIC FLASH-----------------------
   PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
ENTRY    . X . . . X . . . . . . . . . .
EXIT     . X . . . X . . . . . . . . . .
OVERLAP  A B C D E F G H I J K L M N O P
EXIT     X X X X . . . . . . . . . . . .
FLASH>MON. NO EXIT FL.  W MIN FLASH.   8
MINIMUM RECALL. NO  CYCLE THRU PHASE. NO


CONTROLLER OPTIONS
PED CLEAR PROTECT . UNIT RED REVERT  2.0
MUTCD 3 SECONDS DONT WALK .........  NO
           PHASE  1  2  3  4  5  6  7  8  9 10 11 12 13 14 15 16
FLASHING GRN PH.  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
GUAR PASSAGE....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
NON-ACT I.......  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
NON-ACT II......  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
DUAL ENTRY......  .  X  .  X  .  X  .  X  .  .  .  .  .  .  .  .
COND SERVICE....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
COND RESERVICE..  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
PED RESERVICE...  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
REST IN WALK....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
FLASHING WALK...  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
PED CLR>YELLOW..  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
PED CLR>RED.....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
IGRN + VEH EXT..  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
```

```
PRE-TIMED MODE

ENABLE PRE-TIMED MODE..............  NO
FREE INPUT DISABLES PRE-TIMED........ NO
   PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PRETIMED . . . . . . . . . . . . . . . .


PHASE RECALL OPTIONS
TIMING PLAN NUMBER [ 1]
   PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
LOCK DET . . . . . . . . . . . . . . . .
VE RCALL . . . . . . . . . . . . . . . .
PD RCALL . . . . . . . . . . . . . . . .
MX RCALL . . . . . . . . . . . . . . . .
SF RCALL . . . X . . . X . . . . . . . .
NO REST  . . . . . . . . . . . . . . . .
AI CALC  . . . . . . . . . . . . . . . .


****************************************
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*                                      *
*              COBALT-2100             *
*       Copyright (C)  2012-2015       *
*                                      *
*         SH 16 &  SUBSTATION          *
*                                      *
*  CITY....    0  INTERSECTION..     0 *
*                                      *
* SOFTWARE.................. 32.64.00 *
*                                      *
*                                      *
*                                      *
* CONFIG........................L3000 *
****************************************


SOFTWARE MODULES
NAME            PART NUMBER   VERSION

EB U-BOOT       119-1046-204  05.04.03
O/S             119-1047-204  06.04.00
APPLICATION     119-1051-264    32.64.00
CONFIGURATION   100-1049-001    L3000,17
EB CONTROLLER   119-1049-204  07.04.00
BGC CONTROLLER  140-1020-205  09.05.00
BGC RESOURCE    140-1033-203  18.03.00
```

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PIO CONTROLLER   140-1021-203  10.03.00
PS CONTROLLER    140-1022-204  11.04.00
AGC U-BOOT       140-1023-200  12.00.05
AGC O/S          140-1024-212  13.12.00
AGC APPLICATION  140-1025-264  14.64.00
TELEMETRY             N/A          N/A
```

```
COORD OPTIONS
MANUAL PATTERN. AUTO ECPI COORD..... YES
SYSTEM SOURCE..  TBC SYSTEM FORMAT.. STD
SPLITS IN....SECONDS OFFSET IN...SECONDS
TRANSITION..  SMOOTH MAX SELECT.. MAXINH
DWELL/ADD TIME..   0 ENABLE MAN SYNC. NO
DLY COORD WK-LZ.  NO FORCE OFF...  FLOAT
OFFSET REF....  LEAD CAL USE PED TM. YES
PED RECALL......  NO PED RESERVE....  NO
LOCAL ZERO OVRD.  NO FO ADD INI GRN.  NO
RE-SYNC COUNT...   0 MULTISYNC......  NO
```

```
COORDINATOR PATTERN [  1]
USE SPLIT PATTERN.  1 SPLIT SUM ..... 0s
TS2 (PAT-OFF)..   0-1
CYCLE.........      0s STD (COS)......111
OFFSET VAL.....     0s DWELL/ADD TIME.  0
ACTUATED COORD...   NO TIMING PLAN....  0
ACT WALK REST....   NO SEQUENCE........ 0
PHASE RESRVCE....   NO ACTION PLAN....  0
MAX SELECT.....   NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
 PHASE[s]  1   2   3   4   5   6   7   8
SPT[  1]   0   0   0   0   0   0   0   0
PREF 1...  0   0   0   0   0   0   0   0
PREF 2...  0   0   0   0   0   0   0   0
SPLT EXT...0s. 0s  0s  0s
VEH PERM.  0s  0s  0s  DISP
RING DISP  -   0s  0s  0s (RING 2-4)
 PHASE[s]  9  10  11  12  13  14  15  16
SPT[  1]   0   0   0   0   0   0   0   0
PREF 1...  0   0   0   0   0   0   0   0
PREF 2...  0   0   0   0   0   0   0   0

SPLIT DEMAND PTRN.  0   0 XART PTRN.   0
PHASE..  1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... . . . . . . . . . . . . . . . .
