# TRAFFIC IMPACT STUDY

For

**KT Development**
**Superior, Colorado**

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# I. Introduction

## Project Overview

This traffic impact study is provided as a planning document and addresses the capacity, geometric, and control requirements associated with the development entitled KT Development.

This proposed lodging development consists of a 114-suite hotel. The development is located near the east corner of McCaslin Boulevard and Marshall Road in Superior, Colorado.

## Study Area Boundaries

The study area to be examined in this analysis encompasses the intersections of McCaslin Boulevard with the U.S. Highway 36 interchange, Marshall Road, and Main Street and includes proposed site access drives.

Figure 1 illustrates location of the site and study intersections.

## Site Description

Land for the development is currently vacant and surrounded by a mix of commercial, residential, recreational, and lodging land uses.

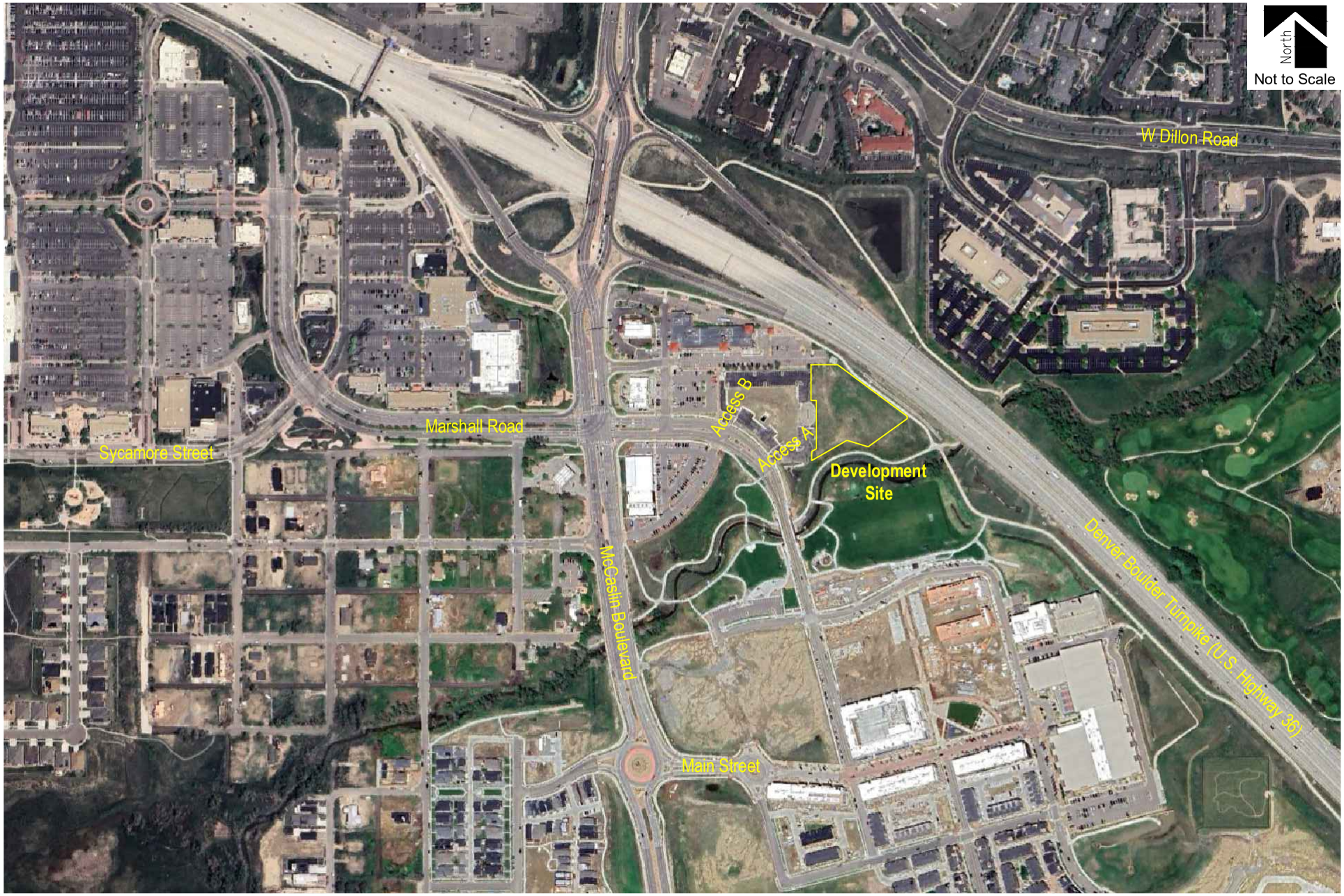
The proposed development is understood to entail the new construction of an all-suites hotel accommodating 114 rooms.

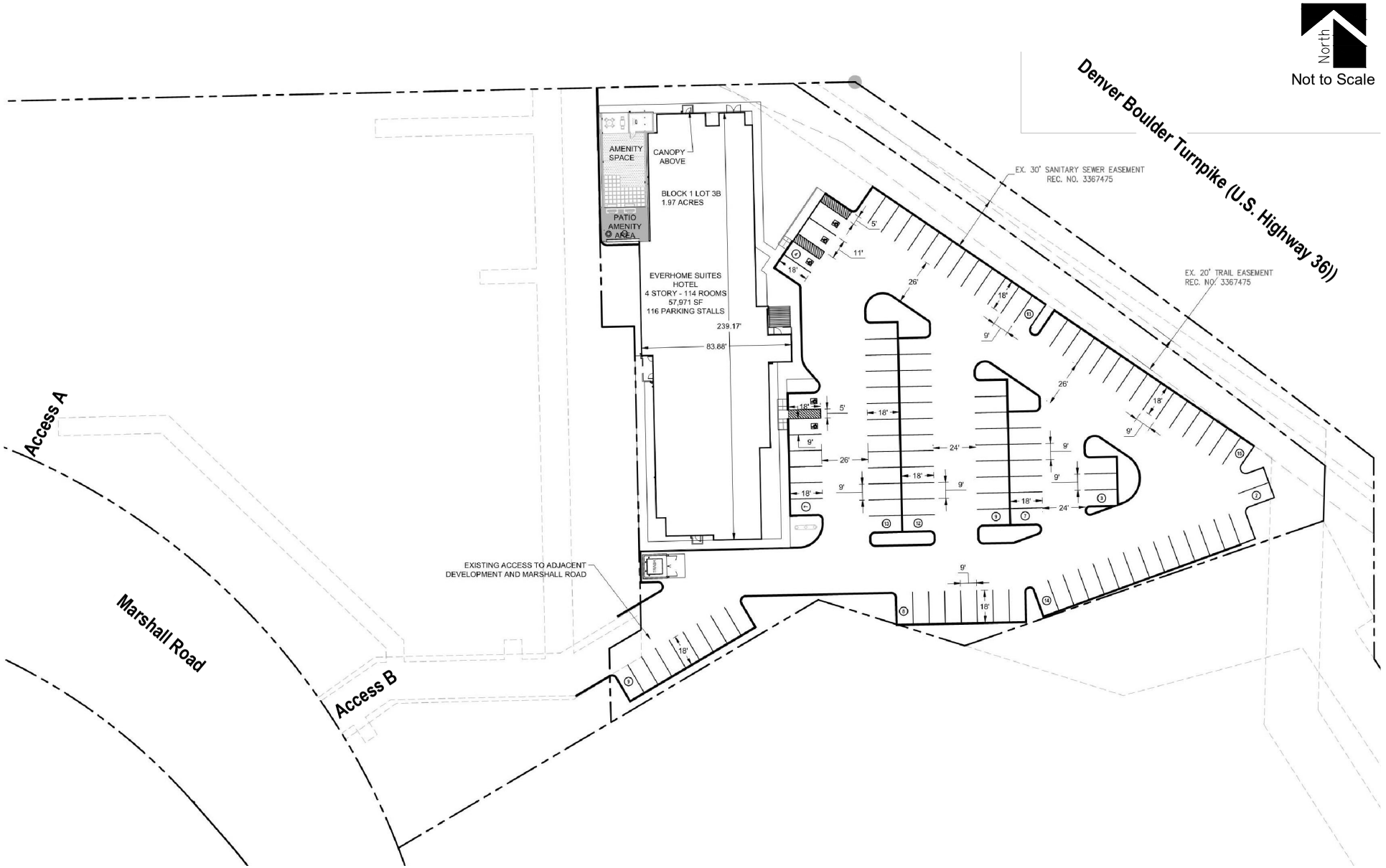
Access to the development is existing and provided via two full-movement access drives onto Marshall Road (referred to as Access A and Access B).

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2025.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Entitlement and Engineering Solutions, Inc. is shown on Figure 2. This plan is provided for illustrative purposes only.


North
Not to Scale
W Dillon Road
Marshall Road
Sycamore Street
Access B
Access A
Development Site
McCaslin Boulevard
Main Street
Denver Boulder Turnpike (U.S. Highway 36)


North
Not to Scale
Denver Boulder Turnpike (U.S. Highway 36))
AMENITY SPACE
CANOPY ABOVE
BLOCK 1 LOT 3B
1.97 ACRES
PATIO AMENITY AREA
EVERHOME SUITES
HOTEL
4 STORY - 114 ROOMS
57,971 SF
116 PARKING STALLS
239.17'
83.88'
EX. 30' SANITARY SEWER EASEMENT
REC. NO. 3367475
EX. 20' TRAIL EASEMENT
REC. NO. 3367475
EXISTING ACCESS TO ADJACENT
DEVELOPMENT AND MARSHALL ROAD
Access A
Marshall Road
Access B

**Existing and Committed Surface Transportation Network**

Within the study area, Marshall Road is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadways include McCaslin Boulevard, U.S. Highway 36, and Main Street. A brief description of each roadway, based on the Town's Transportation Plan[1], is provided below:

Marshall Road west of McCaslin Boulevard is generally an east-west state highway having four through lanes (two lanes in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. The Colorado Department of Transportation (CDOT) categorizes the adjacent segment of Marshall Road (State Highway 170) as a Non-Rural Arterial (NR-B) and provides a posted speed limit of 35 MPH.

East of McCaslin Boulevard, Marshall Road is generally a north-south collector roadway that provides two to three through lanes with a combination of shared and exclusive turn lanes at the intersections within the study area. Marshall Road provides a posted speed limit of 15 MPH.

McCaslin Boulevard north of Marshall Road is a north-south state highway having six through lanes (three lanes in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. CDOT categorizes the adjacent segment of Marshall Road (State Highway 170) as a Non-Rural Arterial (NR-B) and provides a posted speed limit of 35 MPH.

South of Marshall Road, McCaslin Boulevard is a north-south major arterial roadway providing four to six through lanes (two to three in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. McCaslin Boulevard continues to provide a posted speed limit of 35 MPH.

Main Street is an east-west collector roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersection within the study area. Main Street provides a posted speed limit of 15 MPH.

U.S. Highway 36 (Denver Boulder Turnpike) at McCaslin Boulevard is an existing diverging diamond interchange with U.S. Highway 36 travel below McCaslin Boulevard. The interchange is within CDOT jurisdiction. Eastbound and westbound on/off ramps have a posted advisory speed limit of 45 MPH. The eastbound interchange ramp has four approach lanes and the westbound interchange ramp has two approach lanes with exclusive turn lanes at McCaslin Boulevard.

[1] Transportation Plan 2014 Update, Town of Superior, February 2014.

The study intersections of McCaslin Boulevard with U.S. Highway 36 eastbound ramp, U.S. Highway 36 westbound ramp, and Marshall Road are signalized. The McCaslin Boulevard intersection with Main Street operates as a roundabout. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

No regional or specific improvements for the above described roadways are known to be planned or committed at this time. The study area roadways appear to be built to their ultimate cross-sections.

# II. Existing Traffic Conditions

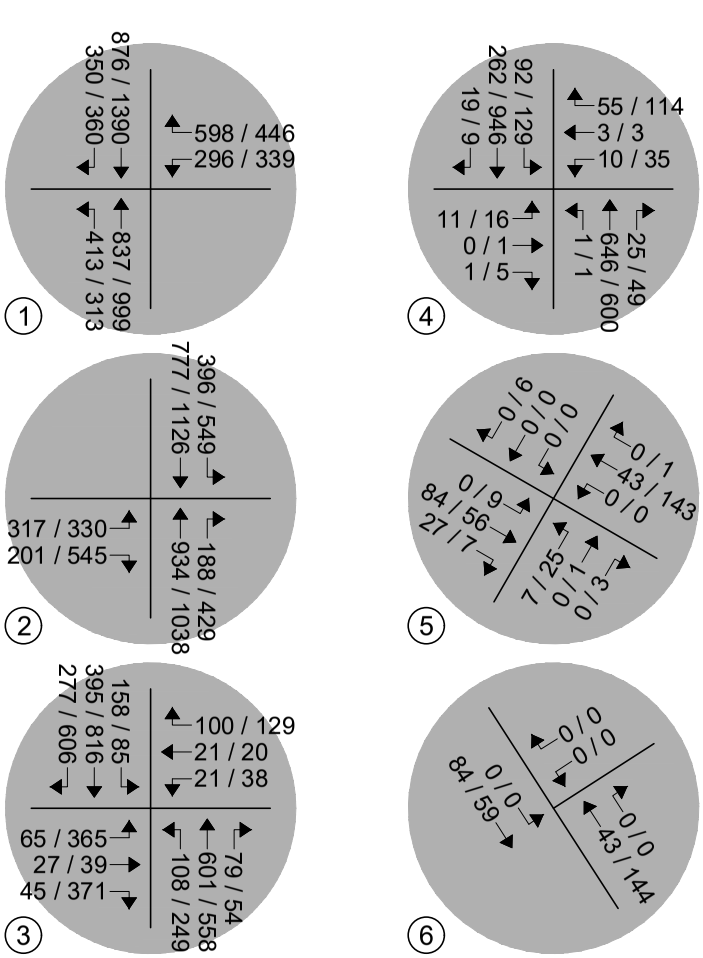
Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the intersections of McCaslin Boulevard with the U.S. Highway 36 eastbound and westbound on/off ramps and the intersection of Marshall Road and Access A. Counts were collected on October 17, 2023, with AM peak hour counts being collected during the period of 7:00 a.m. to 9:00 a.m. and PM peak hour counts being collected during the period of 4:00 p.m. to 6:00 p.m.

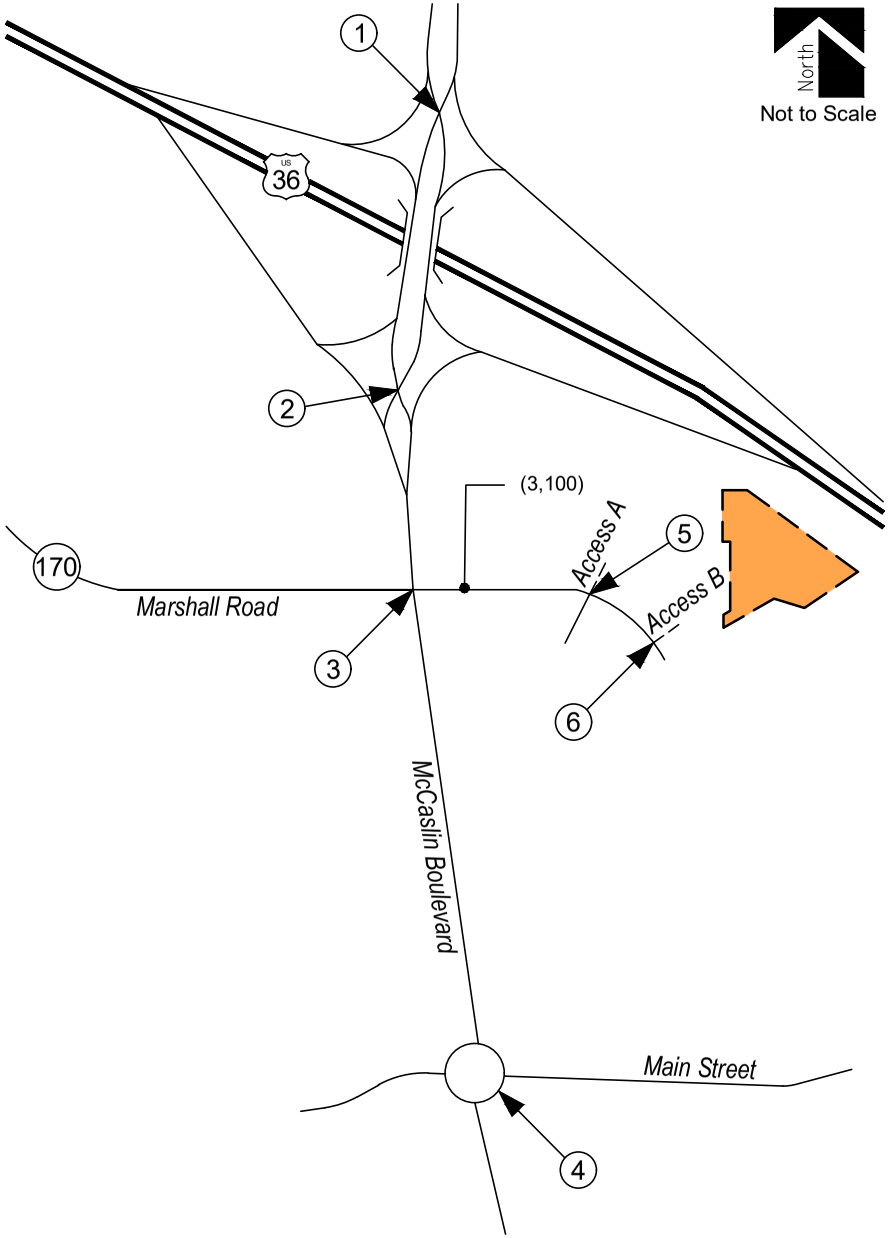
Peak hour traffic counts shown for the intersections of McCaslin Boulevard with Marshall Road and Main Street along with 24-hour traffic volumes on Marshall Road were obtained from the Coal Creek Innovation Park Traffic Impact Analysis[2]. Referenced traffic count data was collected April 5, 2023.

Newly collected and referenced counts representing existing traffic volumes are shown on Figure 3. Existing intersection geometry is shown on Figure 3a. Traffic count data is included for reference in Appendix A.

Existing signal timing parameters for the intersections of McCaslin Boulevard with U.S. Highway 36 eastbound off ramps, U.S. Highway 36 westbound off ramps, and Marshall Road were obtained from the Town of Superior and used throughout this study to the best extent possible in order to remain consistent with existing signal coordination plans. Town signal timing information received is included for reference in Appendix A.

[2] Coal Creek Innovation Park Traffic Impact Analysis, LSC Transportation Consultants, LLC, July 2023.