VE RCALL . . . . . . . . . . . . . . . .
```

```
PD RCALL . . . . . . . . . . . . . . . . . .
MX RCALL . . . . . . . . . . . . . . . . . .
OMIT.... . . . . . . . . . X X X X X X X X
SF OUT.. . . . . . . . . . (1-8)


SPLIT PATTERN [  1]
SPLIT SUM .....  0s
 PHASE[s]  1   2   3   4   5   6   7   8
SPLIT      0   0   0   0   0   0   0   0

 PHASE[s]  9  10  11  12  13  14  15  16
SPLIT      0   0   0   0   0   0   0   0

PHASE..  1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... . . . . . . . . . . . . . . . .
VE RCALL . . . . . . . . . . . . . . . .
PD RCALL . . . . . . . . . . . . . . . .
MX RCALL . . . . . . . . . . . . . . . .
OMIT.... . . . . . . . . . X X X X X X X X


AUTO PERM MINIMUM GREEN (SECONDS)

   PHASE  1   2   3   4   5   6   7   8
MIN GRN.  0   0   0   0   0   0   0   0

   PHASE  9  10  11  12  13  14  15  16
MIN GRN.  0   0   0   0   0   0   0   0


SPLIT DEMAND
  PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
DEMAND 1 . . . . . . . . . . . . . . . .
DEMAND 2 . . . . . . . . . . . . . . . .
           DEMAND  1     2
DETECTOR.........  0     0
CALL TIME (SEC)..  0     0
CYCLE COUNT......  0     0


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*                                      *
*             COBALT-2100              *
*       Copyright (C)  2012-2015       *
*                                      *
*         SH 16 &  SUBSTATION          *
*                                      *
```

```
*  CITY....   0  INTERSECTION..     0  *
*                                      *
* SOFTWARE.................. 32.64.00 *
*                                      *
*                                      *
*                                      *
* CONFIG........................L3000 *
****************************************
```

SOFTWARE MODULES

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PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT	140-1023-200	12.00.05
AGC O/S	140-1024-212	13.12.00
AGC APPLICATION	140-1025-264	14.64.00
TELEMETRY	N/A	N/A

```
PREEMPT PLAN [  1]    ENABLE.... NO
 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .
ENA TRL  X X X X X X X X X X X X X X X X
DWEL VEH . . . . . . . . . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
DWEL OLP . . . . . . . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .
EXIT PH  . . . . . . . . . . . . . . . .
EXIT CAL . . . . . . . . . . . . . . . .
SP FUNC  . . . . . . . .

ENABLE...   NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK..  X|DELAY..    0|INHIBIT...  0
OVERIDE FL. X|DURATION   0|CLR>GRN... NO
```

```
TERM OLP.  NO|PC>YEL     NO|TERM PH     NO
PED DARK.. NO|TC RESRV  NO|DWELL FL   OFF
LINK PMT....0|X FLCOLR RED|EXIT OPT. OFF
X TMG PLN...0|RE-SERV..  0|FLT TYPE.HARD
FREE DUR PMT|R1   NO|R2   NO|R3   NO|R4   NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM.    0|   255|    5| 4.0| 1.0
-----------MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR     0|     0|    0| 4.0| 1.0
-----------MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT    0|   0.0|    0| 4.0| 1.0
PMT ACTIVE OUT.. ON  PMT ACT DWELL... NO
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY......OFF
PHASES     1   2   3   4   5   6   7   8
PR RTN%    0   0   0   0   0   0   0   0
PHASES     9  10  11  12  13  14  15  16
PR RTN%    0   0   0   0   0   0   0   0


PREEMPT PLAN [  3]    ENABLE....YES
 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .
ENA TRL  X X X X X X X X X X X X X X X X
DWEL VEH X . . . . X . . . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
DWEL OLP . . . . . . . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .
EXIT PH  . . . X . . . X . . . . . . . .
EXIT CAL . . . . . . . . . . . . . . . .
SP FUNC  . . . . . . . .

ENABLE... YES|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK..  X|DELAY..    0|INHIBIT...  0
OVERIDE FL. X|DURATION   0|CLR>GRN... NO
TERM OLP.  NO|PC>YEL     NO|TERM PH     NO
PED DARK.. NO|TC RESRV  NO|DWELL FL   OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV..  0|FLT TYPE.HARD
FREE DUR PMT|R1   NO|R2   NO|R3   NO|R4   NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM.    0|   255|    5| 4.0| 1.0
-----------MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR     0|     0|    0| 4.0| 1.0
-----------MIN DL|PMTEXT|MX TM| YEL| RED
```

```
DWL/CYC-EXIT     5|    0.0|     0| 4.0| 1.0
PMT ACTIVE OUT.. ON   PMT ACT DWELL...YES
OTHER - PRI PMT.OFF   NON-PRI PMT.....OFF
INH EXT TIME....0.0   PED PR RETURN...OFF
PRIORITY RETURN.OFF   QUEUE DELAY.... OFF
COND DELAY......OFF
PHASES      1   2   3   4   5   6   7   8
PR RTN%     0   0   0   0   0   0   0   0
PHASES      9  10  11  12  13  14  15  16
PR RTN%     0   0   0   0   0   0   0   0


PREEMPT PLAN [  4]     ENABLE....YES
 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .
ENA TRL  X X X X X X X X X X X X X X X X
DWEL VEH . X . . X . . . . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
DWEL OLP . . . . . . . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .
EXIT PH  . . . X . . . X . . . . . . . .
EXIT CAL . . . . . . . . . . . . . . . .
SP FUNC  . . . . . . . .

ENABLE... YES|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK..  X|DELAY..    0|INHIBIT...  0
OVERIDE FL. X|DURATION   0|CLR>GRN... NO
TERM OLP.  NO|PC>YEL    NO|TERM PH    NO
PED DARK.. NO|TC RESRV  NO|DWELL FL  OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV..  0|FLT TYPE.HARD
FREE DUR PMT|R1   NO|R2   NO|R3   NO|R4   NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM.    0|   255|    5| 4.0| 1.0
-----------MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR     0|     0|    0| 4.0| 1.0
-----------MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT    5|   0.0|    0| 4.0| 1.0
PMT ACTIVE OUT.. ON  PMT ACT DWELL...YES
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY......OFF
PHASES      1   2   3   4   5   6   7   8
PR RTN%     0   0   0   0   0   0   0   0
PHASES      9  10  11  12  13  14  15  16
PR RTN%     0   0   0   0   0   0   0   0
```

```
PREEMPT PLAN [  5]    ENABLE....YES
 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .
ENA TRL  X X X X X X X X X X X X X X X X
DWEL VEH . . X . . . . X . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
DWEL OLP . . . . . X . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .
EXIT PH  . . . X . . . X . . . . . . . .
EXIT CAL . . . . . . . . . . . . . . . .
SP FUNC  . . . . . . . .

ENABLE... YES|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK..  X|DELAY..    0|INHIBIT...  0
OVERIDE FL. X|DURATION   0|CLR>GRN... NO
TERM OLP.  NO|PC>YEL    NO|TERM PH    NO
PED DARK.. NO|TC RESRV  NO|DWELL FL  OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV..  0|FLT TYPE.HARD
FREE DUR PMT|R1   NO|R2  NO|R3  NO|R4  NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM.    0|   255|    5| 4.0| 1.0
-----------MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR     0|     0|    0| 4.0| 1.0
-----------MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT    5|   0.0|    0| 4.0| 1.0
PMT ACTIVE OUT.. ON  PMT ACT DWELL...YES
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY......OFF
PHASES      1   2   3   4   5   6   7   8
PR RTN%     0   0   0   0   0   0   0   0
PHASES      9  10  11  12  13  14  15  16
PR RTN%     0   0   0   0   0   0   0   0


PREEMPT PLAN [  6]    ENABLE....YES
 VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V . . . . . . . . . . . . . . . .
TRKCLR O . . . . . . . . . . . . . . . .
ENA TRL  X X X X X X X X X X X X X X X X
DWEL VEH . . . X . . X . . . . . . . . .
DWEL PED . . . . . . . . . . . . . . . .
```

```
DWEL OLP . . . . X . . . . . . . . . . .
CYC VEH  . . . . . . . . . . . . . . . .
CYC PED  . . . . . . . . . . . . . . . .
CYC OLP  . . . . . . . . . . . . . . . .
EXIT PH  . . . X . . . . X . . . . . . .
EXIT CAL . . . . . . . . . . . . . . . .
SP FUNC  . . . . . . . .

ENABLE... YES|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK..  X|DELAY..    0|INHIBIT...  0
OVERIDE FL. X|DURATION   0|CLR>GRN... NO
TERM OLP.  NO|PC>YEL    NO|TERM PH    NO
PED DARK.. NO|TC RESRV  NO|DWELL FL  OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV..  0|FLT TYPE.HARD
FREE DUR PMT|R1  NO|R2  NO|R3  NO|R4  NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM.    0|   255|    5| 4.0| 1.0
-----------MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR     0|     0|    0| 4.0| 1.0
-----------MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT    5|   0.0|    0| 4.0| 1.0
PMT ACTIVE OUT.. ON  PMT ACT DWELL...YES
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY......OFF
PHASES      1   2   3   4   5   6   7   8
PR RTN%     0   0   0   0   0   0   0   0
PHASES      9  10  11  12  13  14  15  16
PR RTN%     0   0   0   0   0   0   0   0


ENABLE PREEMPT FILTERING & TSP/SCP
FILTERED      SOLID          PULSING
INPUT  1 ...BYPASSED.. ...BYPASSED..
       2 ...BYPASSED.. ...BYPASSED..