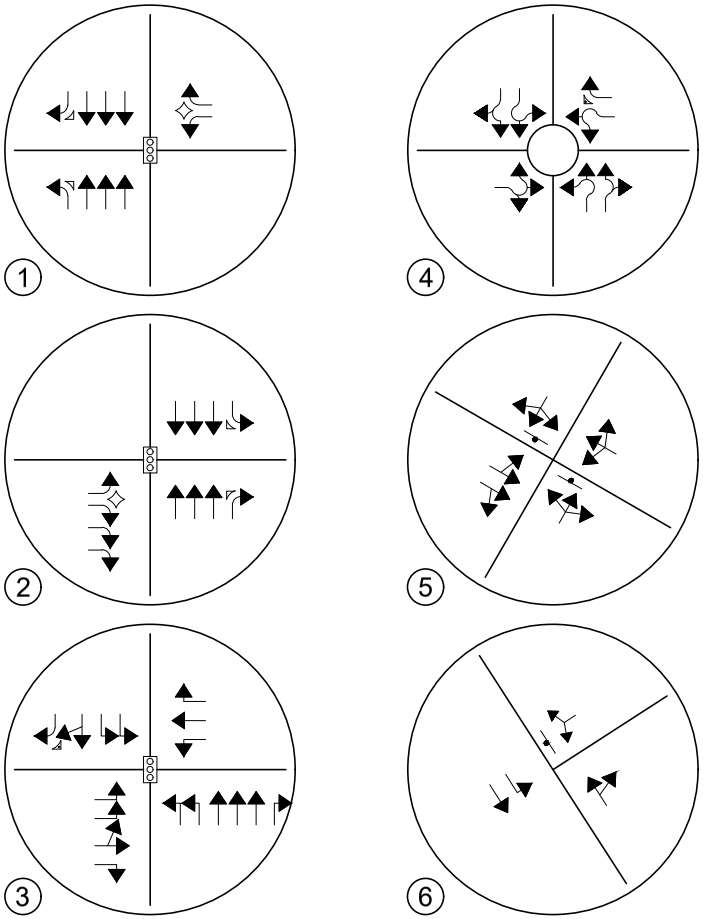



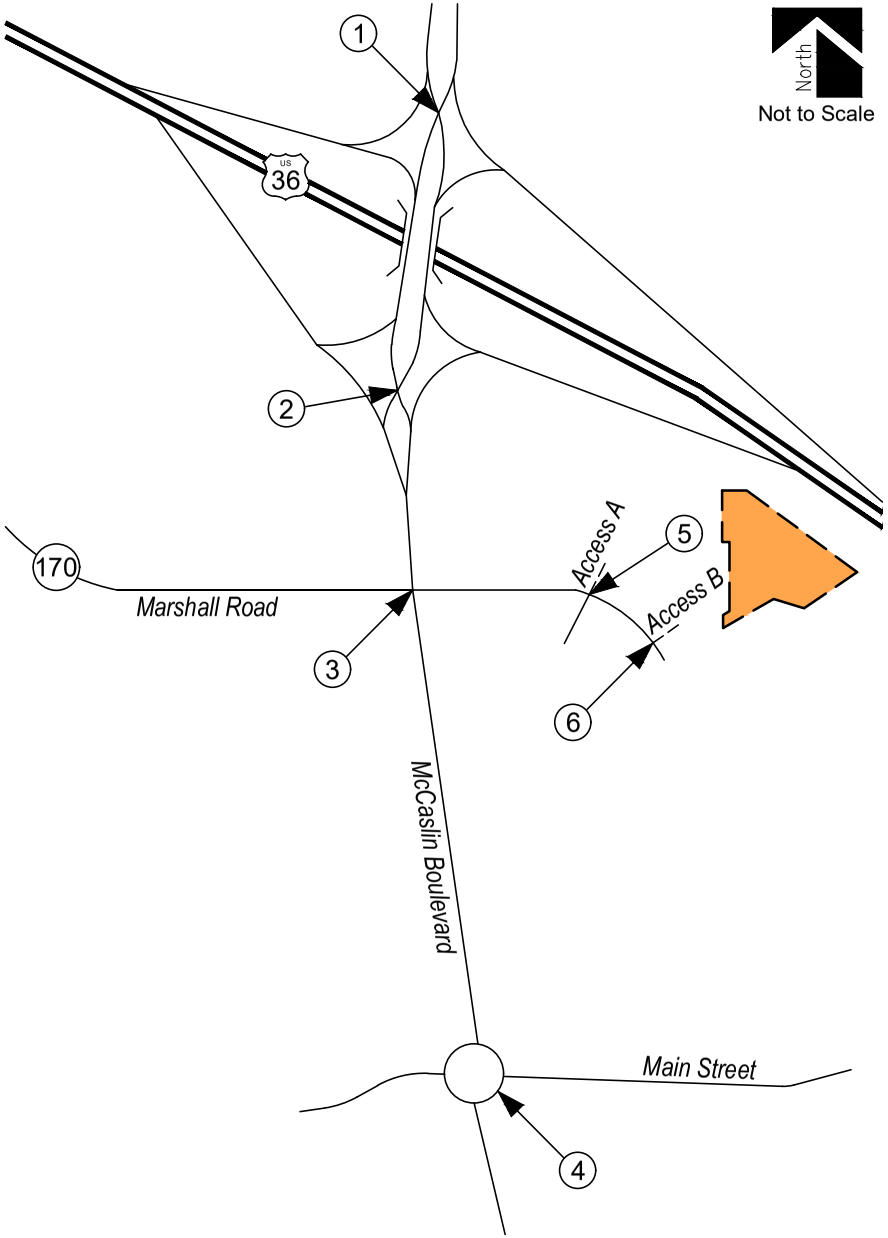

**LEGEND**

Study Intersection Volumes

Development Site

**Figure 3**
**EXISTING TRAFFIC**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic




**LEGEND**

Study Intersection
Lane Geometry

Development Site

**Figure 3a**
**EXISTING TRAFFIC**
Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

**Peak Hour Intersection Levels of Service – Existing Traffic**

The Signalized, Unsignalized, and Roundabout Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM), 6th Edition, by the Transportation Research Board and as incorporated into the SYNCHRO computer program, were used to analyze the study intersections for existing and future traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement for Signalized and Unsignalized intersections and based on the volume to capacity ratio and control delay for each approach for Roundabout intersections.

Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

**Table 1 – Intersection Capacity Analysis Summary – Existing Traffic**

| INTERSECTION<br>LANE GROUPS | LEVEL OF SERVICE<br>AM PEAK HOUR | <br>PM PEAK HOUR |
|---|---|---|
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Signalized) | C (24.1) | C (23.5) |
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Stop-Controlled) | | |
| Eastbound Left | C | C |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Signalized) | C (30.4) | C (28.5) |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Stop-Controlled) | | |
| Westbound Left | C | D |
| McCaslin Boulevard / Marshall Road (Signalized) | A (10.0) | B (16.8) |
| McCaslin Boulevard / Main Street (Roundabout) | | |
| Eastbound Left, Through and Right | A | A |
| Westbound Left and Through | A | A |
| Northbound Left and Through | A | A |
| Northbound Through and Right | A | A |
| Southbound Left and Through | A | A |
| Southbound Through and Right | A | A |
| Marshall Road / Access A (Stop-Controlled) | | |
| Eastbound Left and Through | A | A |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | A | B |
| Southbound Left, Through and Right | A | A |
| Marshall Road / Access B (Stop-Controlled) | | |
| Westbound Left and Right | A | A |
| Southbound Left | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Roundabout Intersection: Level of Service
Stop-Controlled Intersection: Level of Service

## Existing Traffic Analysis Results

Under existing conditions, operational analysis shows that the signalized intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps have overall operations at LOS C during the morning and the afternoon peak traffic hours.

It is important to note that both on-ramps have a yield-controlled left-turn movement onto McCaslin Boulevard. For purposes of this analysis, said movements were analyzed under stop-control with projected LOS C and D turn movement operations during either peak traffic hour.

Operational analysis shows that the signalized intersection of McCaslin Boulevard and Marshall Road has overall operations at LOS A during the morning peak traffic hour and LOS B during the afternoon peak traffic hour.

The roundabout-controlled intersection of McCaslin Boulevard with Main Street has turning movement operations at LOS A during the morning and the afternoon peak traffic hours.

The unsignalized intersection of Marshall Road with Access A has turn movement operations at LOS A during the morning peak traffic hour and LOS B or better during the afternoon peak traffic hour.

The unsignalized intersection of Marshall Road with Access B has turn movement operations at LOS A during the morning and the afternoon peak traffic hours.

## III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2025 and 2043, a compounded annual growth rate was determined using historical traffic data provided by CDOT's Online Transportation Information System (OTIS) along the adjacent segment of Marshall Road (State Highway 170) which anticipates a 20-year growth rate between one and two percent. Therefore, in order to provide for a conservative analysis, a growth rate of approximately two percent was applied to existing traffic volumes.

To account for projected traffic from adjacent developments not yet built, trip generations from the Coal Creek Innovation Park Traffic Impact Analysis traffic study were added to background traffic volumes.

Pursuant to the area roadway improvements discussed in Section I, Year 2025 and Year 2043 background traffic conditions assume no roadway improvements to accommodate regional transportation demands. Year 2043 assumes existing signal timing parameters for the intersections of McCaslin Boulevard with U.S. Highway 36 eastbound off ramps, U.S. Highway 36 westbound off ramps, and Marshall Road with optimized intersection splits in effort to better long-term intersection performance.

Projected background traffic volumes and intersection geometry for Year 2025 are shown on Figure 4 and Figure 4a, respectively.

Projected background traffic volumes and intersection geometry for Year 2043 are shown on Figure 5 and Figure 5a, respectively.