       3 ..PREEMPT  3. ..PREEMPT  7.
       4 ..PREEMPT  4. ..PREEMPT  8.
       5 ..PREEMPT  5. ..PREEMPT  9.
       6 ..PREEMPT  6. ..PREEMPT 10.
       7 ...BYPASSED.. ...BYPASSED..
       8 ...BYPASSED.. ...BYPASSED..
       9 ...BYPASSED.. ...BYPASSED..
      10 ...BYPASSED.. ...BYPASSED..


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*   ECONOLITE CONTROL PRODUCTS, INC.   *
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*                                      *
*             COBALT-2100              *
*       Copyright (C)  2012-2015       *
*                                      *
*         SH 16 &  SUBSTATION          *
*                                      *
*  CITY....   0  INTERSECTION..     0  *
*                                      *
* SOFTWARE.................. 32.64.00 *
*                                      *
*                                      *
*                                      *
* CONFIG........................L3000 *
****************************************


SOFTWARE MODULES
NAME              PART NUMBER   VERSION

EB U-BOOT         119-1046-204  05.04.03
O/S               119-1047-204  06.04.00
APPLICATION       119-1051-264    32.64.00
CONFIGURATION     100-1049-001    L3000,17
EB CONTROLLER     119-1049-204  07.04.00
BGC CONTROLLER    140-1020-205  09.05.00
BGC RESOURCE      140-1033-203  18.03.00
PIO CONTROLLER    140-1021-203  10.03.00
PS CONTROLLER     140-1022-204  11.04.00
AGC U-BOOT        140-1023-200  12.00.05
AGC O/S           140-1024-212  13.12.00
AGC APPLICATION   140-1025-264  14.64.00
TELEMETRY               N/A          N/A




CLOCK/CALENDAR DATA
03/25/2021           THU         05:02:57
ENA ACTION PLAN.  0
SYNC REF TIME.00:00 SYNC REF..  REF TIME
TIME FROM GMT...+00 DAY LIGHT SAVE.   NO
TIME RESET INPUT SET TIME...... 03:30:00


ACTION PLAN...[  1]
PATTERN.........AUTO SYS OVERRIDE.... NO
TIMING PLAN....... 0 SEQUENCE........  0
VEH DETECTOR PLAN. 0 DET LOG........NONE
FLASH...........  -- RED REST........ NO
```

```
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE..  NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
   PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL  . . . . . . . . . . . . . . . .
WALK 2   . . . . . . . . . . . . . . . .
VEX 2    . . . . . . . . . . . . . . . .
VEH RCL  . . . . . . . . . . . . . . . .
MAX RCL  . . . . . . . . . . . . . . . .
MAX 2    . . . . . . . . . . . . . . . .
   PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3    . . . . . . . . . . . . . . . .
CS INH   . . . . . . . . . . . . . . . .
OMIT     . . . . . . . . . . . . . . . .
SPC FCT  . . . . . . . . (1-8)
AUX FCT  . . . (1-3)
         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15  . . . . . . . . . . . . . . .
LP 16-30 . . . . . . . . . . . . . . .
LP 31-45 . . . . . . . . . . . . . . .
LP 46-60 . . . . . . . . . . . . . . .
LP 61-75 . . . . . . . . . . . . . . .
LP 76-90 . . . . . . . . . . . . . . .
LP91-100 . . . . . . . . . .
         1 2 3 4 5 6 7 8 9 0 1 2 3 4 5


SCHEDULE NUMBER [  1]
DAY PLAN NO ..... 0 CLEAR ALL FIELDS.. .
SELECT ALL MONTHS.. .  DOW.. .  DOM.. .
MONTH     J F M A M J J A S O N D
          . . . . . . . . . . . .
DAY (DOW): SUN MON TUE WED THU FRI SAT
            .   .   .   .   .   .   .
DAY(DOM):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
         .  .  .  .  .  .  .  .  .