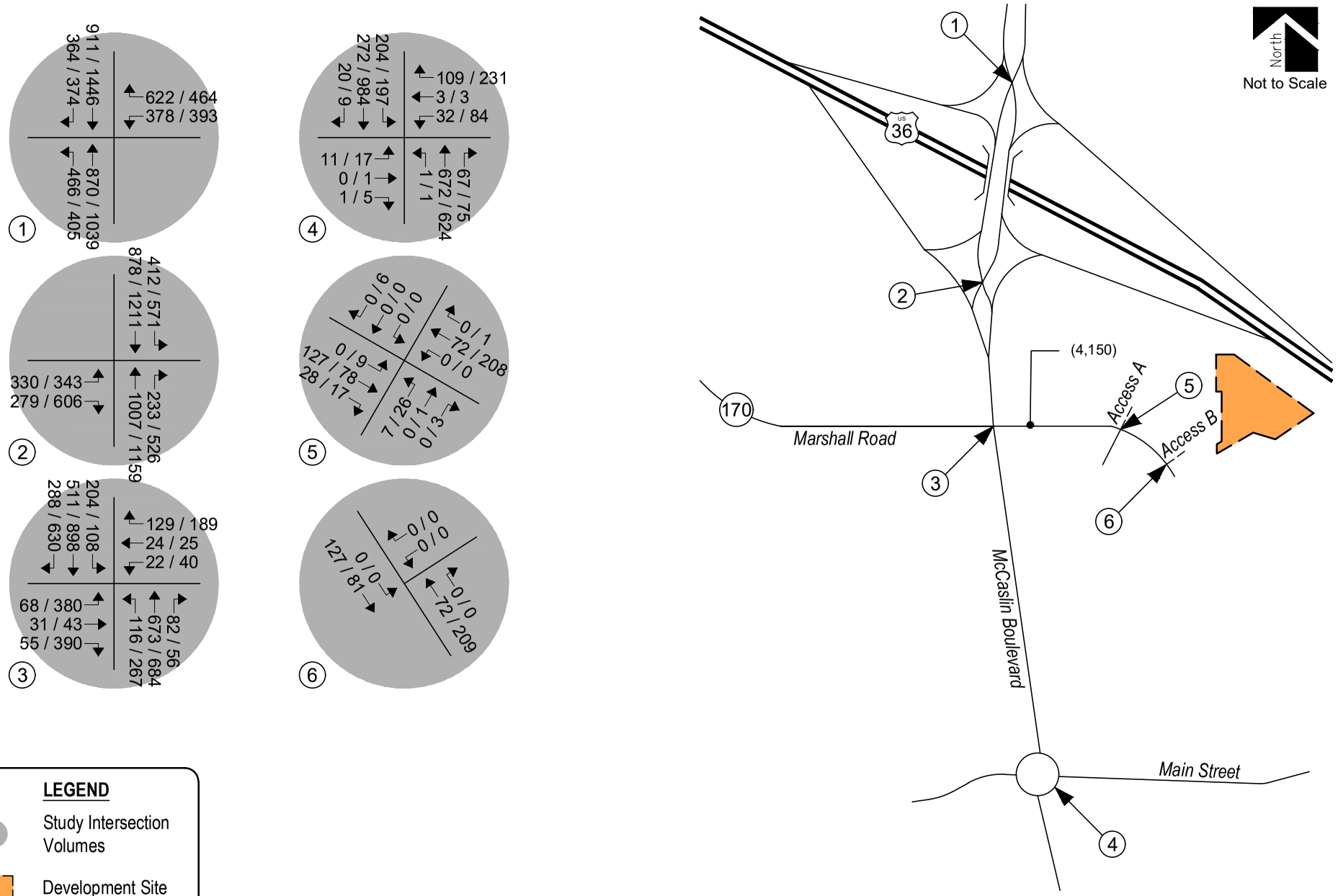



**Figure 4**
**BACKGROUND TRAFFIC - YEAR 2025**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

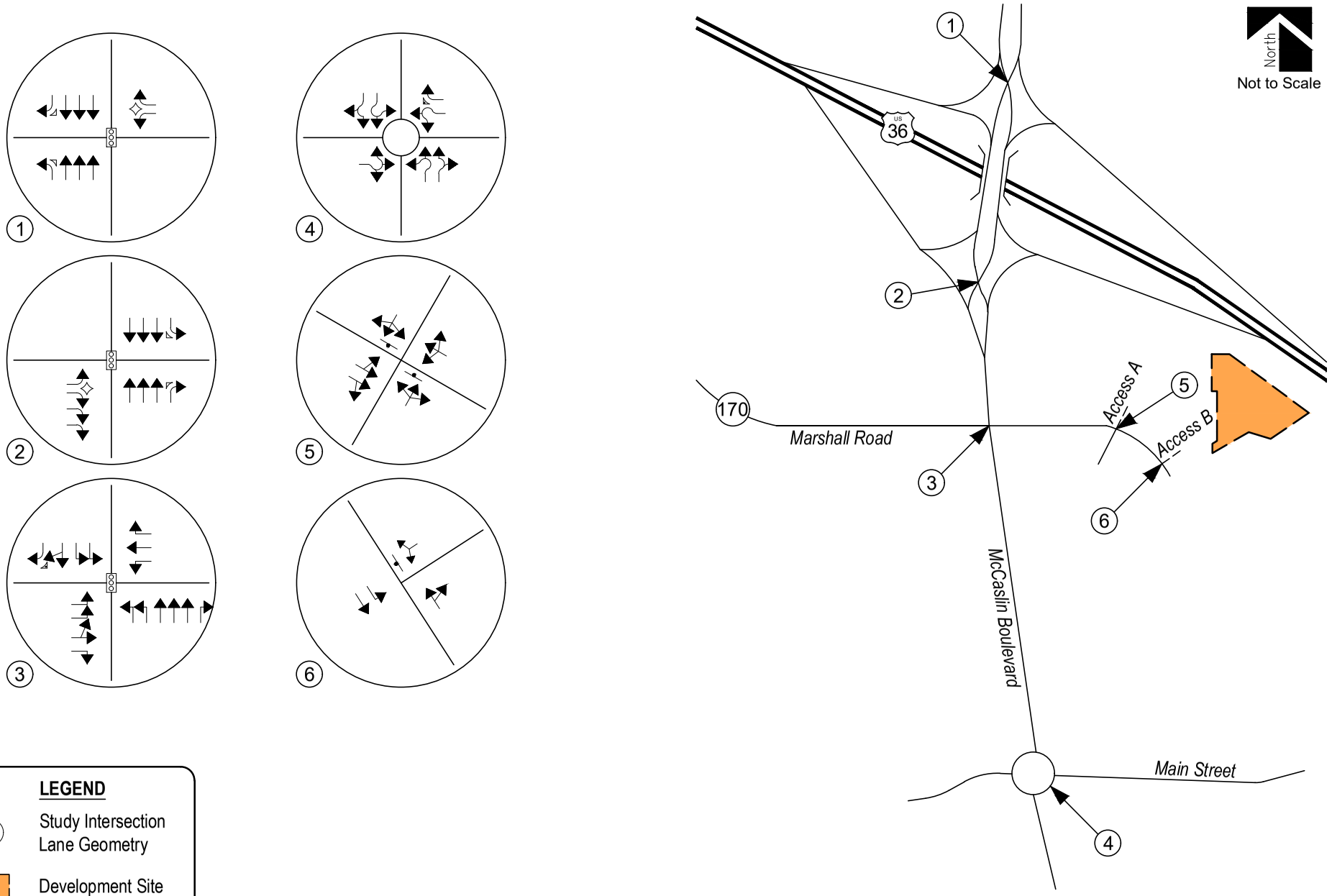



**Figure 4a**
**BACKGROUND TRAFFIC - YEAR 2025**
Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

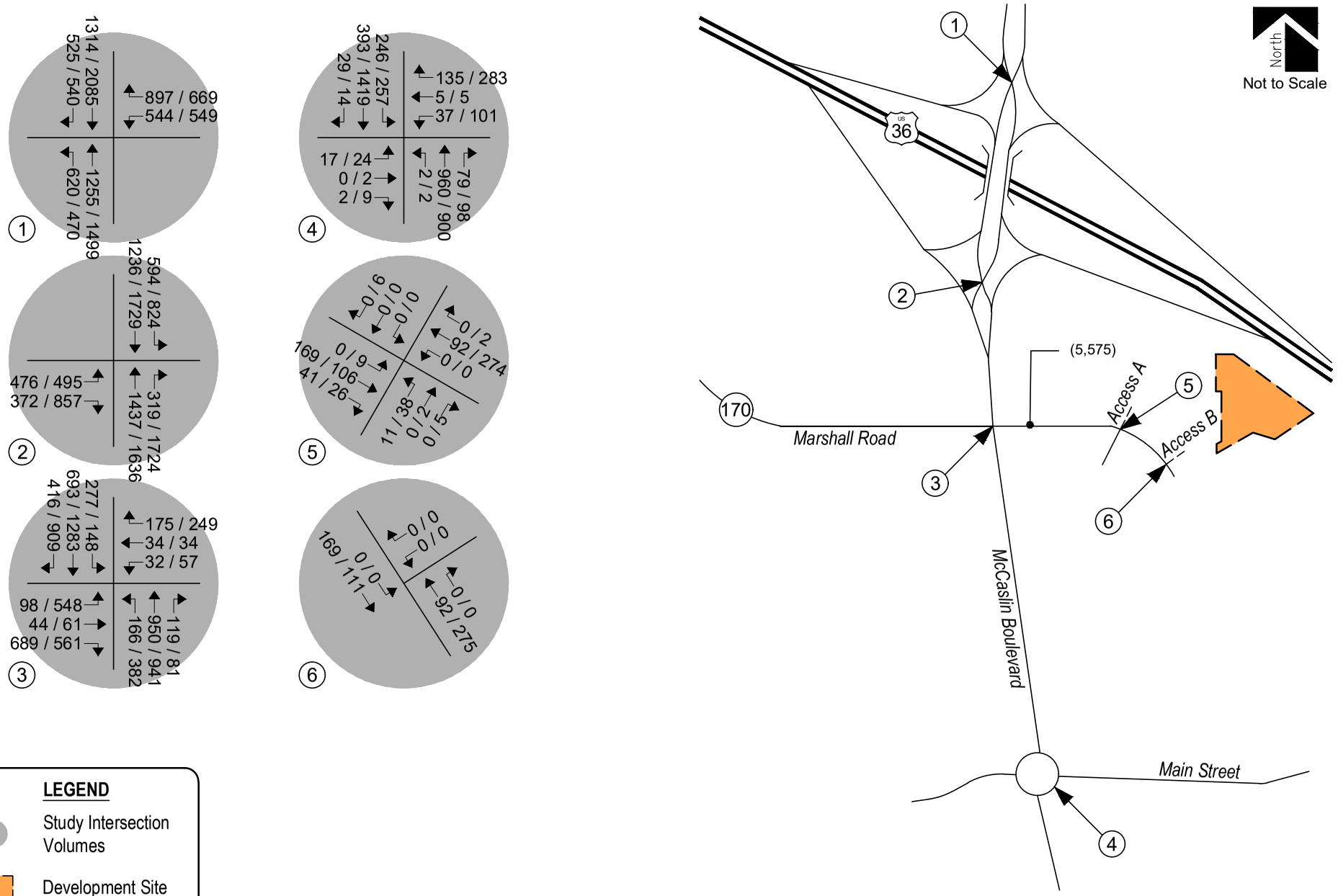



**Figure 5**
**BACKGROUND TRAFFIC - YEAR 2043**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

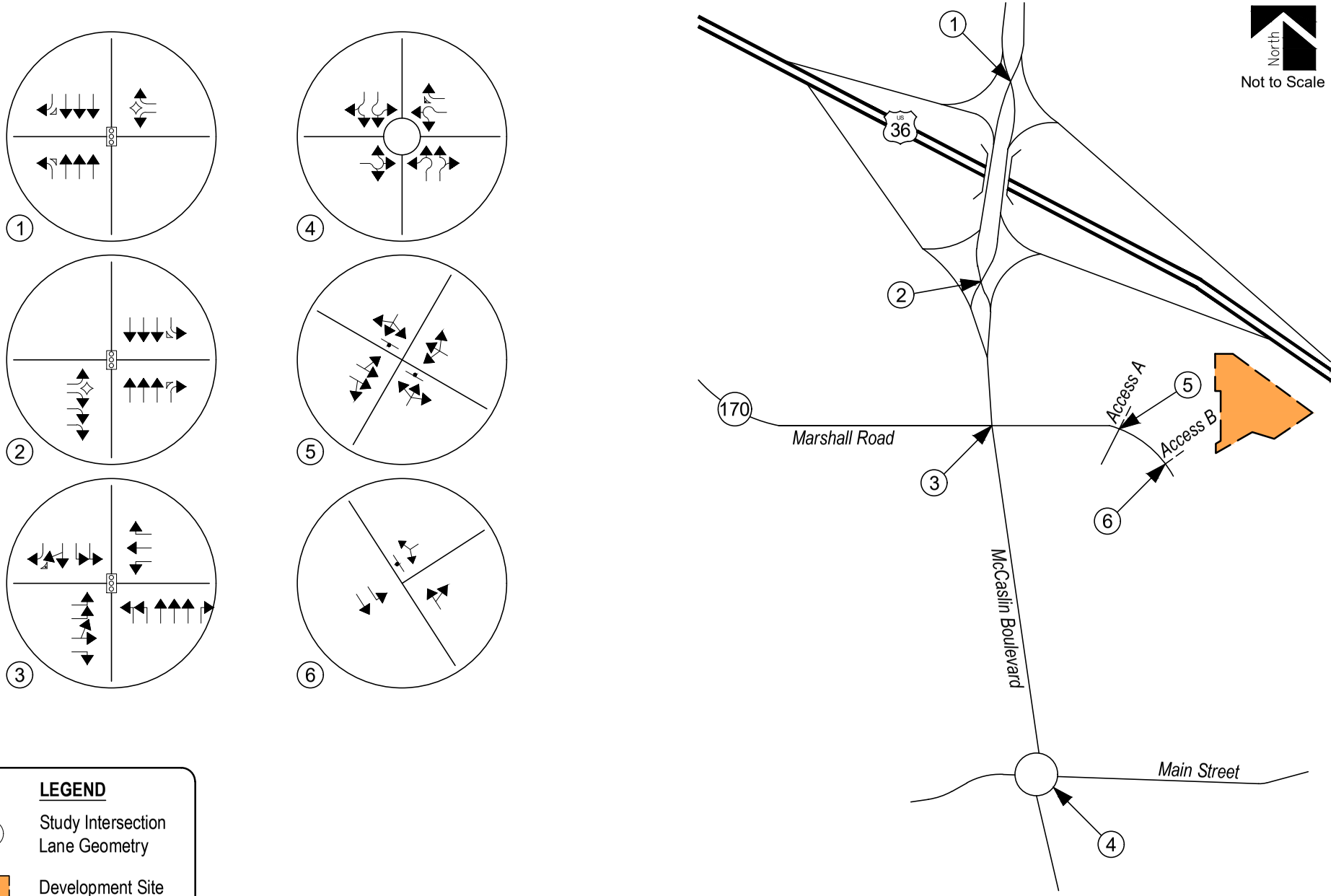



**Figure 5a**
**BACKGROUND TRAFFIC - YEAR 2043**
Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

**Peak Hour Intersection Levels of Service – Background Traffic**

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program.

Background traffic level of service analysis results for Year 2025 are listed in Table 2. Year 2043 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

**Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2025**

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Signalized) | C (24.1) | C (22.8) |
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Stop-Controlled) | | |
| Eastbound Left | C | C |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Signalized) | C (30.2) | C (28.7) |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Stop-Controlled) | | |
| Westbound Left | C | F |
| McCaslin Boulevard / Marshall Road (Signalized) | B (11.1) | B (18.0) |
| McCaslin Boulevard / Main Street (Roundabout) | | |
| Eastbound Left, Through and Right | A | A |
| Westbound Left and Through | A | A |
| Northbound Left and Through | A | A |
| Northbound Through and Right | A | A |
| Southbound Left and Through | A | A |
| Southbound Through and Right | A | A |
| Marshall Road / Access A (Stop-Controlled) | | |
| Eastbound Left and Through | A | A |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | B | B |
| Southbound Left, Through and Right | A | A |
| Marshall Road / Access B (Stop-Controlled) | | |
| Westbound Left and Right | A | A |
| Southbound Left | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Roundabout Intersection: Level of Service
Stop-Controlled Intersection: Level of Service

**Background Traffic Analysis Results – Year 2025**

Year 2025 background traffic analysis indicates that the signalized intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps have overall operations at LOS C during the morning and the afternoon peak traffic hours.

The stop-controlled intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps have turn movement operations at LOS C during the morning and afternoon peak traffic hours. Exceptions would include the westbound left turn movement which operates at LOS F during the PM peak traffic hour. The LOS F operation is attributed to the through traffic volume along McCaslin Boulevard and the stop-controlled nature of analysis technique applied. Considering how the westbound left turn movement operates with yield-controlled, turn movement operations are likely better than that analyzed throughout this study.

Operational analysis shows that the signalized intersection of McCaslin Boulevard and Marshall Road has overall operations at LOS B during the morning and the afternoon peak traffic hours.

The roundabout-controlled intersection of McCaslin Boulevard with Main Street has turning movement operations at LOS A during both the morning and the afternoon peak traffic hours.

The unsignalized intersection of Marshall Road with Access A has turn movement operations at LOS B or better during the morning and the afternoon peak traffic hours.

The unsignalized intersection of Marshall Road with Access B has turn movement operations at LOS A during the morning and the afternoon peak traffic hours.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two-Way Stop-Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along McCaslin Boulevard will tend to create additional gaps in the traffic stream for turning movements at McCaslin Boulevard and will most likely provide mitigation to the LOS F operation projected during the afternoon peak traffic hour.

**Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2043**

| INTERSECTION<br>LANE GROUPS | LEVEL OF SERVICE<br>AM PEAK HOUR | <br>PM PEAK HOUR |
|---|---|---|
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Signalized) | C (24.1) | C (30.2) |
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Stop-Controlled) | | |
| Eastbound Left | F | F |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Signalized) | C (21.6) | C (28.1) |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Stop-Controlled) | | |
| Westbound Left | F | F |
| McCaslin Boulevard / Marshall Road (Signalized) | C (29.5) | C (29.0) |
| McCaslin Boulevard / Main Street (Roundabout) | | |
| Eastbound Left, Through and Right | A | C |
| Westbound Left and Through | A | A |
| Northbound Left and Through | B | A |
| Northbound Through and Right | B | A |
| Southbound Left and Through | A | B |
| Southbound Through and Right | A | C |
| Marshall Road / Access A (Stop-Controlled) | | |
| Eastbound Left and Through | A | B |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | B | A |
| Southbound Left, Through and Right | A | A |
| Marshall Road / Access B (Stop-Controlled) | | |
| Westbound Left and Right | A | A |
| Southbound Left | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Roundabout Intersection: Level of Service
Stop-Controlled Intersection: Level of Service

## Background Traffic Analysis Results – Year 2043

By Year 2043 and without the proposed development, the study intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps have overall operations at LOS C during the morning and the afternoon peak traffic hours.

The stop-controlled intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps projects left turn operations at LOS F during the morning and afternoon peak traffic hours. The LOS F operations are attributed to the through traffic volume along McCaslin Boulevard and the stop-controlled nature of analysis technique applied. Considering how the westbound left turn movement operates with yield-controlled, turn movement operations are likely better than that analyzed throughout this study.

Operational analysis shows that the signalized intersection of McCaslin Boulevard and Marshall Road anticipates overall operations at LOS C during the morning and the afternoon peak traffic hours.

The roundabout-controlled intersection of McCaslin Boulevard with Main Street predicts turning movement operations at or better than LOS B during the morning peak traffic hour and LOS C or better during the afternoon peak traffic hour.

The unsignalized intersection of Marshall Road with Access A expects turn movement operations at LOS B or better during the morning and the afternoon peak traffic hours.

The unsignalized intersection of Marshall Road with Access B anticipates turn movement operations at LOS A during the morning and afternoon peak traffic hours.

It is again noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two-Way Stop-Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along McCaslin Boulevard will tend to create additional gaps in the traffic stream for turning movements at U.S. Highway 36 eastbound and westbound ramps and will most likely provide mitigation to the LOS F operation projected during both peak traffic hours. It is also emphasized that, for purposes of this analysis, the HCM's TWSC technique was applied to the eastbound and westbound left turn movements for the off-ramps since HCM does not provide a yield-controlled technique.

# IV. Proposed Project Traffic

## Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The ITE land use code 311 (All Suites Hotel) was used for estimating trip generation because of its conservative rates and best fit to the proposed land use description.

Trip generation rates used in this study are presented in Table 4.

**Table 4 – Trip Generation Rates**

| | | | TRIP GENERATION RATES | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ITE | | | 24 | AM PEAK HOUR | | | PM PEAK HOUR | | |
| CODE | LAND USE | UNIT | HOUR | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| 311 | All Suites Hotel | RMS | 4.40 | 0.18 | 0.16 | 0.34 | 0.18 | 0.18 | 0.36 |

Key: RMS = Rooms.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the proposed development upon build-out.

**Table 5 – Trip Generation Summary**

| | | | TOTAL TRIPS GENERATED | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ITE | | | 24 | AM PEAK HOUR | | | PM PEAK HOUR | | |
| CODE | LAND USE | SIZE | HOUR | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| 311 | All Suites Hotel | 114 RMS | 502 | 21 | 18 | 39 | 20 | 21 | 41 |
| | | *Total:* | *502* | *21* | *18* | *39* | *20* | *21* | *41* |

Key: RMS = Rooms.
Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out, Table 5 illustrates that the proposed development has the potential to generate approximately 502 daily vehicle trips with 39 of those occurring during the morning peak hour and 41 during the afternoon peak hour.

### Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

### Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the Town, proposed and existing area land uses, allowed turning movements, and available roadway network.

Overall trip distribution patterns for the development are shown on Figure 6.

### Trip Assignment

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network.

Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 6.

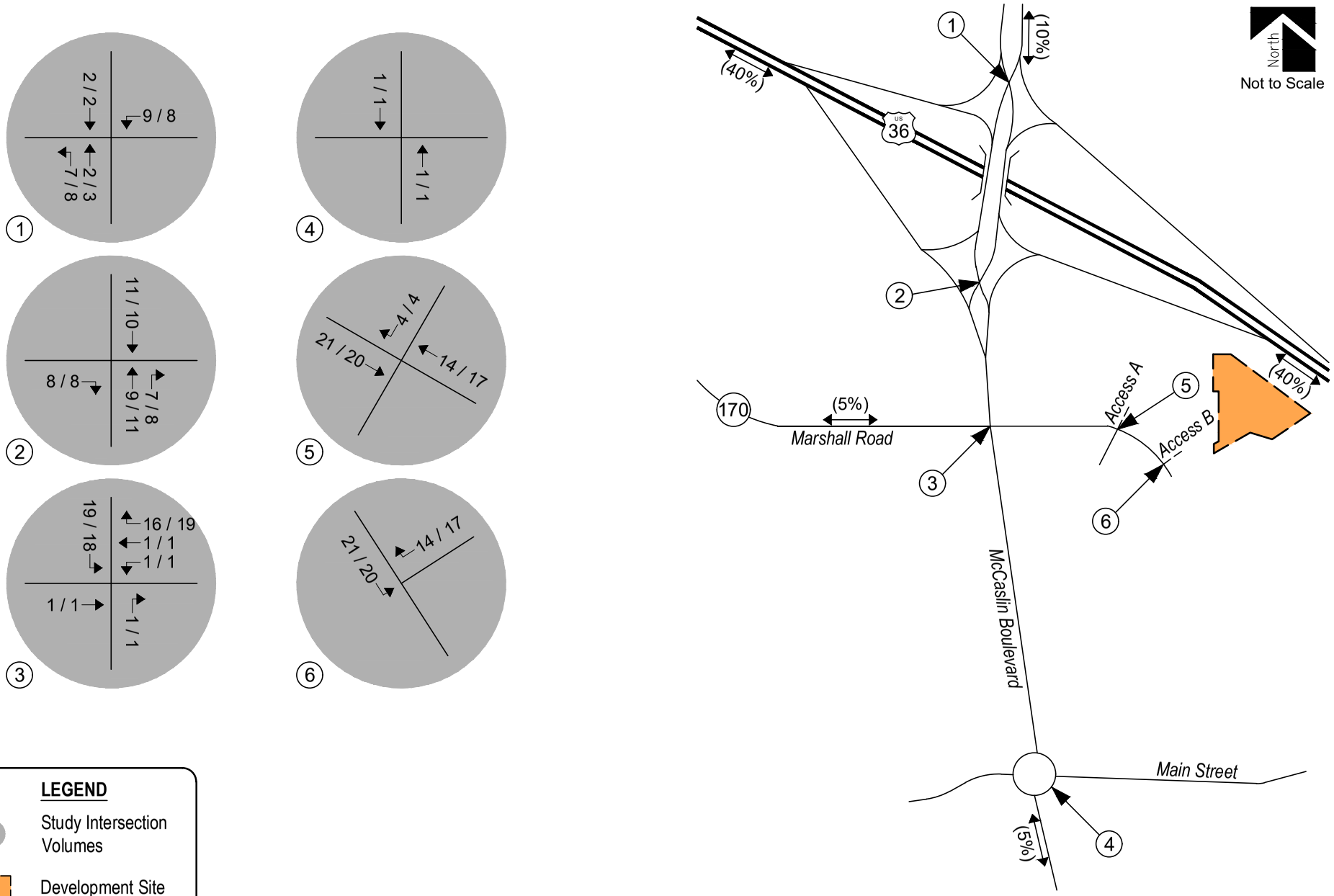



**Figure 6**
**SITE DEVELOPMENT DISTRIBUTION**
(%) : Overall
**SITE-GENERATED TRIPS**
AM / PM Peak Hour

# V. Future Traffic Conditions With Proposed Developments

Total traffic is the traffic projected to be on area roadways with consideration of the proposed development. Total traffic includes background traffic projections for Years 2025 and 2043 with consideration of site-generated traffic. For analysis purposes, it was assumed that development construction would be completed by end of Year 2025.

Pursuant to area roadway improvement discussions provided in Section III, Year 2025 and Year 2043 total traffic conditions assume no roadway improvements to accommodate regional transportation demands. Roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency.

Projected Year 2025 total traffic volumes and intersection geometry are shown in Figure 7 and Figure 7a, respectively.

Figure 8 and Figure 8a shows projected total traffic volumes and intersection geometry for Year 2043, respectively.

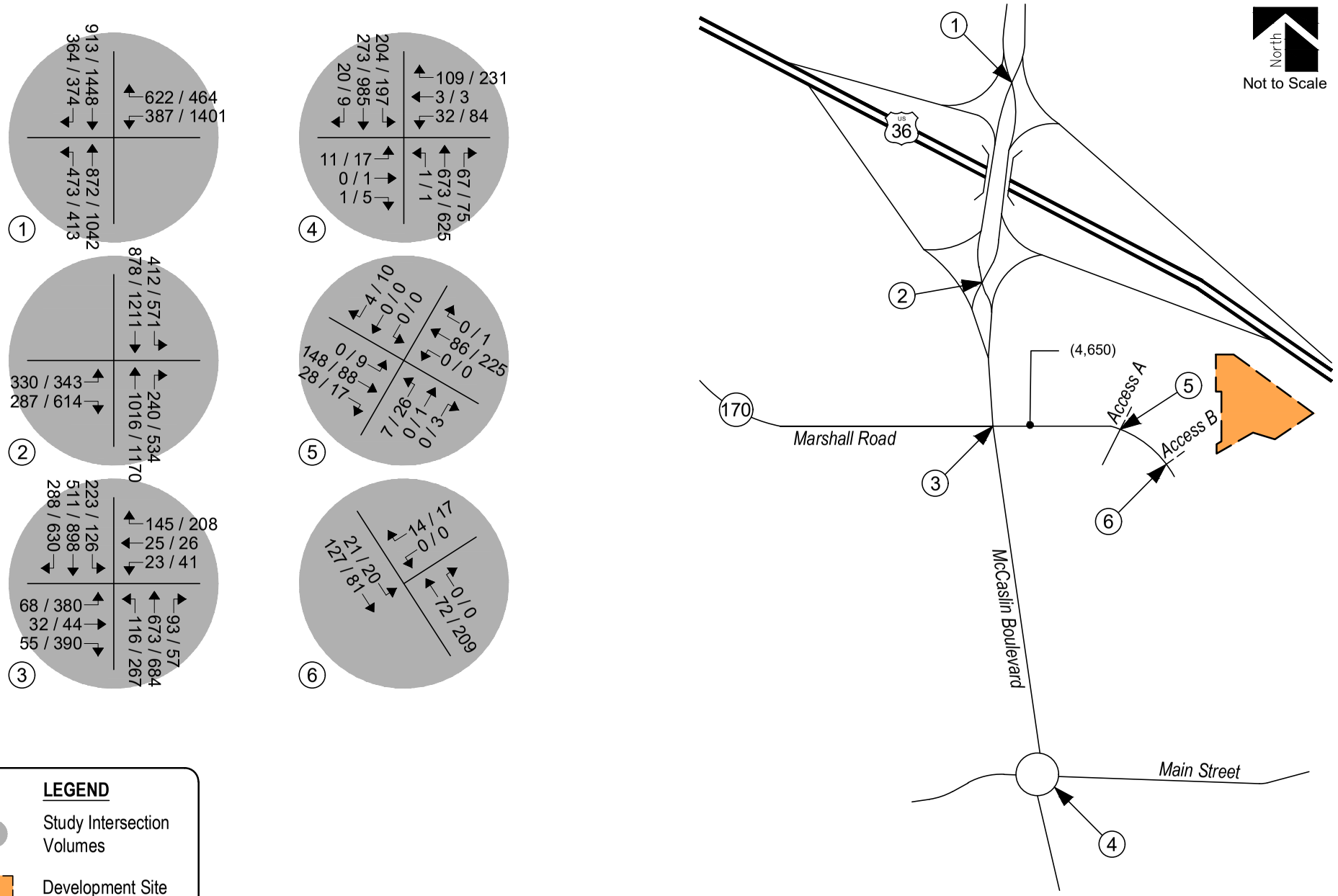



**Figure 7**
**TOTAL TRAFFIC - YEAR 2025**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

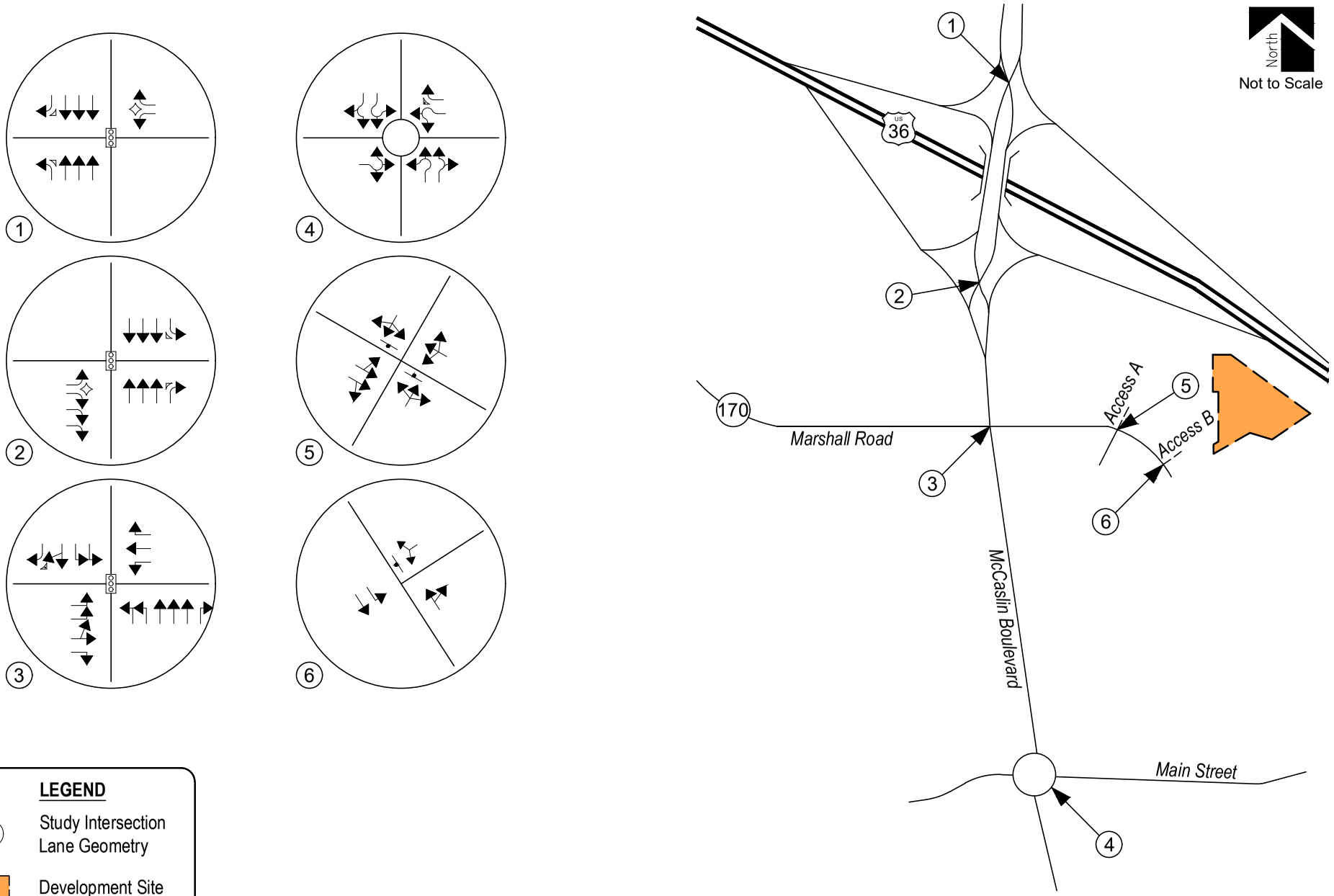



**Figure 7a**
**TOTAL TRAFFIC - YEAR 2025**
Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

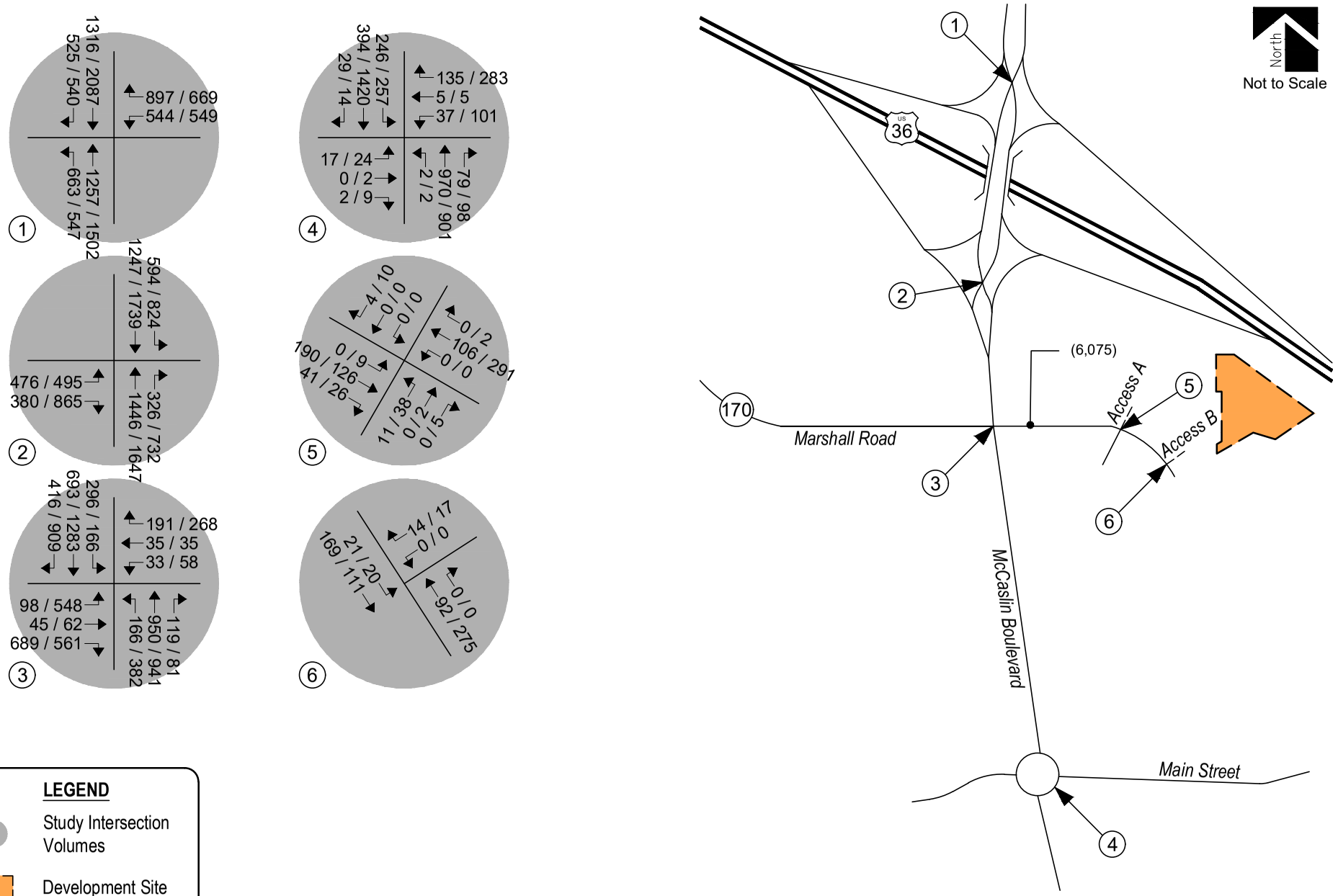



**Figure 8**
**TOTAL TRAFFIC - YEAR 2043**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

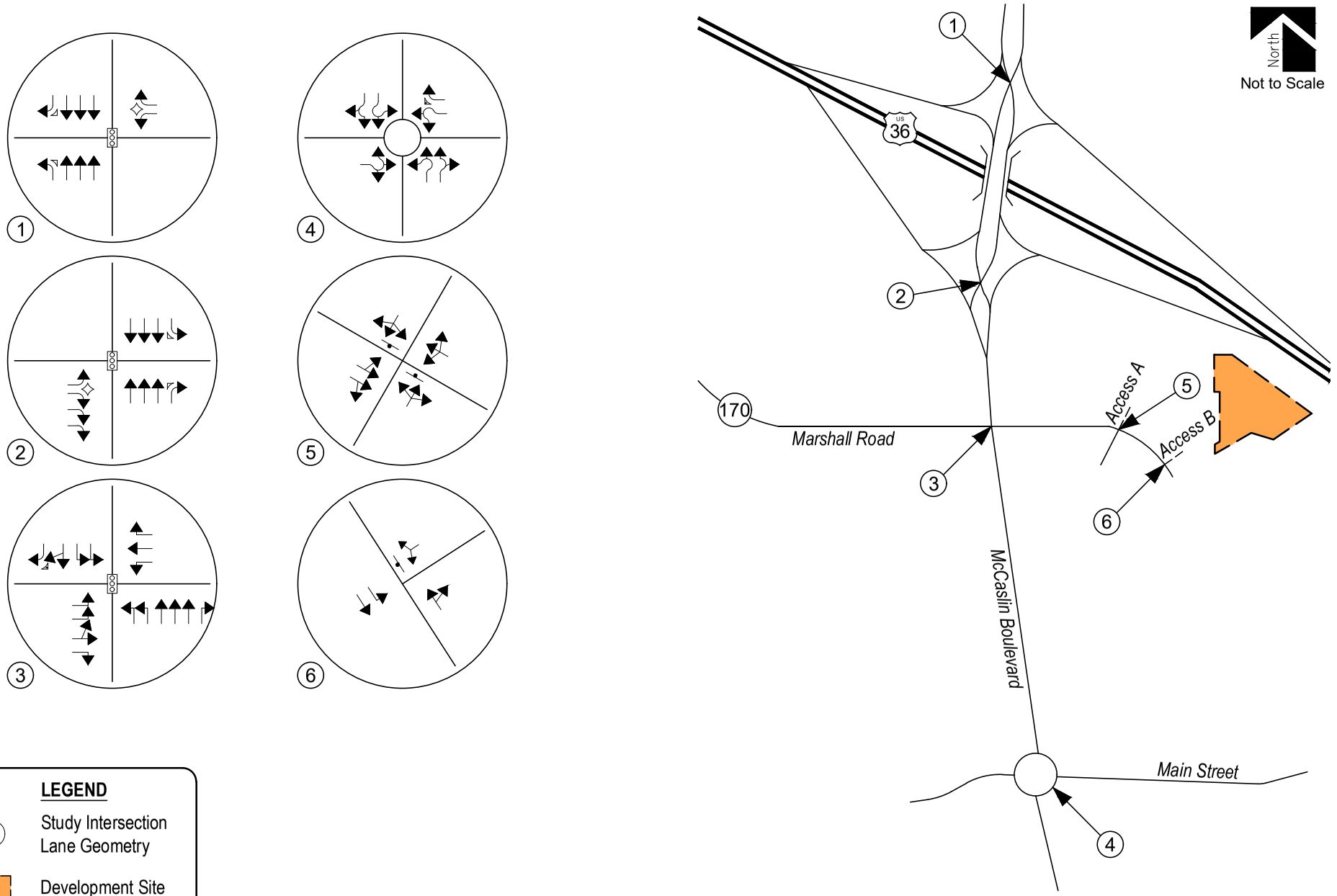



**Figure 8a**
**TOTAL TRAFFIC - YEAR 2043**
Intersection Geometry
AM / PM Peak Hour
(ADT) : Average Daily Traffic

# VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the latest HCM and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

### Peak Hour Intersection Levels of Service – Total Traffic

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2025 and 2043 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

## Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2025

| INTERSECTION<br>LANE GROUPS | LEVEL OF SERVICE<br>AM PEAK HOUR | <br>PM PEAK HOUR |
|---|---|---|
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Signalized) | C (24.2) | C (22.8) |
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Stop-Controlled) | | |
| Eastbound Left | C | D |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Signalized) | C (30.3) | C (28.7) |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Stop-Controlled) | | |
| Westbound Left | C | F |
| McCaslin Boulevard / Marshall Road (Signalized) | B (11.3) | B (18.1) |
| McCaslin Boulevard / Main Street (Roundabout) | | |
| Eastbound Left, Through and Right | A | B |
| Westbound Left and Through | A | A |
| Northbound Left and Through | A | A |
| Northbound Through and Right | A | A |
| Southbound Left and Through | A | A |
| Southbound Through and Right | A | A |
| Marshall Road / Access A (Stop-Controlled) | | |
| Eastbound Left and Through | A | B |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | B | A |
| Southbound Left, Through and Right | A | A |
| Marshall Road / Access B (Stop-Controlled) | | |
| Westbound Left and Right | A | A |
| Southbound Left | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Roundabout Intersection: Level of Service
Stop-Controlled Intersection: Level of Service

**Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2043**

| INTERSECTION<br>LANE GROUPS | LEVEL OF SERVICE<br>AM PEAK HOUR | <br>PM PEAK HOUR |
|---|---|---|
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Signalized) | C (21.7) | C (28.2) |
| McCaslin Boulevard / U.S. 36 Eastbound Ramp (Stop-Controlled) | | |
| Eastbound Left | F | F |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Signalized) | C (24.2) | C (30.4) |
| McCaslin Boulevard / U.S. 36 Westbound Ramp (Stop-Controlled) | | |
| Westbound Left | F | F |
| McCaslin Boulevard / Marshall Road (Signalized) | C (30.9) | C (29.8) |
| McCaslin Boulevard / Main Street (Roundabout) | | |
| Eastbound Left, Through and Right | A | C |
| Westbound Left and Through | A | A |
| Northbound Left and Through | B | B |
| Northbound Through and Right | B | A |
| Southbound Left and Through | A | B |
| Southbound Through and Right | A | C |
| Marshall Road / Access A (Stop-Controlled) | | |
| Eastbound Left and Through | A | B |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | B | A |
| Southbound Left, Through and Right | A | A |
| Marshall Road / Access B (Stop-Controlled) | | |
| Westbound Left and Right | A | B |
| Southbound Left | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Roundabout Intersection: Level of Service
Stop-Controlled Intersection: Level of Service

## Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2043 and upon development build-out, the signalized intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps have overall operations at LOS C during the morning and the afternoon peak traffic hours.

The stop-controlled intersections of McCaslin Boulevard with U.S. Highway 36 eastbound and westbound ramps are projected to have turning movement operations at LOS F for the morning and afternoon peak traffic hours. The LOS F operations continue to be attributed to the through traffic volume along McCaslin Boulevard and the stop-controlled nature of the analysis technique applied. Considering how the westbound left turn movement operates with yield-control, turn movement operations are likely better than that analyzed throughout this study.

The signalized intersection of McCaslin Boulevard with Marshall Road is projected to have morning peak traffic hour operations at LOS C during the morning and afternoon peak traffic hours.

The roundabout-controlled intersection of McCaslin Boulevard with Main Street is projected to have turning movement operations at LOS B or better for the morning peak traffic hour and LOS C or better for the afternoon peak traffic hour.

The stop-controlled intersection of Marshall Road with Access A is projected to have turning movement operations at LOS B or better for the morning and afternoon peak traffic hours.

The stop-controlled intersection of Marshall Road with Access B is projected to have turning movement operations at LOS A during the morning peak traffic hour and LOS B or better for the afternoon peak traffic hour.

As with background traffic conditions, it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two-Way Stop-Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. Upstream signal controls along McCaslin Boulevard will tend to create additional gaps in the traffic stream for turning movements at U.S. Highway 36 eastbound and westbound ramps and will most likely provide mitigation to the LOS F operation projected during both peak traffic hours. It is again emphasized that, for purposes of this analysis, the HCM's TWSC technique was applied to the eastbound and westbound left turn movements for the off-ramps since HCM does not provide a yield-controlled technique.

These intersection operations are similar to background conditions.

# VII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled KT Development. This proposed lodging development consists of a 114-suite hotel. The proposed development is understood to entail the new construction of an accommodating 114 rooms. The development is located near the east corner of McCaslin Boulevard in Superior, Colorado.

The study area examined in this analysis encompassed McCaslin Boulevard with U.S. Highway 36, Marshall Road, and Main Street and the intersections of Marshall Road with Access A and Access B.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2025 and Year 2043 background traffic conditions, and Year 2025 and Year 2043 total traffic conditions.