EXCEPTION DAY PROGRAM
EXCEPTION  FLOAT/  MON/  DOW/  WOM/  DAY
  DAY      FIXED   MON   DOM   YEAR PLAN
   1       FLOAT      0     0     0    0
   2       FLOAT      0     0     0    0
   3       FLOAT      0     0     0    0
   4       FLOAT      0     0     0    0
   5       FLOAT      0     0     0    0
```

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

57	FLOAT	0	0	0	0
58	FLOAT	0	0	0	0
59	FLOAT	0	0	0	0
60	FLOAT	0	0	0	0
61	FLOAT	0	0	0	0
62	FLOAT	0	0	0	0
63	FLOAT	0	0	0	0
64	FLOAT	0	0	0	0
65	FLOAT	0	0	0	0
66	FLOAT	0	0	0	0
67	FLOAT	0	0	0	0
68	FLOAT	0	0	0	0
69	FLOAT	0	0	0	0
70	FLOAT	0	0	0	0
71	FLOAT	0	0	0	0
72	FLOAT	0	0	0	0
73	FLOAT	0	0	0	0
74	FLOAT	0	0	0	0
75	FLOAT	0	0	0	0
76	FLOAT	0	0	0	0
77	FLOAT	0	0	0	0
78	FLOAT	0	0	0	0
79	FLOAT	0	0	0	0
80	FLOAT	0	0	0	0
81	FLOAT	0	0	0	0
82	FLOAT	0	0	0	0
83	FLOAT	0	0	0	0
84	FLOAT	0	0	0	0
85	FLOAT	0	0	0	0
86	FLOAT	0	0	0	0
87	FLOAT	0	0	0	0
88	FLOAT	0	0	0	0
89	FLOAT	0	0	0	0
90	FLOAT	0	0	0	0

```
****************************************
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                      *
*               COBALT-2100            *
*       Copyright (C)  2012-2015       *
*                                      *
*         SH 16 &  SUBSTATION          *
*                                      *
*  CITY....   0  INTERSECTION..     0  *
*                                      *
* SOFTWARE.................. 32.64.00 *
*                                      *
*                                      *
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*                                       *
* CONFIG........................L3000 *
***************************************
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SOFTWARE MODULES

NAME	PART NUMBER	VERSION
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PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT	140-1023-200	12.00.05
AGC O/S	140-1024-212	13.12.00
AGC APPLICATION	140-1025-264	14.64.00
TELEMETRY	N/A	N/A

VEH DET PH ASSIGN VEH DET PLAN [1]

```
        [   ADDITIONAL PHASE CALLS     ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
  1  1 . . . . . . . . . . . . . . . . S-STANDARD
  2  3 . . . . . . . . . . . . . . . . S-STANDARD
  3  6 . . . . . . . . . . . . . . . . S-STANDARD
  4  8 . . . . . . . . . . . . . . . . S-STANDARD
  5  5 . . . . . . . . . . . . . . . . S-STANDARD
  6  4 . . . . . . . . . . . . . . . . S-STANDARD
  7  2 . . . . . . . . . . . . . . . . S-STANDARD
  8  7 . . . . . . . . . . . . . . . . S-STANDARD
  9  1 . . . . . . . . . . . . . . . . S-STANDARD
 10  2 . . . . . . . . . . . . . . . . S-STANDARD
 11  3 . . . . . . . . . . . . . . . . S-STANDARD
 12  4 . . . . . . . . . . . . . . . . S-STANDARD
 13  5 . . . . . . . . . . . . . . . . S-STANDARD
 14  6 . . . . . . . . . . . . . . . . S-STANDARD
 15  7 . . . . . . . . . . . . . . . . S-STANDARD
 16  8 . . . . . . . . . . . . . . . . S-STANDARD
 17  4 . . . . . . . . . . . . . . . . S-STANDARD
 18  4 . . . . . . . . . . . . . . . . S-STANDARD
 19  0 . . . . . . . . . . . . . . . . S-STANDARD
 20  0 . . . . . . . . . . . . . . . . S-STANDARD
 21  0 . . . . . . . . . . . . . . . . S-STANDARD
```

```
  22  0 . . . . . . . . . . . . . . . . S-STANDARD
  23  0 . . . . . . . . . . . . . . . . S-STANDARD
  24  0 . . . . . . . . . . . . . . . . S-STANDARD
  25  0 . . . . . . . . . . . . . . . . S-STANDARD
  26  0 . . . . . . . . . . . . . . . . S-STANDARD
  27  0 . . . . . . . . . . . . . . . . S-STANDARD
  28  0 . . . . . . . . . . . . . . . . S-STANDARD
  29  0 . . . . . . . . . . . . . . . . S-STANDARD
  30  0 . . . . . . . . . . . . . . . . S-STANDARD
  31  0 . . . . . . . . . . . . . . . . S-STANDARD
  32  0 . . . . . . . . . . . . . . . . S-STANDARD
  33  0 . . . . . . . . . . . . . . . . S-STANDARD
  34  0 . . . . . . . . . . . . . . . . S-STANDARD
  35  0 . . . . . . . . . . . . . . . . S-STANDARD
  36  0 . . . . . . . . . . . . . . . . S-STANDARD