Under existing conditions, operational analysis shows that the signalized intersections within the study area have overall operations at LOS C or better during the morning and the afternoon peak traffic hours. The roundabout-controlled intersection of McCaslin Boulevard with Main Street has turning movement operations at LOS A during the morning and the afternoon peak traffic hours. The stop-controlled intersections within the study area have turn movement operations at or better than LOS D during both the morning and afternoon peak traffic hours.

Year 2025 background traffic analysis indicates that the signalized intersections within the study area continue to operate at LOS C or better during the morning and the afternoon peak traffic hours. The roundabout-controlled intersection of McCaslin Boulevard with Main Street continues to project turning movement operations at LOS A during both the morning and the afternoon peak traffic hours. The stop-controlled intersections within the study area expect turning movement operations at or better than LOS D during either peak traffic hour. Exceptions include the westbound left turn movement of McCaslin Boulevard and U.S. Highway 36 westbound off ramp which operates at LOS F during the PM peak traffic hour and the stop-controlled nature of analysis techniques applied. Considering how the westbound left turn movement operates with yield-control, turn movement operations are likely better than expected.

By Year 2043 and without the proposed development, the signalized intersections anticipate LOS operations at LOS C during either peak traffic hour. The roundabout-controlled intersection of McCaslin Boulevard with Main Street predicts turning movement operations at or better than LOS C during the morning and afternoon peak traffic hours. The stop-controlled intersection within the study area project turning movement operations at or better than LOS C. Exceptions would include the left turn movements onto McCaslin Boulevard from U.S. Highway 36 eastbound and westbound ramps. The LOS F operations are attributed to the through traffic volume along McCaslin Boulevard and the stop-controlled nature of analysis technique applied. Considering how the westbound left turn movement operates with yield-control, turn movement operations are likely better than that analyzed throughout this traffic study.

It is again noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two-Way Stop-Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. The upstream signal controls along McCaslin Boulevard will tend to create additional gaps in the traffic stream for turning movements at U.S. Highway 36 eastbound and westbound ramps and will most likely provide mitigation to the LOS F operation projected during both peak traffic hours. It is also emphasized that, for purposes of this analysis, the HCM's TWSC technique was applied to the eastbound and westbound left turn movement for the off-ramps since HCM does not provide a yield-controlled technique.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2043 background traffic conditions. Proposed site accesses have long-term operations at LOS B or better during peak traffic periods and upon build-out.

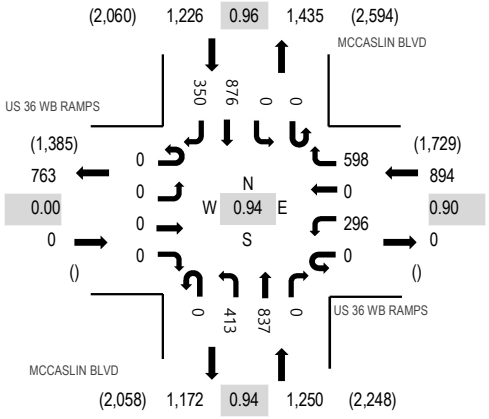
# APPENDIX A

## Traffic Count Data
## Signal Timing Information

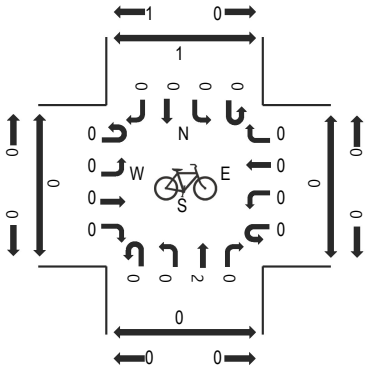
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 MCCASLIN BLVD & US 36 WB RAMPS AM
**Date:** Tuesday, October 17, 2023
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

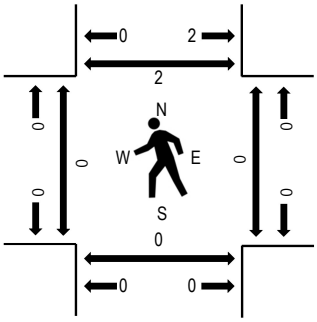
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

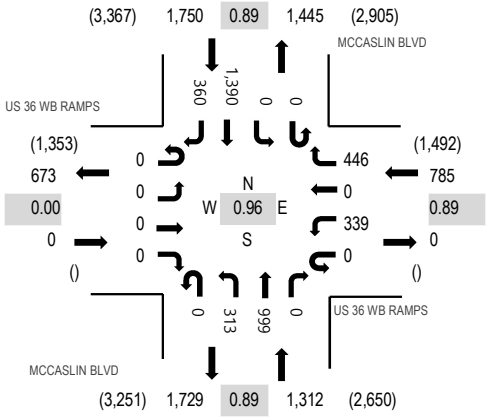
## Traffic Counts - Motorized Vehicles

| Interval Start Time | US 36 WB RAMPS Eastbound | | | | US 36 WB RAMPS Westbound | | | | MCCASLIN BLVD Northbound | | | | MCCASLIN BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 121 | 0 | 60 | 112 | 0 | 0 | 0 | 93 | 46 | 534 | 2,736 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 125 | 0 | 84 | 129 | 0 | 0 | 0 | 132 | 57 | 605 | 3,026 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 121 | 0 | 129 | 189 | 0 | 0 | 0 | 110 | 82 | 698 | 3,273 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 177 | 0 | 114 | 217 | 0 | 0 | 0 | 231 | 87 | 899 | 3,370 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 162 | 0 | 97 | 194 | 0 | 0 | 0 | 207 | 95 | 824 | 3,301 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 147 | 0 | 108 | 195 | 0 | 0 | 0 | 243 | 76 | 852 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 112 | 0 | 94 | 231 | 0 | 0 | 0 | 195 | 92 | 795 | | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 148 | 0 | 81 | 214 | 0 | 0 | 0 | 231 | 83 | 830 | | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 616 | 0 | 1,113 | 0 | 767 | 1,481 | 0 | 0 | 0 | 1,442 | 618 | 6,037 | | 0 | 0 | 0 | 4 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 296 | 0 | 598 | 0 | 413 | 837 | 0 | 0 | 0 | 876 | 350 | 3,370 | | 0 | 0 | 0 | 2 |

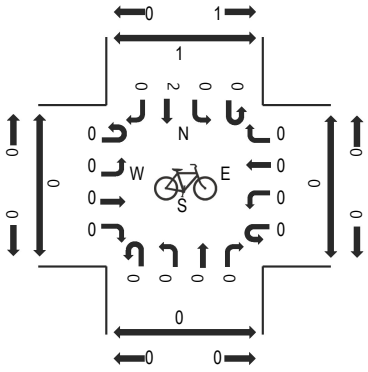
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 MCCASLIN BLVD & US 36 WB RAMPS PM
**Date:** Tuesday, October 17, 2023
**Peak Hour:** 04:15 PM - 05:15 PM
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

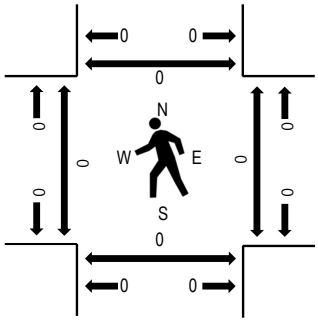
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

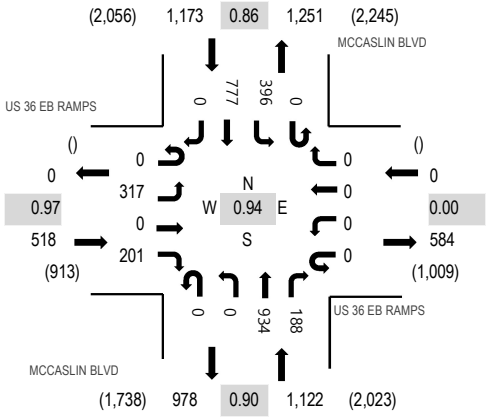
## Traffic Counts - Motorized Vehicles

| Interval Start Time | US 36 WB RAMPS Eastbound | | | | US 36 WB RAMPS Westbound | | | | MCCASLIN BLVD Northbound | | | | MCCASLIN BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 95 | 0 | 84 | 252 | 0 | 0 | 0 | 310 | 101 | 904 | 3,767 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 121 | 0 | 79 | 231 | 0 | 0 | 0 | 385 | 108 | 1,007 | 3,847 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 88 | 0 | 84 | 253 | 0 | 0 | 0 | 312 | 84 | 902 | 3,807 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 123 | 0 | 64 | 239 | 0 | 0 | 0 | 354 | 76 | 954 | 3,845 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 114 | 0 | 86 | 276 | 0 | 0 | 0 | 339 | 92 | 984 | 3,742 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 116 | 0 | 78 | 241 | 0 | 0 | 0 | 351 | 103 | 967 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 94 | 0 | 82 | 303 | 0 | 0 | 0 | 290 | 95 | 940 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 119 | 0 | 58 | 240 | 0 | 0 | 0 | 288 | 79 | 851 | | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 622 | 0 | 870 | 0 | 615 | 2,035 | 0 | 0 | 0 | 2,629 | 738 | 7,509 | | 0 | 0 | 0 | 1 |
| Peak Hour | 0 | 0 | 0 | 0 | 0 | 339 | 0 | 446 | 0 | 313 | 999 | 0 | 0 | 0 | 1,390 | 360 | 3,847 | | 0 | 0 | 0 | 0 |

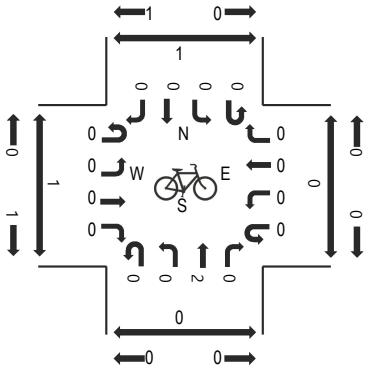
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 MCCASLIN BLVD & US 36 EB RAMPS AM
**Date:** Tuesday, October 17, 2023
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:15 AM - 08:30 AM

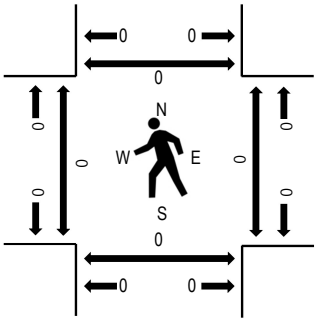
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

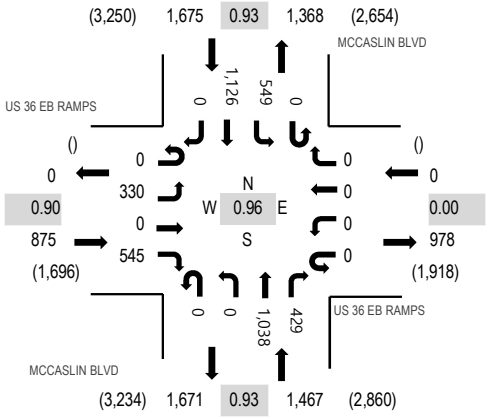
## Traffic Counts - Motorized Vehicles

| Interval Start Time | US 36 EB RAMPS Eastbound | | | | US 36 EB RAMPS Westbound | | | | MCCASLIN BLVD Northbound | | | | MCCASLIN BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 47 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 35 | 0 | 52 | 140 | 0 | 424 | 2,196 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 57 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 33 | 0 | 65 | 147 | 0 | 494 | 2,429 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 71 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 43 | 0 | 54 | 116 | 0 | 568 | 2,681 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 93 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 37 | 0 | 101 | 206 | 0 | 710 | 2,813 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 79 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 49 | 0 | 83 | 184 | 0 | 657 | 2,796 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 73 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 47 | 0 | 123 | 220 | 0 | 746 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 72 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 55 | 0 | 89 | 167 | 0 | 700 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 78 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 49 | 0 | 94 | 215 | 0 | 693 | | 0 | 0 | 0 | 0 |
| Count Total | 0 | 570 | 0 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 1,675 | 348 | 0 | 661 | 1,395 | 0 | 4,992 | | 0 | 0 | 0 | 0 |
| Peak Hour | 0 | 317 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 934 | 188 | 0 | 396 | 777 | 0 | 2,813 | | 0 | 0 | 0 | 0 |

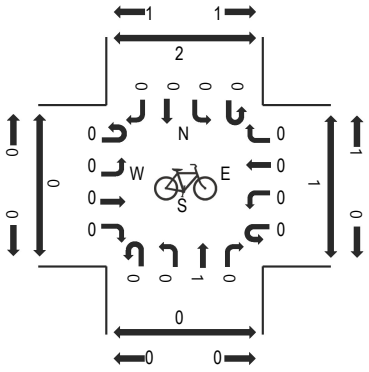
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 MCCASLIN BLVD & US 36 EB RAMPS PM
**Date:** Tuesday, October 17, 2023
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

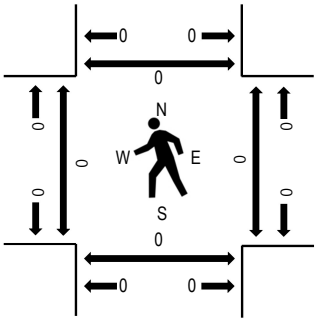
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

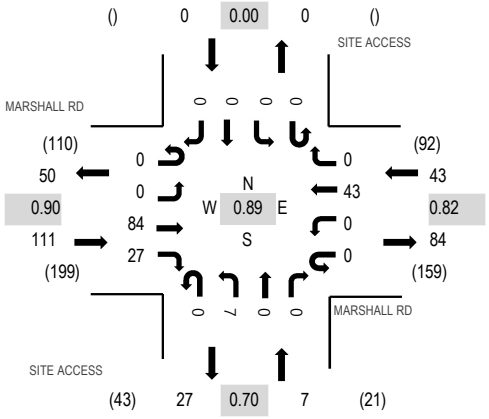
## Traffic Counts - Motorized Vehicles

| Interval Start Time | US 36 EB RAMPS Eastbound | | | | US 36 EB RAMPS Westbound | | | | MCCASLIN BLVD Northbound | | | | MCCASLIN BLVD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 68 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 112 | 0 | 131 | 236 | 0 | 962 | 3,921 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 81 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 90 | 0 | 151 | 312 | 0 | 986 | 4,004 | 1 | 0 | 0 | 2 |
| 4:30 PM | 0 | 66 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 113 | 0 | 139 | 246 | 0 | 960 | 3,977 | 1 | 0 | 0 | 2 |
| 4:45 PM | 0 | 74 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 133 | 0 | 136 | 323 | 0 | 1,013 | 4,017 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 75 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 113 | 0 | 160 | 260 | 0 | 1,045 | 3,885 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 87 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 82 | 0 | 131 | 304 | 0 | 959 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 94 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 287 | 101 | 0 | 122 | 239 | 0 | 1,000 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 82 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 218 | 89 | 0 | 115 | 245 | 0 | 881 | | 0 | 0 | 0 | 0 |
| Count Total | 0 | 627 | 0 | 1,069 | 0 | 0 | 0 | 0 | 0 | 0 | 2,027 | 833 | 0 | 1,085 | 2,165 | 0 | 7,806 | | 2 | 0 | 0 | 4 |
| Peak Hour | 0 | 330 | 0 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 1,038 | 429 | 0 | 549 | 1,126 | 0 | 4,017 | | 0 | 0 | 0 | 0 |

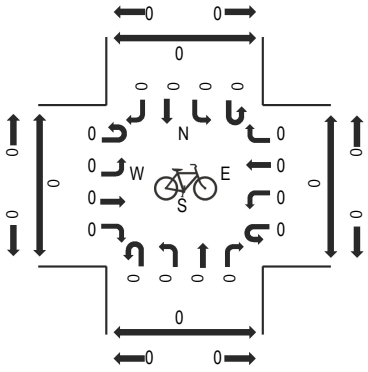
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 SITE ACCESS & MARSHALL RD AM
**Date:** Tuesday, October 17, 2023
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:15 AM - 07:30 AM

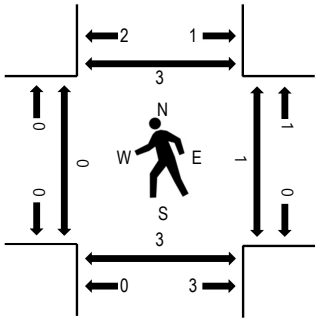
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

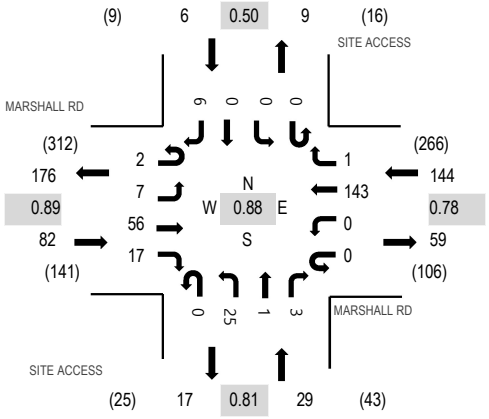
## Traffic Counts - Motorized Vehicles

| Interval Start Time | MARSHALL RD Eastbound | | | | MARSHALL RD Westbound | | | | SITE ACCESS Northbound | | | | SITE ACCESS Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 23 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 161 | 0 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 23 | 8 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 161 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 16 | 8 | 0 | 0 | 9 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 156 | 0 | 1 | 1 | 2 |
| 7:45 AM | 0 | 0 | 22 | 7 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 151 | 0 | 0 | 1 | 0 |
| 8:00 AM | 0 | 0 | 23 | 2 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 151 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 18 | 5 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 12 | 5 | 0 | 0 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | | 0 | 1 | 0 | 1 |
| 8:45 AM | 0 | 0 | 20 | 2 | 0 | 2 | 11 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 40 | | 0 | 0 | 0 | 0 |
| Count Total | 1 | 0 | 157 | 41 | 0 | 2 | 90 | 0 | 0 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 312 | | 0 | 2 | 3 | 4 |
| Peak Hour | 0 | 0 | 84 | 27 | 0 | 0 | 43 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | | 0 | 1 | 3 | 3 |

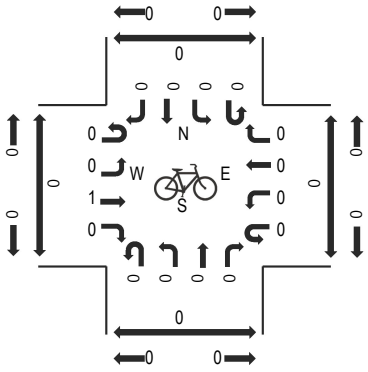
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 SITE ACCESS & MARSHALL RD PM
**Date:** Tuesday, October 17, 2023
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

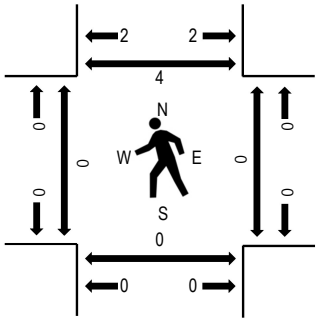
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

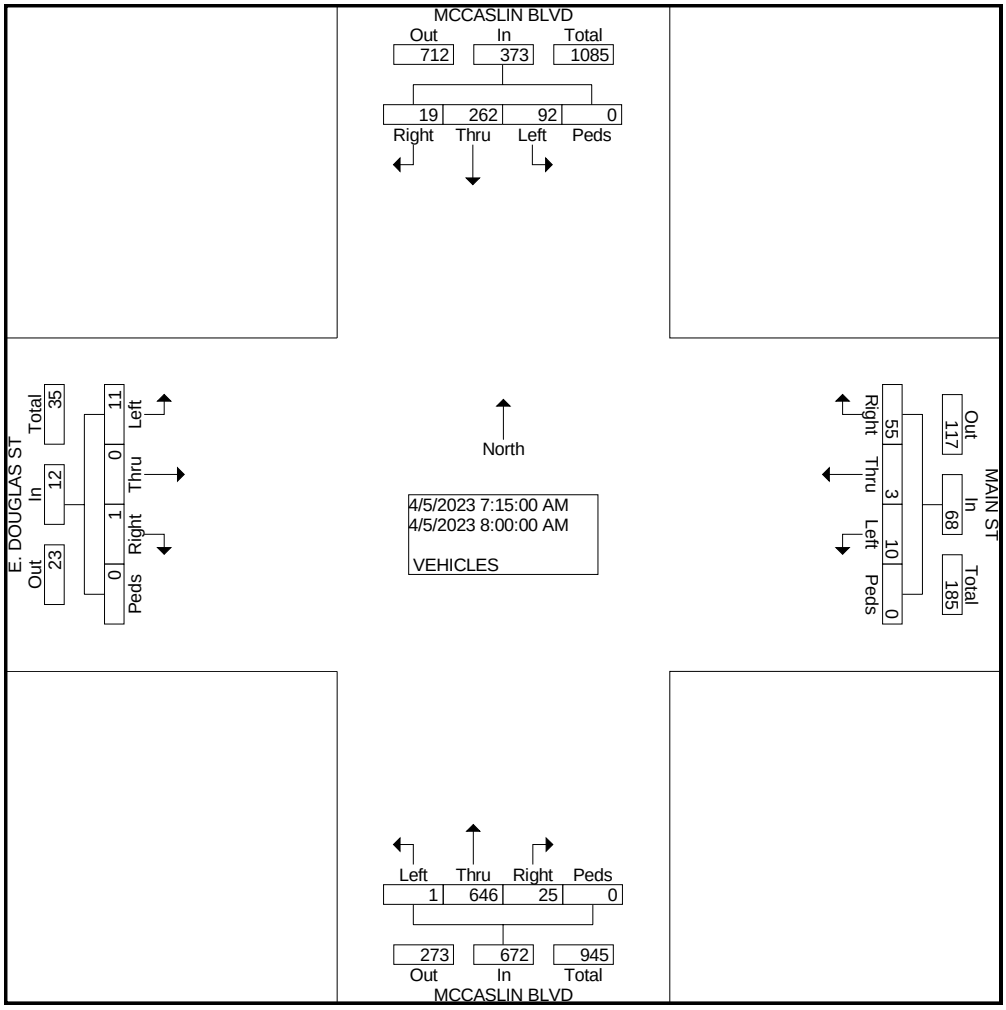
| Interval Start Time | MARSHALL RD Eastbound | | | | MARSHALL RD Westbound | | | | SITE ACCESS Northbound | | | | SITE ACCESS Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 1 | 12 | 2 | 0 | 0 | 35 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 230 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 3 | 7 | 4 | 0 | 0 | 33 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 52 | 239 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 5 | 7 | 9 | 0 | 0 | 32 | 1 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 64 | 261 | 0 | 0 | 0 | 2 |
| 4:45 PM | 1 | 1 | 17 | 4 | 0 | 0 | 27 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 58 | 242 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 15 | 3 | 0 | 0 | 38 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 65 | 229 | 0 | 0 | 0 | 0 |
| 5:15 PM | 1 | 1 | 17 | 1 | 0 | 0 | 46 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 74 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 11 | 2 | 0 | 0 | 26 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 45 | | 0 | 0 | 0 | 1 |
| 5:45 PM | 2 | 0 | 15 | 0 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | | 0 | 0 | 0 | 2 |
| Count Total | 4 | 11 | 101 | 25 | 0 | 0 | 263 | 3 | 0 | 36 | 2 | 5 | 0 | 0 | 0 | 9 | 459 | | 0 | 0 | 0 | 7 |
| Peak Hour | 2 | 7 | 56 | 17 | 0 | 0 | 143 | 1 | 0 | 25 | 1 | 3 | 0 | 0 | 0 | 6 | 261 | | 0 | 0 | 0 | 4 |

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MCCASLIN BLVD
E/W STREET: MAIN ST
CITY: SUPERIOR
COUNTY: BOULDER

File Name : MCCASMAIN
Site Code : 00000005
Start Date : 4/5/2023


| | MCCASLIN BLVD Southbound | | | | | MAIN ST Westbound | | | | | MCCASLIN BLVD Northbound | | | | | E. DOUGLAS ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:15 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 92 | 262 | 19 | 0 | 373 | 10 | 3 | 55 | 0 | 68 | 1 | 646 | 25 | 0 | 672 | 11 | 0 | 1 | 0 | 12 | 1125 |
| Percent | 24.7 | 70.2 | 5.1 | 0.0 | | 14.7 | 4.4 | 80.9 | 0.0 | | 0.1 | 96.1 | 3.7 | 0.0 | | 91.7 | 0.0 | 8.3 | 0.0 | | |
| 08:00 Volume | 23 | 81 | 8 | 0 | 112 | 3 | 1 | 20 | 0 | 24 | 1 | 168 | 5 | 0 | 174 | 3 | 0 | 0 | 0 | 3 | 313 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.899 |
| High Int. | 08:00 AM | | | | | 08:00 AM | | | | | 07:45 AM | | | | | 07:45 AM | | | | | |
| Volume | 23 | 81 | 8 | 0 | 112 | 3 | 1 | 20 | 0 | 24 | 0 | 179 | 9 | 0 | 188 | 4 | 0 | 1 | 0 | 5 | |
| Peak Factor | | | | | 0.833 | | | | | 0.708 | | | | | 0.894 | | | | | 0.600 | |

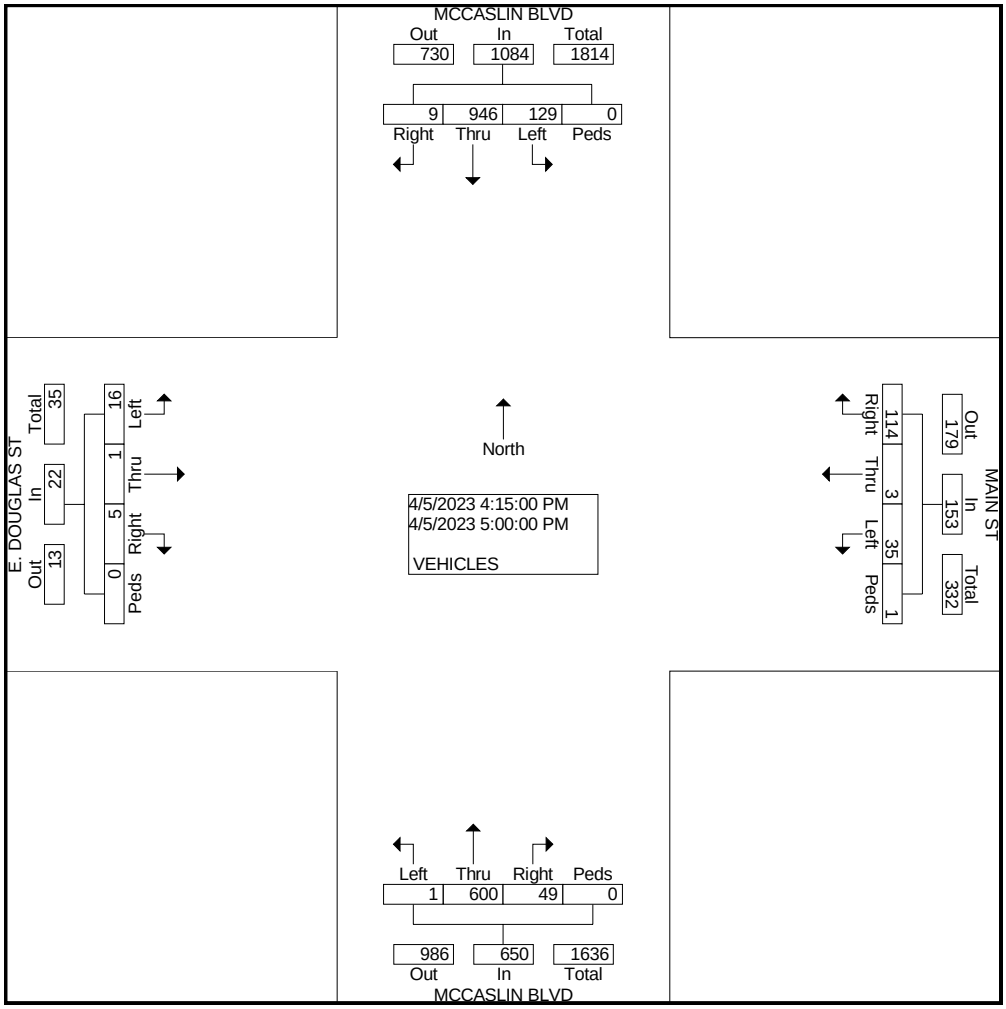


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MCCASLIN BLVD
E/W STREET: MAIN ST
CITY: SUPERIOR
COUNTY: BOULDER

File Name : MCCASMAIN
Site Code : 00000005
Start Date : 4/5/2023
Page No : 3

| | MCCASLIN BLVD Southbound | | | | | MAIN ST Westbound | | | | | MCCASLIN BLVD Northbound | | | | | E. DOUGLAS ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:15 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 129 | 946 | 9 | 0 | 1084 | 35 | 3 | 114 | 1 | 153 | 1 | 600 | 49 | 0 | 650 | 16 | 1 | 5 | 0 | 22 | 1909 |
| Percent | 11.9 | 87.3 | 0.8 | 0.0 | | 22.9 | 2.0 | 74.5 | 0.7 | | 0.2 | 92.3 | 7.5 | 0.0 | | 72.7 | 4.5 | 22.7 | 0.0 | | |
| 05:00 Volume | 32 | 241 | 4 | 0 | 277 | 14 | 2 | 41 | 0 | 57 | 0 | 157 | 8 | 0 | 165 | 9 | 0 | 2 | 0 | 11 | 510 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.936 |
| High Int. | 04:45 PM | | | | | 05:00 PM | | | | | 04:30 PM | | | | | 05:00 PM | | | | | |
| Volume | 48 | 230 | 1 | 0 | 279 | 14 | 2 | 41 | 0 | 57 | 0 | 158 | 7 | 0 | 165 | 9 | 0 | 2 | 0 | 11 | |
| Peak Factor | | | | | 0.971 | | | | | 0.671 | | | | | 0.985 | | | | | 0.500 | |

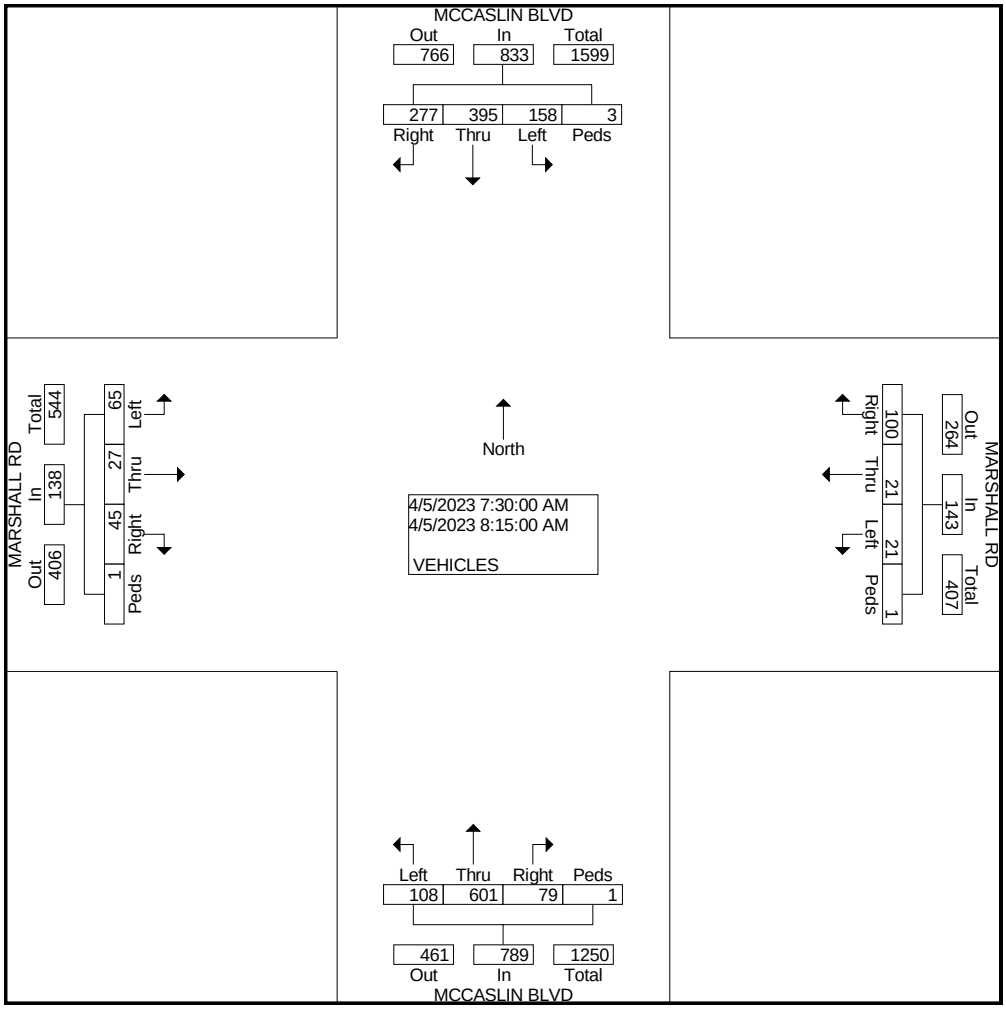


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MCCASLIN BLVD
E/W STREET: MARSHALL RD
CITY: SUPERIOR
COUNTY: BOULDER

File Name : MCCASMARSHALL
Site Code : 00000013
Start Date : 4/5/2023
Page No : 2

| | MCCASLIN BLVD Southbound | | | | | MARSHALL RD Westbound | | | | | MCCASLIN BLVD Northbound | | | | | MARSHALL RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 158 | 395 | 277 | 3 | 833 | 21 | 21 | 100 | 1 | 143 | 108 | 601 | 79 | 1 | 789 | 65 | 27 | 45 | 1 | 138 | 1903 |
| Percent | 19.0 | 47.4 | 33.3 | 0.4 | | 14.7 | 14.7 | 69.9 | 0.7 | | 13.7 | 76.2 | 10.0 | 0.1 | | 47.1 | 19.6 | 32.6 | 0.7 | | |
| 07:45 Volume | 59 | 108 | 84 | 0 | 251 | 10 | 5 | 23 | 0 | 38 | 22 | 160 | 17 | 0 | 199 | 19 | 2 | 5 | 0 | 26 | 514 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.926 |
| High Int. | 07:45 AM | | | | | 08:15 AM | | | | | 08:15 AM | | | | | 08:15 AM | | | | | |
| Volume | 59 | 108 | 84 | 0 | 251 | 7 | 4 | 40 | 1 | 52 | 27 | 165 | 26 | 0 | 218 | 14 | 5 | 24 | 0 | 43 | |
| Peak Factor | | | | | 0.830 | | | | | 0.688 | | | | | 0.905 | | | | | 0.802 | |

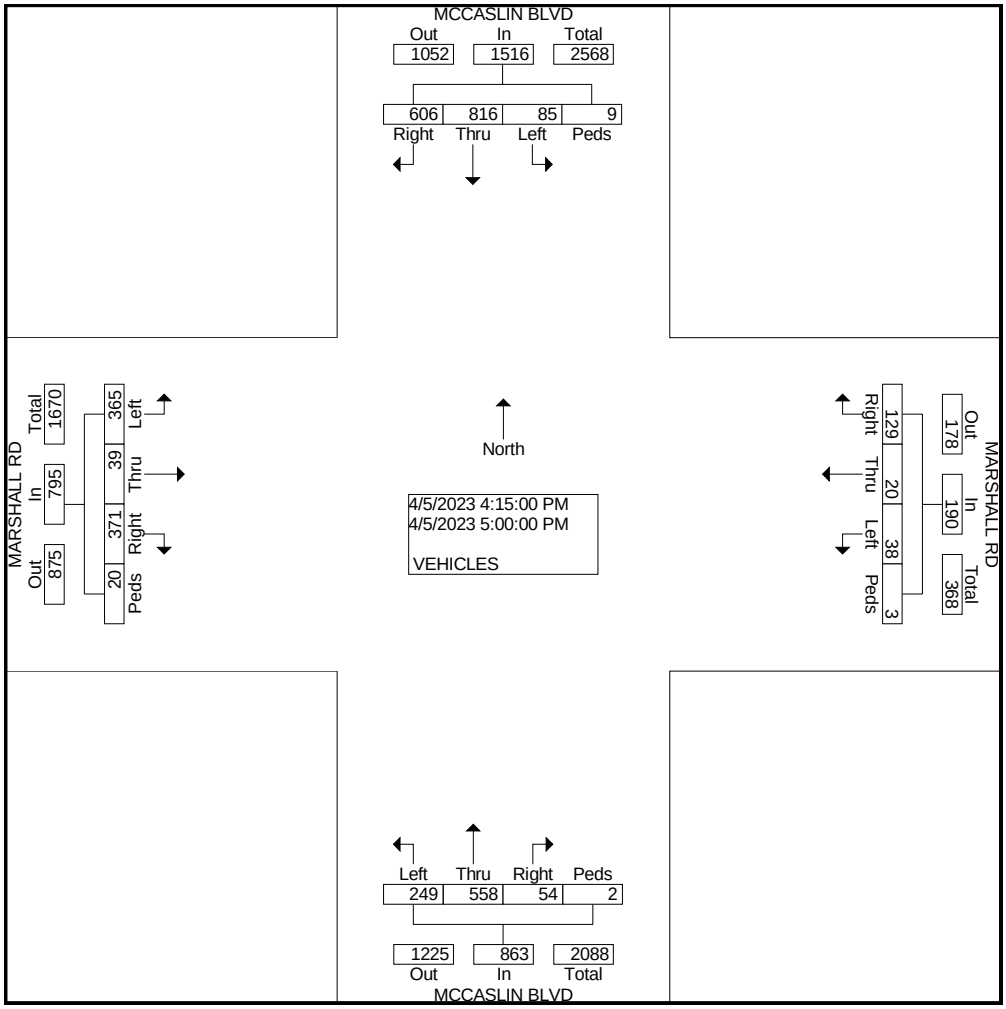


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MCCASLIN BLVD
E/W STREET: MARSHALL RD
CITY: SUPERIOR
COUNTY: BOULDER