  37  0 . . . . . . . . . . . . . . . . S-STANDARD
  38  0 . . . . . . . . . . . . . . . . S-STANDARD
  39  0 . . . . . . . . . . . . . . . . S-STANDARD
  40  0 . . . . . . . . . . . . . . . . S-STANDARD
  41  0 . . . . . . . . . . . . . . . . S-STANDARD
  42  0 . . . . . . . . . . . . . . . . S-STANDARD
  43  0 . . . . . . . . . . . . . . . . S-STANDARD
  44  0 . . . . . . . . . . . . . . . . S-STANDARD
  45  0 . . . . . . . . . . . . . . . . S-STANDARD
  46  0 . . . . . . . . . . . . . . . . S-STANDARD
  47  0 . . . . . . . . . . . . . . . . S-STANDARD
  48  0 . . . . . . . . . . . . . . . . S-STANDARD
  49  0 . . . . . . . . . . . . . . . . S-STANDARD
  50  0 . . . . . . . . . . . . . . . . S-STANDARD
  51  0 . . . . . . . . . . . . . . . . S-STANDARD
  52  0 . . . . . . . . . . . . . . . . S-STANDARD
  53  0 . . . . . . . . . . . . . . . . S-STANDARD
  54  0 . . . . . . . . . . . . . . . . S-STANDARD
  55  0 . . . . . . . . . . . . . . . . S-STANDARD
  56  0 . . . . . . . . . . . . . . . . S-STANDARD
  57  0 . . . . . . . . . . . . . . . . S-STANDARD
  58  0 . . . . . . . . . . . . . . . . S-STANDARD
  59  0 . . . . . . . . . . . . . . . . S-STANDARD
  60  0 . . . . . . . . . . . . . . . . S-STANDARD
  61  0 . . . . . . . . . . . . . . . . S-STANDARD
  62  0 . . . . . . . . . . . . . . . . S-STANDARD
  63  0 . . . . . . . . . . . . . . . . S-STANDARD
  64  0 . . . . . . . . . . . . . . . . S-STANDARD


VEH DET PH ASSIGN VEH DET PLAN [ 2]
       [   ADDITIONAL PHASE CALLS    ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
  1  1 . . . . . . . . . . . . . . . . S-STANDARD
  2  2 . . . . . . . . . . . . . . . . S-STANDARD
  3  3 . . . . . . . . . . . . . . . . S-STANDARD
```

4 4 . . . . S-STANDARD
5 5 . . . . S-STANDARD
6 6 . . . . S-STANDARD
7 7 . . . . S-STANDARD
8 8 . . . . S-STANDARD
9 2 . . . . S-STANDARD
10 2 . . . . S-STANDARD
11 4 . . . . S-STANDARD
12 4 . . . . S-STANDARD
13 6 . . . . S-STANDARD
14 6 . . . . S-STANDARD
15 8 . . . . S-STANDARD
16 8 . . . . S-STANDARD
17 1 . . . . S-STANDARD
18 2 . . . . S-STANDARD
19 3 . . . . S-STANDARD
20 4 . . . . S-STANDARD
21 5 . . . . S-STANDARD
22 6 . . . . S-STANDARD
23 7 . . . . S-STANDARD
24 8 . . . . S-STANDARD
25 2 . . . . S-STANDARD
26 4 . . . . S-STANDARD
27 6 . . . . S-STANDARD
28 8 . . . . S-STANDARD
29 0 . . . . S-STANDARD
30 0 . . . . S-STANDARD
31 0 . . . . S-STANDARD
32 0 . . . . S-STANDARD
33 0 . . . . S-STANDARD
34 0 . . . . S-STANDARD
35 0 . . . . S-STANDARD
36 0 . . . . S-STANDARD
37 0 . . . . S-STANDARD
38 0 . . . . S-STANDARD
39 0 . . . . S-STANDARD
40 0 . . . . S-STANDARD
41 0 . . . . S-STANDARD
42 0 . . . . S-STANDARD
43 0 . . . . S-STANDARD
44 0 . . . . S-STANDARD
45 0 . . . . S-STANDARD
46 0 . . . . S-STANDARD
47 0 . . . . S-STANDARD
48 0 . . . . S-STANDARD
49 0 . . . . S-STANDARD
50 0 . . . . S-STANDARD
51 0 . . . . S-STANDARD
52 0 . . . . S-STANDARD
53 0 . . . . S-STANDARD
54 0 . . . . S-STANDARD

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  55  0 . . . . . . . . . . . . . . . . S-STANDARD
  56  0 . . . . . . . . . . . . . . . . S-STANDARD
  57  0 . . . . . . . . . . . . . . . . S-STANDARD
  58  0 . . . . . . . . . . . . . . . . S-STANDARD
  59  0 . . . . . . . . . . . . . . . . S-STANDARD
  60  0 . . . . . . . . . . . . . . . . S-STANDARD
  61  0 . . . . . . . . . . . . . . . . S-STANDARD
  62  0 . . . . . . . . . . . . . . . . S-STANDARD
  63  0 . . . . . . . . . . . . . . . . S-STANDARD
  64  0 . . . . . . . . . . . . . . . . S-STANDARD


VEH DET PH ASSIGN VEH DET PLAN [ 3]
       [   ADDITIONAL PHASE CALLS    ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
  1  1 . . . . . . . . . . . . . . . . S-STANDARD
  2  2 . . . . . . . . . . . . . . . . S-STANDARD
  3  3 . . . . . . . . . . . . . . . . S-STANDARD
  4  4 . . . . . . . . . . . . . . . . S-STANDARD
  5  5 . . . . . . . . . . . . . . . . S-STANDARD