File Name : MCCASMARSHALL
Site Code : 00000013
Start Date : 4/5/2023


| | MCCASLIN BLVD Southbound | | | | | MARSHALL RD Westbound | | | | | MCCASLIN BLVD Northbound | | | | | MARSHALL RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:15 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 85 | 816 | 606 | 9 | 1516 | 38 | 20 | 129 | 3 | 190 | 249 | 558 | 54 | 2 | 863 | 365 | 39 | 371 | 20 | 795 | 3364 |
| Percent | 5.6 | 53.8 | 40.0 | 0.6 | | 20.0 | 10.5 | 67.9 | 1.6 | | 28.9 | 64.7 | 6.3 | 0.2 | | 45.9 | 4.9 | 46.7 | 2.5 | | |
| 04:30 Volume | 27 | 202 | 170 | 0 | 399 | 7 | 4 | 28 | 0 | 39 | 68 | 164 | 15 | 0 | 247 | 135 | 10 | 107 | 10 | 262 | 947 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.888 |
| High Int. | 04:30 PM | | | | | 05:00 PM | | | | | 04:30 PM | | | | | 04:30 PM | | | | | |
| Volume | 27 | 202 | 170 | 0 | 399 | 9 | 4 | 46 | 0 | 59 | 68 | 164 | 15 | 0 | 247 | 135 | 10 | 107 | 10 | 262 | |
| Peak Factor | | | | | 0.950 | | | | | 0.805 | | | | | 0.873 | | | | | 0.759 | |



**COUNTER MEASURES INC.**
**1889 YORK STREET**
**DENVER,COLORADO 80206**
**303-333-7409**

Location: MARSHALL RD E-O MCCASLIN BLVD
City: SUPERIOR
County: BOULDER
Direction: EAST/WEST

Site Code: 231819
Station ID: 231819

| Start Time | 18-Apr-23 Tue | EAST | WEST | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | **168** | **61** | | | | | | | **229** |
| 10:00 | | 111 | 42 | | | | | | | 153 |
| 11:00 | | 87 | 31 | | | | | | | 118 |
| 12:00 PM | | 67 | 26 | | | | | | | 93 |
| 01:00 | | 48 | 28 | | | | | | | 76 |
| 02:00 | | 37 | 31 | | | | | | | 68 |
| 03:00 | | 49 | 52 | | | | | | | 101 |
| 04:00 | | 131 | 87 | | | | | | | 218 |
| 05:00 | | 226 | 191 | | | | | | | 417 |
| 06:00 | | **238** | **217** | | | | | | | **455** |
| 07:00 | | 119 | 87 | | | | | | | 206 |
| 08:00 | | 71 | 41 | | | | | | | 112 |
| 09:00 | | 41 | 31 | | | | | | | 72 |
| 10:00 | | 23 | 19 | | | | | | | 42 |
| 11:00 | | 12 | 11 | | | | | | | 23 |
| Total | | 1428 | 955 | | | | | | | 2383 |
| Percent | | 59.9% | 40.1% | | | | | | | |
| AM Peak | - | 09:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 168 | 61 | - | - | - | - | - | - | 229 |
| PM Peak | - | 18:00 | 18:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 238 | 217 | - | - | - | - | - | - | 455 |

**COUNTER MEASURES INC.**
**1889 YORK STREET**
**DENVER,COLORADO 80206**
**303-333-7409**

Location: MARSHALL RD E-O MCCASLIN BLVD
City: SUPERIOR
County: BOULDER
Direction: EAST/WEST

Site Code: 231819
Station ID: 231819

| Start Time | 19-Apr-23 Wed | EAST | WEST | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 11 | 6 | | | | | | | 17 |
| 01:00 | | 6 | 4 | | | | | | | 10 |
| 02:00 | | 4 | 3 | | | | | | | 7 |
| 03:00 | | 9 | 5 | | | | | | | 14 |
| 04:00 | | 22 | 13 | | | | | | | 35 |
| 05:00 | | 31 | 21 | | | | | | | 52 |
| 06:00 | | 59 | 36 | | | | | | | 95 |
| 07:00 | | 81 | 59 | | | | | | | 140 |
| 08:00 | | **234** | **123** | | | | | | | **357** |
| 09:00 | | 157 | 67 | | | | | | | 224 |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 614 | 337 | | | | | | | 951 |
| Percent | | 64.6% | 35.4% | | | | | | | |
| AM Peak | - | 08:00 | 08:00 | - | - | - | - | - | - | 08:00 |
| Vol. | - | 234 | 123 | - | - | - | - | - | - | 357 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 2042 | 1292 | | | | | | | 3334 |
| Percent | | 61.2% | 38.8% | | | | | | | |
| ADT | | ADT 1,890 | | AADT 1,890 | | | | | | |

**Louisville/Superior**

ECONOLITE CONTROL PRODUCTS, INC.

Solutions that Move the World™

003 - McCaslin Blvd @ US-36 @ N Ramp - Cobalt @ 172.16.8.112 - Econolite Type - Cobalt

**Configuration** **Controller Sequence**

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | B | | B | | B | | B | | B | | | | | | | |
| Sequence 1 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 2 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 3 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 4 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 5 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 6 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 7 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 8 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 7 | 8 | 12 | 11 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 9 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 10 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 11 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 12 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 8 | 7 | 11 | 12 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 13 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 8 | 7 | 12 | 11 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 14 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 3 | 4 | 10 | 9 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 8 | 7 | 12 | 11 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 15 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 3 | 9 | 10 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 8 | 7 | 12 | 11 | 16 | 15 | . | . | . | . | . | . | . | . |
| Sequence 16 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 4 | 3 | 10 | 9 | 14 | 13 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 8 | 7 | 12 | 11 | 16 | 15 | . | . | . | . | . | . | . | . |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Hardware Alternate Sequence Enable: No

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**Configuration Port 1 (SDLC)**

**Port 1 SDLC (MM) 1-4-1**

| BIU | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Term & Facility | | | | | | | | |
| Detector Rack | | | | | | | | |

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

**MMU Program (MM) 1-4-2**

| Channel Can Serve With Channel | |
|---|---|
| **Channel 1** | **Channel 2** |

**Color Check Enable (MM) 1-4-3**
Enable Color Check: Yes

| MMU/LS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | | | | | | | | | | | | | | | | |
| Yellow | | | | | | | | | | | | | | | | |
| Red | | | | | | | | | | | | | | | | |

**Secondary Stations/Tests (MM) 1-4-4**

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | MMU |
|---|---|---|---|---|---|---|---|---|---|
| Term & Facility | | | | | | | | | |

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Diag |
|---|---|---|---|---|---|---|---|---|---|
| Detector Rack | | | | | | | | | |

Enable SDLC Diagnostic Test: No

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## Configuration Communications 1 (SDLC)

**Ethernet Port Configuration (MM) 1-5-1**

| | |
|---|---|
| DHCP Enable: | No |
| Controller IP: | 172.16.8.112 |
| Subnet Mask: | 255.255.252.0 |
| Default Gateway IP: | 172.16.11.254 |
| Server IP: | 172.16.50.1 |

**NTCIP (MM) 1-5-5**

| | |
|---|---|
| NTCIP Backup Time (Sec): | 0 |
| NTCIP UDP Port: | 2101 |
| Ethernet Priority: | 1 |
| Port 2 Priority (Port C50S for 2070): | 4 |
| Port 3A Priority (Port C21S for 2070): | 3 |
| Port 3B Priority (Port C22S for 2070): | 2 |

**Port Configuration (MM) 1-5-2 to 1-5-4**

| Port | 2 (C50S) | 3A (C21S) | 3B (C22S) |
|---|---|---|---|
| Comm Module | None | Auto | Auto |
| Protocol | NTCIP | NTCIP | NTCIP |
| Enable | No | No | No |
| Data Rate (BPS) | 9600 | 9600 | 9600 |
| Data, Parity, Stop | 8 N 1 | 8 N 1 | 8 N 1 |
| Address | 0 | 0 | 0 |
| Telemetry Response Delay | 0.0 | 0.0 | 0.0 |
| Duplex - Half or Full | Half | Full | Full |
| Flow Control | No | Yes | Yes |
| Group Address | 0 | 0 | 0 |
| Single Flag Enable | Yes | Yes | Yes |
| RTS to CTS Delay | n/a | n/a | 0.0 |
| RTS Turn Off Delay | n/a | n/a | 0.0 |
| Dropout Time | 10 | 10 | 10 |
| Early RTS | n/a | n/a | No |
| Telemetry Mode | n/a | n/a | FSK |
| ATCS Railroad | 0 | n/a | n/a |
| ATCS Railroad Line | 0 | n/a | n/a |
| ATCS Group | 0 | n/a | n/a |
| Wayside Device | 0 | n/a | n/a |
| ATC Device | 0 | n/a | n/a |
| Wayside Subnode | 0 | n/a | n/a |
| ATC Subnode | 0 | n/a | n/a |

**ECPIP (MM) 1-5-6**

| | |
|---|---|
| Controller Address: | 0 |
| Expanded System Detector Address: | 0 |

**System Detector Assignment**

| System Detector | Local Detector |
|---|---|

**Wireless Configuration (MM) 1-5-7**

| | |
|---|---|
| Wireless Channel Number: | 1 |
| Wireless Access Code: | 327423274 |

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## Configuration Logging / Display

### Event Logging (MM) 1-6-1

| | | | |
|---|---|---|---|
| Critical RFE's (MMU/TF) | Yes | 3 Critical Errors Within 24 Hours | Yes |
| MMU Flash Faults | Yes | Local Flash Fault | Yes |
| Non-Critical RFE's (Det/Test) | Yes | Detector Errors | Yes |
| Coordination Errors | Yes | Controller Download | Yes |
| Preemption Events | Yes | TSP Events | Yes |
| Power On/Off | Yes | Low Battery | Yes |
| Access | Yes | Data Change | Yes |
| Online / Offline | Yes | | |

| Alarm Event | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable Logging | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

### Display Options (MM) 1-7-2

| | |
|---|---|
| Key Click Enable: | No |
| Switch to Graphics Mode: | No |
| LED Mode: | Auto |
| Display Mode: | Basic |
| Trans Mode Pop-Up Disable: | No |

### Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

### Software Modules (MM) 8-7

Application Version: 32.66.10
OS (Boot) Version: 06.07.00

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**Logic Processor Page 1**

**Logic Statement Control (MM) 1-8-1**

| Logic # | Statement Control |
|---|---|

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**Logic Processor Page 2**

**Logic Statements (MM) 1-8-2**

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**Controller Timing Plan (MM) 2-1**
**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |

**Plan 2 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 |

**Plan 3 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

**Plan 4 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

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**Controller** Overlaps

**Vehicle Overlaps (MM) 2-2**

| Overlap | Type | Lag Green | Yellow | Red | Adv. Green |
|---|---|---|---|---|---|

**Phases**

| Overlap | Phase | Included | Protect | Ped Protect | Not Overlap | Modifier | Lag X Phases | Lag 2 Phases | Flash Green |
|---|---|---|---|---|---|---|---|---|---|

**PPLT FYA**

| Overlap | Protected Phase (Left Turn) | Permissive Phase (Opposing Thru) | Flashing Arrow Output | Flashing Arrow Output CH | Delay Start of FYA | Delay Start of Clearance | Action Plan SF Bit Disable | Ped Protected Enable |
|---|---|---|---|---|---|---|---|---|

**Guaranteed Minimum Time Data (MM) 2-4**

| Phase | Min Green | Walk | Ped Clear | Yellow | Red Clear | Overlap Green |
|---|---|---|---|---|---|---|
| A01 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| B02 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| C03 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| D04 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| E05 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| F06 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| G07 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| H08 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| I09 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| J10 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| K11 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| L12 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| M13 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| N14 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| O15 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| P16 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |

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**Controller** Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

| Included | Pedestrian Overlaps |
|---|---|

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**Controller Start / Flash Data (MM) 2-5**

**Start Up**

| Phase | Phase Setting |
|---|---|
| 1 | . |
| 2 | R |
| 3 | . |
| 4 | . |
| 5 | . |
| 6 | . |
| 7 | . |
| 8 | . |
| 9 | . |
| 10 | . |
| 11 | . |
| 12 | . |
| 13 | . |
| 14 | . |
| 15 | . |
| 16 | . |

| Overlap |
|---|
| A |
| B |
| C |
| D |

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

**Automatic Flash**

| Entry |
|---|
| 2 |

| Exit |
|---|
| 2 |

| Overlap Exit |
|---|
| A |
| B |
| C |
| D |

Flash Thru Mon: No
Exit Flash: W
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

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## Controller Options

### Controller Options (MM) 2-6-1

| 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 | | X | | | | X | | | | | | | | | | |
| Non-Act II | | | | X | | | | X | | | | | | | | |
| Dual Entry | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | |
| Ped Re-Service | | | | | | | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |
| Flashing Walk | | | | | | | | | | | | | | | | |
| Ped Clr-Yel | | | | | | | | | | | | | | | | |
| Ped Clr-Red | | | | | | | | | | | | | | | | |
| IGRN + Veh Ext | | | | | | | | | | | | | | | | |

Ped Clear Protect: Off

Unit Red Revert: 2.0

MUTCD 3 Seconds Don't Walk: No

### Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No

Free Input Disables Pre-Timed: No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre-Timed | | | | | | | | | | | | | | | | |

### Phase Recall Options (MM) 2-8

**Plan # 1**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | X | | | | | | X | | | | | | | | |
| Ped Recall | | X | | | | | | X | | | | | | | | |
| Max Recall | | X | | | | | | X | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |
| Al Calc | | | | | | | | | | | | | | | | |

**Plan # 2**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lock Detector | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | X | | | | | | X | | | | | | | | |
| Max Recall | | X | | | | | | X | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |
| Al Calc | | | | | | | | | | | | | | | | |

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## Coordination Options

### Options (MM) 3-1

| | | | |
|---|---|---|---|
| Manual Pattern | Auto | ECPI Coord | Yes |
| System Source | TBC | System Format | STD |
| Splits In | Seconds | Offsets In | Seconds |
| Transition | Smooth | Max Select | MAXINH |
| Dwell / Add Time | 0 | | |
| Delay Coord Wk-LZ | No | Force Off | Float |
| Offset Reference | Yellow | Use Ped Time | No |
| Ped Recall | No | Ped Reservice | No |
| Local Zero Override | No | FO Added Ini Green | No |
| Re-sync Count | 0 | Multisync | No |

### Auto Perm Minimum Green (Seconds) (MM) 3-4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### Split Demand (MM) 3-5

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand 1 | | | | | | | | | | | | | | | | |
| Demand 2 | | | | | | | | | | | | | | | | |

| Demand | 1 | 2 |
|---|---|---|
| Detector | 0 | 0 |
| Call Time (Sec) | 0 | 0 |
| Cycle Count | 0 | 0 |

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## Coordination Pattern Data
### Coordinator Pattern Data (MM) 3-2

**Coordinator Pattern # 1**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 1 | TS2 (Pat-Off) | 0-1 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 9 | Offsets In | Seconds |
| Offset Value | 48s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 1 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 1) | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 50s | 70s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 2**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 2 | TS2 (Pat-Off) | 0-2 | Splits In | Seconds |
| Cycle | 100 | Std (COS) | 17 | Offsets In | Seconds |
| Offset Value | 65s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 2 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 2 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 2) | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 45s | 55s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 3**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 3 | TS2 (Pat-Off) | 0-3 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 25 | Offsets In | Seconds |
| Offset Value | 55s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 3 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 3) | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 52s | 68s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 4**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 4 | TS2 (Pat-Off) | 1-1 | Splits In | Seconds |
| Cycle | 80 | Std (COS) | 33 | Offsets In | Seconds |
| Offset Value | 0s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 4 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 4) | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 38s | 42s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | | | | | | | X | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 5**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 5 | TS2 (Pat-Off) | 1-2 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 41 | Offsets In | Seconds |
| Offset Value | 48s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 5 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 5) | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 58s | 62s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

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**Coordination** Split Pattern
**Split Pattern Data (MM) 3-3**

**Split Pattern # 1**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 50s | 70s | 0s | 0s |

**Split Pattern # 2**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 45s | 55s | 0s | 0s |

**Split Pattern # 3**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 52s | 68s | 0s | 0s |

**Split Pattern # 4**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | | | | | | | X | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 38s | 42s | 0s | 0s |

**Split Pattern # 5**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 58s | 62s | 0s | 0s |

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**Preempt Plan**

**Preempt Plan (MM) 4-1**

No Enabled Preempts

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**Preempt** **Preempt Filtering**
**Enable Preempt Filtering & TSP/SCP (MM) 4-2**

| Input | Solid | Pulsing |
|---|---|---|
| 1 | ...BYPASSED... | ...BYPASSED... |
| 2 | ...BYPASSED... | ...BYPASSED... |
| 3 | PREEMPTION 3 | PREEMPTION 7 |
| 4 | PREEMPTION 4 | PREEMPTION 8 |
| 5 | PREEMPTION 5 | PREEMPTION 9 |
| 6 | PREEMPTION 6 | PREEMPTION 10 |
| 7 | ...BYPASSED... | ...BYPASSED... |
| 8 | ...BYPASSED... | ...BYPASSED... |
| 9 | ...BYPASSED... | ...BYPASSED... |
| 10 | ...BYPASSED... | ...BYPASSED... |

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**Preempt TSP/SCP Plan and Split**

**TSP / SCP Plan (MM) 4-3**

| TSP/SCP Plan | Enable Option | Signal Type | Det Lock | Delay Time | Max Presence | PMT Enables Reservice | No Delay in TSP | Action SF Inhibit | Reservice Cycles | Bus Heading |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | NB |
| 2 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | SB |
| 3 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | EB |
| 4 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | WB |
| 5 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |
| 6 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |

Mode: TSP
Free Default Pattern: 120
Headway Allowance: 0

| TSP/SCP Plan | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

**TSP / SCP Split Pattern (MM) 4-4**

| TSP/SCP Split Pattern | Max Type | Phase | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 4 | Max Reduction | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |

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**Time Base** **Clock/Calendar**
**Clock/Calendar Data (MM) 5-1**

| | |
|---|---|
| Manual Action Plan: | 0 |
| SYNC Reference Time: | 00:00 |
| SYNC Reference: | Reference Time |
| Day Light Savings: | No |
| Time Reset Input Set Time: | 3:30:00 |
| Standard Time From GMT: | 0 |

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**Time Base Action Plan**
**Action Plan (MM) 5-2**

**Action Plan - 1 - "1"**

| | | | |
|---|---|---|---|
| Pattern | 1 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 2 - "2"**

| | | | |
|---|---|---|---|
| Pattern | 2 | Override Sys | No |
| Timing Plan | 2 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 3 - "3"**

| | | | |
|---|---|---|---|
| Pattern | 3 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 4 - "4"**

| | | | |
|---|---|---|---|
| Pattern | 4 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 5 - "5"**

| | | | |
|---|---|---|---|
| Pattern | 5 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

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**Time Base** **Day Plan/Schedule**
**Day Plan (MM) 5-3**

**Day Plan #1 - "1"**

| Event | Action Plan | Start Time |
|---|---|---|
| 1 | 1 | 06:30 |
| 2 | 2 | 09:00 |
| 3 | 3 | 15:30 |
| 4 | 2 | 19:00 |

**Day Plan #2 - "2"**

| Event | Action Plan | Start Time |
|---|---|---|
| 1 | 2 | 06:30 |
| 2 | 5 | 10:00 |
| 3 | 2 | 18:00 |

**Schedule (MM) 5-4**

**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| | | X | X | X | X | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

**Schedule Number - 2**

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| | X | | | | | | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

**Louisville/Superior**

ECONOLITE CONTROL PRODUCTS, INC.