  6  6 . . . . . . . . . . . . . . . . S-STANDARD
  7  7 . . . . . . . . . . . . . . . . S-STANDARD
  8  8 . . . . . . . . . . . . . . . . S-STANDARD
  9  2 . . . . . . . . . . . . . . . . S-STANDARD
 10  2 . . . . . . . . . . . . . . . . S-STANDARD
 11  4 . . . . . . . . . . . . . . . . S-STANDARD
 12  4 . . . . . . . . . . . . . . . . S-STANDARD
 13  6 . . . . . . . . . . . . . . . . S-STANDARD
 14  6 . . . . . . . . . . . . . . . . S-STANDARD
 15  8 . . . . . . . . . . . . . . . . S-STANDARD
 16  8 . . . . . . . . . . . . . . . . S-STANDARD
 17  1 . . . . . . . . . . . . . . . . S-STANDARD
 18  2 . . . . . . . . . . . . . . . . S-STANDARD
 19  3 . . . . . . . . . . . . . . . . S-STANDARD
 20  4 . . . . . . . . . . . . . . . . S-STANDARD
 21  5 . . . . . . . . . . . . . . . . S-STANDARD
 22  6 . . . . . . . . . . . . . . . . S-STANDARD
 23  7 . . . . . . . . . . . . . . . . S-STANDARD
 24  8 . . . . . . . . . . . . . . . . S-STANDARD
 25  2 . . . . . . . . . . . . . . . . S-STANDARD
 26  4 . . . . . . . . . . . . . . . . S-STANDARD
 27  6 . . . . . . . . . . . . . . . . S-STANDARD
 28  8 . . . . . . . . . . . . . . . . S-STANDARD
 29  0 . . . . . . . . . . . . . . . . S-STANDARD
 30  0 . . . . . . . . . . . . . . . . S-STANDARD
 31  0 . . . . . . . . . . . . . . . . S-STANDARD
 32  0 . . . . . . . . . . . . . . . . S-STANDARD
 33  0 . . . . . . . . . . . . . . . . S-STANDARD
 34  0 . . . . . . . . . . . . . . . . S-STANDARD
 35  0 . . . . . . . . . . . . . . . . S-STANDARD
 36  0 . . . . . . . . . . . . . . . . S-STANDARD
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 37  0 . . . . . . . . . . . . . . . . S-STANDARD
 38  0 . . . . . . . . . . . . . . . . S-STANDARD
 39  0 . . . . . . . . . . . . . . . . S-STANDARD
 40  0 . . . . . . . . . . . . . . . . S-STANDARD
 41  0 . . . . . . . . . . . . . . . . S-STANDARD
 42  0 . . . . . . . . . . . . . . . . S-STANDARD
 43  0 . . . . . . . . . . . . . . . . S-STANDARD
 44  0 . . . . . . . . . . . . . . . . S-STANDARD
 45  0 . . . . . . . . . . . . . . . . S-STANDARD
 46  0 . . . . . . . . . . . . . . . . S-STANDARD
 47  0 . . . . . . . . . . . . . . . . S-STANDARD
 48  0 . . . . . . . . . . . . . . . . S-STANDARD
 49  0 . . . . . . . . . . . . . . . . S-STANDARD
 50  0 . . . . . . . . . . . . . . . . S-STANDARD
 51  0 . . . . . . . . . . . . . . . . S-STANDARD
 52  0 . . . . . . . . . . . . . . . . S-STANDARD
 53  0 . . . . . . . . . . . . . . . . S-STANDARD
 54  0 . . . . . . . . . . . . . . . . S-STANDARD
 55  0 . . . . . . . . . . . . . . . . S-STANDARD
 56  0 . . . . . . . . . . . . . . . . S-STANDARD
 57  0 . . . . . . . . . . . . . . . . S-STANDARD
 58  0 . . . . . . . . . . . . . . . . S-STANDARD
 59  0 . . . . . . . . . . . . . . . . S-STANDARD
 60  0 . . . . . . . . . . . . . . . . S-STANDARD
 61  0 . . . . . . . . . . . . . . . . S-STANDARD
 62  0 . . . . . . . . . . . . . . . . S-STANDARD
 63  0 . . . . . . . . . . . . . . . . S-STANDARD
 64  0 . . . . . . . . . . . . . . . . S-STANDARD

VEH DET PH ASSIGN VEH DET PLAN [ 4]
       [   ADDITIONAL PHASE CALLS    ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
  1  1 . . . . . . . . . . . . . . . . S-STANDARD
  2  2 . . . . . . . . . . . . . . . . S-STANDARD
  3  3 . . . . . . . . . . . . . . . . S-STANDARD
  4  4 . . . . . . . . . . . . . . . . S-STANDARD
  5  5 . . . . . . . . . . . . . . . . S-STANDARD
  6  6 . . . . . . . . . . . . . . . . S-STANDARD
  7  7 . . . . . . . . . . . . . . . . S-STANDARD
  8  8 . . . . . . . . . . . . . . . . S-STANDARD
  9  2 . . . . . . . . . . . . . . . . S-STANDARD
 10  2 . . . . . . . . . . . . . . . . S-STANDARD
 11  4 . . . . . . . . . . . . . . . . S-STANDARD
 12  4 . . . . . . . . . . . . . . . . S-STANDARD
 13  6 . . . . . . . . . . . . . . . . S-STANDARD
 14  6 . . . . . . . . . . . . . . . . S-STANDARD
 15  8 . . . . . . . . . . . . . . . . S-STANDARD
 16  8 . . . . . . . . . . . . . . . . S-STANDARD
 17  1 . . . . . . . . . . . . . . . . S-STANDARD
 18  2 . . . . . . . . . . . . . . . . S-STANDARD
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19  3 . . . . . . . . . . . . . . . . S-STANDARD
20  4 . . . . . . . . . . . . . . . . S-STANDARD
21  5 . . . . . . . . . . . . . . . . S-STANDARD
22  6 . . . . . . . . . . . . . . . . S-STANDARD
23  7 . . . . . . . . . . . . . . . . S-STANDARD
24  8 . . . . . . . . . . . . . . . . S-STANDARD
25  2 . . . . . . . . . . . . . . . . S-STANDARD
26  4 . . . . . . . . . . . . . . . . S-STANDARD
27  6 . . . . . . . . . . . . . . . . S-STANDARD
28  8 . . . . . . . . . . . . . . . . S-STANDARD
29  0 . . . . . . . . . . . . . . . . S-STANDARD
30  0 . . . . . . . . . . . . . . . . S-STANDARD
31  0 . . . . . . . . . . . . . . . . S-STANDARD
32  0 . . . . . . . . . . . . . . . . S-STANDARD
33  0 . . . . . . . . . . . . . . . . S-STANDARD
34  0 . . . . . . . . . . . . . . . . S-STANDARD
35  0 . . . . . . . . . . . . . . . . S-STANDARD
36  0 . . . . . . . . . . . . . . . . S-STANDARD
37  0 . . . . . . . . . . . . . . . . S-STANDARD
38  0 . . . . . . . . . . . . . . . . S-STANDARD
39  0 . . . . . . . . . . . . . . . . S-STANDARD
40  0 . . . . . . . . . . . . . . . . S-STANDARD
41  0 . . . . . . . . . . . . . . . . S-STANDARD
42  0 . . . . . . . . . . . . . . . . S-STANDARD
43  0 . . . . . . . . . . . . . . . . S-STANDARD
44  0 . . . . . . . . . . . . . . . . S-STANDARD
45  0 . . . . . . . . . . . . . . . . S-STANDARD
46  0 . . . . . . . . . . . . . . . . S-STANDARD
47  0 . . . . . . . . . . . . . . . . S-STANDARD
48  0 . . . . . . . . . . . . . . . . S-STANDARD
49  0 . . . . . . . . . . . . . . . . S-STANDARD
50  0 . . . . . . . . . . . . . . . . S-STANDARD
51  0 . . . . . . . . . . . . . . . . S-STANDARD
52  0 . . . . . . . . . . . . . . . . S-STANDARD
53  0 . . . . . . . . . . . . . . . . S-STANDARD
54  0 . . . . . . . . . . . . . . . . S-STANDARD
55  0 . . . . . . . . . . . . . . . . S-STANDARD
56  0 . . . . . . . . . . . . . . . . S-STANDARD
57  0 . . . . . . . . . . . . . . . . S-STANDARD
58  0 . . . . . . . . . . . . . . . . S-STANDARD
59  0 . . . . . . . . . . . . . . . . S-STANDARD
60  0 . . . . . . . . . . . . . . . . S-STANDARD
61  0 . . . . . . . . . . . . . . . . S-STANDARD
62  0 . . . . . . . . . . . . . . . . S-STANDARD
63  0 . . . . . . . . . . . . . . . . S-STANDARD
64  0 . . . . . . . . . . . . . . . . S-STANDARD

VEH DETECTOR [ 1]   VEH DET PLAN [ 1]
TYPE: S-STANDARD
TS2 DETECTOR..... . ECPI LOG.......   NO
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DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 1  1     . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    0.0
USE ADDED INITIAL . CROSS SWITCH PH..  2
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [ 2]   VEH DET PLAN [ 1]
TYPE: S-STANDARD
TS2 DETECTOR..... . ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 2  3     . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    0.0
USE ADDED INITIAL . CROSS SWITCH PH..  4
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [ 3]   VEH DET PLAN [ 1]
TYPE: S-STANDARD
TS2 DETECTOR..... . ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 3  6     . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [ 4]   VEH DET PLAN [ 1]
TYPE: S-STANDARD
TS2 DETECTOR..... . ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 4  8     . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    0.0
USE ADDED INITIAL . CROSS SWITCH PH..  0
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [ 5]   VEH DET PLAN [ 1]
TYPE: S-STANDARD
TS2 DETECTOR..... . ECPI LOG.......   NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
 5  5     . . . . . . . . . . . . . . . .
EXTEND TIME...  0.0 DELAY TIME...    0.0
USE ADDED INITIAL . CROSS SWITCH PH..  6
LOCK IN....... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO
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