Solutions that Move the World™

003 - McCaslin Blvd @ US-36 @ N Ramp - Cobalt @ 172.16.8.112 - Econolite Type - Cobalt

**Time Base** Exceptions
**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|---|---|---|---|---|---|

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Solutions that Move the World™

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## Detectors

### Detectors - Pg 1

**Veh Det Phase Assignment (MM) 6-1**

**Vehicle Detector Plan Number - 1**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 2**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 3**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 4**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Setup (MM) 6-2**

| Veh Detector | Type | TS2 Detector | Description |
|---|---|---|---|
| 1 | S-STANDARD | Yes | |
| 2 | S-STANDARD | Yes | |
| 3 | S-STANDARD | Yes | |
| 4 | S-STANDARD | Yes | |
| 5 | S-STANDARD | Yes | |
| 6 | S-STANDARD | Yes | |
| 7 | S-STANDARD | Yes | |
| 8 | S-STANDARD | Yes | |
| 9 | S-STANDARD | Yes | |
| 10 | S-STANDARD | Yes | |
| 11 | S-STANDARD | Yes | |
| 12 | S-STANDARD | Yes | |
| 13 | S-STANDARD | Yes | |
| 14 | S-STANDARD | Yes | |
| 15 | S-STANDARD | Yes | |
| 16 | S-STANDARD | Yes | |
| 17 | S-STANDARD | Yes | |
| 18 | S-STANDARD | Yes | |
| 19 | S-STANDARD | Yes | |
| 20 | S-STANDARD | Yes | |
| 21 | S-STANDARD | Yes | |
| 22 | S-STANDARD | Yes | |
| 23 | S-STANDARD | Yes | |
| 24 | S-STANDARD | Yes | |
| 25 | S-STANDARD | Yes | |
| 26 | S-STANDARD | Yes | |
| 27 | S-STANDARD | Yes | |
| 28 | S-STANDARD | Yes | |
| 29 | S-STANDARD | Yes | |
| 30 | S-STANDARD | Yes | |
| 31 | S-STANDARD | Yes | |
| 32 | S-STANDARD | Yes | |
| 33 | S-STANDARD | Yes | |
| 34 | S-STANDARD | Yes | |
| 35 | S-STANDARD | Yes | |
| 36 | S-STANDARD | Yes | |
| 37 | S-STANDARD | Yes | |
| 38 | S-STANDARD | Yes | |
| 39 | S-STANDARD | Yes | |
| 40 | S-STANDARD | Yes | |
| 41 | S-STANDARD | Yes | |
| 42 | S-STANDARD | Yes | |
| 43 | S-STANDARD | Yes | |
| 44 | S-STANDARD | Yes | |
| 45 | S-STANDARD | Yes | |
| 46 | S-STANDARD | Yes | |
| 47 | S-STANDARD | Yes | |
| 48 | S-STANDARD | Yes | |
| 49 | S-STANDARD | Yes | |
| 50 | S-STANDARD | Yes | |
| 51 | S-STANDARD | Yes | |
| 52 | S-STANDARD | Yes | |
| 53 | S-STANDARD | Yes | |
| 54 | S-STANDARD | Yes | |
| 55 | S-STANDARD | Yes | |
| 56 | S-STANDARD | Yes | |
| 57 | S-STANDARD | Yes | |
| 58 | S-STANDARD | Yes | |
| 59 | S-STANDARD | Yes | |
| 60 | S-STANDARD | Yes | |
| 61 | S-STANDARD | Yes | |
| 62 | S-STANDARD | Yes | |

| | | | |
|---|---|---|---|
| 63 | S-STANDARD | Yes | |
| 64 | S-STANDARD | Yes | |

**Vehicle Detector Plan Number - 1**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 2**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 3**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 4**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Ped Detector Phase Assignment (MM) 6-3**

**Mode: NTCIP**

| Called Phase | Detector |
|---|---|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |

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## Detectors

### Detectors - Pg 2

**Log - Speed Detector Setup (MM) 6-4**

NTCIP Log Period: 60 ECPI Log Period: 0 Length Unit: Inches

| Speed Detector | Local Detector | One/Two Detector | Vehicle Length | Trap length | Enable Log |
|---|---|---|---|---|---|
| 1 | 0 | 1 | 0 | 0 | No |
| 2 | 0 | 1 | 0 | 0 | No |
| 3 | 0 | 1 | 0 | 0 | No |
| 4 | 0 | 1 | 0 | 0 | No |
| 5 | 0 | 1 | 0 | 0 | No |
| 6 | 0 | 1 | 0 | 0 | No |
| 7 | 0 | 1 | 0 | 0 | No |
| 8 | 0 | 1 | 0 | 0 | No |
| 9 | 0 | 1 | 0 | 0 | No |
| 10 | 0 | 1 | 0 | 0 | No |
| 11 | 0 | 1 | 0 | 0 | No |
| 12 | 0 | 1 | 0 | 0 | No |
| 13 | 0 | 1 | 0 | 0 | No |
| 14 | 0 | 1 | 0 | 0 | No |
| 15 | 0 | 1 | 0 | 0 | No |
| 16 | 0 | 1 | 0 | 0 | No |

**Vehicle Detector Diagnostics (MM) 6-5**

**Veh Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 2**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 3**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 4**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Pedestrian Detector Diagnostics (MM) 6-6**

**Ped Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|
| 2 | 0 | 0 | 2 | 1 |
| 4 | 0 | 0 | 2 | 1 |
| 6 | 0 | 0 | 2 | 1 |
| 8 | 0 | 0 | 2 | 1 |

**Ped Diagnostic Plan Number - 2**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

**Ped Diagnostic Plan Number - 3**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

**Ped Diagnostic Plan Number - 4**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

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**Configuration** **Controller Sequence**

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | B | | B | | B | | B | | B | | | | | | | |
| Sequence 1 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 3 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 7 | 8 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Hardware Alternate Sequence Enable: No

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**Configuration Port 1 (SDLC)**

**Port 1 SDLC (MM) 1-4-1**

| BIU | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Term & Facility | | | | | | | | |
| Detector Rack | | | | | | | | |

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

**MMU Program (MM) 1-4-2**

| Channel Can Serve With Channel | |
|---|---|
| **Channel 1** | **Channel 2** |

**Color Check Enable (MM) 1-4-3**
Enable Color Check: Yes

| MMU/LS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | | | | | | | | | | | | | | | | |
| Yellow | | | | | | | | | | | | | | | | |
| Red | | | | | | | | | | | | | | | | |

**Secondary Stations/Tests (MM) 1-4-4**

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | MMU |
|---|---|---|---|---|---|---|---|---|---|
| Term & Facility | | | | | | | | | |

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Diag |
|---|---|---|---|---|---|---|---|---|---|
| Detector Rack | | | | | | | | | |

Enable SDLC Diagnostic Test: No

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## Configuration Communications 1 (SDLC)

**Ethernet Port Configuration (MM) 1-5-1**

| | |
|---|---|
| DHCP Enable: | No |
| Controller IP: | 172.16.8.111 |
| Subnet Mask: | 255.255.252.0 |
| Default Gateway IP: | 172.16.11.254 |
| Server IP: | 172.16.50.1 |

**NTCIP (MM) 1-5-5**

| | |
|---|---|
| NTCIP Backup Time (Sec): | 0 |
| NTCIP UDP Port: | 2101 |
| Ethernet Priority: | 1 |
| Port 2 Priority (Port C50S for 2070): | 4 |
| Port 3A Priority (Port C21S for 2070): | 3 |
| Port 3B Priority (Port C22S for 2070): | 2 |

**Port Configuration (MM) 1-5-2 to 1-5-4**

| Port | 2 (C50S) | 3A (C21S) | 3B (C22S) |
|---|---|---|---|
| Comm Module | None | Auto | Auto |
| Protocol | NTCIP | NTCIP | NTCIP |
| Enable | Yes | No | No |
| Data Rate (BPS) | 9600 | 9600 | 9600 |
| Data, Parity, Stop | 8 N 1 | 8 N 1 | 8 N 1 |
| Address | 1 | 0 | 0 |
| Telemetry Response Delay | 0.0 | 0.0 | 0.0 |
| Duplex - Half or Full | Half | Full | Full |
| Flow Control | No | Yes | Yes |
| Group Address | 0 | 0 | 0 |
| Single Flag Enable | Yes | Yes | Yes |
| RTS to CTS Delay | n/a | n/a | 0.0 |
| RTS Turn Off Delay | n/a | n/a | 0.0 |
| Dropout Time | 10 | 10 | 10 |
| Early RTS | n/a | n/a | No |
| Telemetry Mode | n/a | n/a | FSK |
| ATCS Railroad | 0 | n/a | n/a |
| ATCS Railroad Line | 0 | n/a | n/a |
| ATCS Group | 0 | n/a | n/a |
| Wayside Device | 0 | n/a | n/a |
| ATC Device | 0 | n/a | n/a |
| Wayside Subnode | 0 | n/a | n/a |
| ATC Subnode | 0 | n/a | n/a |

**ECPIP (MM) 1-5-6**

| | |
|---|---|
| Controller Address: | 0 |
| Expanded System Detector Address: | 0 |

**System Detector Assignment**

| System Detector | Local Detector |
|---|---|

**Wireless Configuration (MM) 1-5-7**

| | |
|---|---|
| Wireless Channel Number: | 1 |
| Wireless Access Code: | 327423274 |

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## Configuration Logging / Display

### Event Logging (MM) 1-6-1

| | | | |
|---|---|---|---|
| Critical RFE's (MMU/TF) | Yes | 3 Critical Errors Within 24 Hours | Yes |
| MMU Flash Faults | Yes | Local Flash Fault | Yes |
| Non-Critical RFE's (Det/Test) | Yes | Detector Errors | Yes |
| Coordination Errors | Yes | Controller Download | Yes |
| Preemption Events | Yes | TSP Events | Yes |
| Power On/Off | Yes | Low Battery | Yes |
| Access | Yes | Data Change | Yes |
| Online / Offline | Yes | | |

| Alarm Event | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable Logging | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

### Display Options (MM) 1-7-2

| | |
|---|---|
| Key Click Enable: | No |
| Switch to Graphics Mode: | Yes |
| LED Mode: | Auto |
| Display Mode: | Basic |
| Trans Mode Pop-Up Disable: | No |

### Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

### Software Modules (MM) 8-7

Application Version: 32.66.10
OS (Boot) Version: 06.07.00

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**Logic Processor Page 1**

**Logic Statement Control (MM) 1-8-1**

| Logic # | Statement Control |
|---|---|

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**Logic Processor Page 2**

**Logic Statements (MM) 1-8-2**

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**Controller Timing Plan (MM) 2-1**
**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 32 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 17 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 0.0 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 0 | 65 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 0.0 | 5.8 | 0.0 | 4.0 | 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 Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 0.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 10 | 0 | 10 | 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 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Plan 2 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 27 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 17 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 0.0 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Max2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 0.0 | 3.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear | 0.0 | 5.8 | 0.0 | 4.0 | 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 Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 0.0 | 5.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 10 | 0 | 10 | 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 | 8.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

**Plan 3 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

**Plan 4 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

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**Controller** Overlaps
**Vehicle Overlaps (MM) 2-2**

| Overlap | Type | Lag Green | Yellow | Red | Adv. Green |
|---|---|---|---|---|---|

**Phases**

| Overlap | Phase | Included | Protect | Ped Protect | Not Overlap | Modifier | Lag X Phases | Lag 2 Phases | Flash Green |
|---|---|---|---|---|---|---|---|---|---|

**PPLT FYA**

| Overlap | Protected Phase (Left Turn) | Permissive Phase (Opposing Thru) | Flashing Arrow Output | Flashing Arrow Output CH | Delay Start of FYA | Delay Start of Clearance | Action Plan SF Bit Disable | Ped Protected Enable |
|---|---|---|---|---|---|---|---|---|

**Guaranteed Minimum Time Data (MM) 2-4**

| Phase | Min Green | Walk | Ped Clear | Yellow | Red Clear | Overlap Green |
|---|---|---|---|---|---|---|
| A01 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| B02 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| C03 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| D04 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| E05 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| F06 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| G07 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| H08 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| I09 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| J10 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| K11 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| L12 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| M13 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| N14 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| O15 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| P16 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |

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**Controller** Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

| Included | Pedestrian Overlaps |
|---|---|

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**Controller Start / Flash Data (MM) 2-5**

**Start Up**

| Phase | Phase Setting |
|---|---|
| 1 | . |
| 2 | Y |
| 3 | . |
| 4 | . |
| 5 | . |
| 6 | . |
| 7 | . |
| 8 | . |
| 9 | . |
| 10 | . |
| 11 | . |
| 12 | . |
| 13 | . |
| 14 | . |
| 15 | . |
| 16 | . |

| Overlap |
|---|
| A |
| B |
| C |
| D |

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

**Automatic Flash**

| Entry |
|---|
| 2 |

| Exit |
|---|
| 2 |

| Overlap Exit |
|---|
| A |
| B |
| C |
| D |

Flash Thru Mon: No
Exit Flash: W
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

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## Controller Options

### Controller Options (MM) 2-6-1

| 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 | | X | | | | X | | | | | | | | | | |
| Non-Act II | | | | X | | | | X | | | | | | | | |
| Dual Entry | | | | | | | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | |
| Ped Re-Service | | | | | | | | | | | | | | | | |
| Rest In Walk | | | | | | | | | | | | | | | | |
| Flashing Walk | | | | | | | | | | | | | | | | |
| Ped Clr-Yel | | | | | | | | | | | | | | | | |
| Ped Clr-Red | | | | | | | | | | | | | | | | |
| IGRN + Veh Ext | | | | | | | | | | | | | | | | |

Ped Clear Protect: Off  Unit Red Revert: 2.0  MUTCD 3 Seconds Don't Walk: No

### Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No  Free Input Disables Pre-Timed: No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre-Timed | | | | | | | | | | | | | | | | |

### Phase Recall Options (MM) 2-8

**Plan # 1**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | X | | X | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | X | | X | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |
| Al Calc | | | | | | | | | | | | | | | | |

**Plan # 2**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | X | | X | | | | | | | | | | | | |
| Ped Recall | | | | | | | | | | | | | | | | |
| Max Recall | | X | | X | | | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |
| Al Calc | | | | | | | | | | | | | | | | |

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## Coordination Options

### Options (MM) 3-1

| | | | |
|---|---|---|---|
| Manual Pattern | Auto | ECPI Coord | Yes |
| System Source | TBC | System Format | STD |
| Splits In | Seconds | Offsets In | Seconds |
| Transition | Smooth | Max Select | MAXINH |
| Dwell / Add Time | 0 | | |
| Delay Coord Wk-LZ | No | Force Off | Float |
| Offset Reference | Yellow | Use Ped Time | No |
| Ped Recall | No | Ped Reservice | No |
| Local Zero Override | No | FO Added Ini Green | No |
| Re-sync Count | 0 | Multisync | No |

### Auto Perm Minimum Green (Seconds) (MM) 3-4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### Split Demand (MM) 3-5

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand 1 | | | | | | | | | | | | | | | | |
| Demand 2 | | | | | | | | | | | | | | | | |

| Demand | 1 | 2 |
|---|---|---|
| Detector | 0 | 0 |
| Call Time (Sec) | 0 | 0 |
| Cycle Count | 0 | 0 |

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## Coordination Pattern Data
### Coordinator Pattern Data (MM) 3-2

**Coordinator Pattern # 1**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 1 | TS2 (Pat-Off) | 0-1 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 9 | Offsets In | Seconds |
| Offset Value | 46s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 1 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 1) | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 120s | 0s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Special Funciton Outputs | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

**Coordinator Pattern # 2**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 2 | TS2 (Pat-Off) | 0-2 | Splits In | Seconds |
| Cycle | 100 | Std (COS) | 17 | Offsets In | Seconds |
| Offset Value | 58s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 2 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 2 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 2) | 0 | 55 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 100s | 0s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 3**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 3 | TS2 (Pat-Off) | 0-3 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 25 | Offsets In | Seconds |
| Offset Value | 43s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 3 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 3) | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 120s | 0s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 4**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 4 | TS2 (Pat-Off) | 1-1 | Splits In | Seconds |
| Cycle | 80 | Std (COS) | 33 | Offsets In | Seconds |
| Offset Value | 0s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 4 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 4) | 0 | 42 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 80s | 0s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | | | X | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 5**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 5 | TS2 (Pat-Off) | 1-2 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 41 | Offsets In | Seconds |
| Offset Value | 46s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 5 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 5) | 0 | 62 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 120s | 0s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

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**Coordination** Split Pattern
**Split Pattern Data (MM) 3-3**

**Split Pattern # 1**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 120s | 0s | 0s | 0s |

**Split Pattern # 2**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 55 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 100s | 0s | 0s | 0s |

**Split Pattern # 3**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 120s | 0s | 0s | 0s |

**Split Pattern # 4**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 42 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | | | X | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 80s | 0s | 0s | 0s |

**Split Pattern # 5**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 62 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 120s | 0s | 0s | 0s |

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## Preempt Plan

### Preempt Plan (MM) 4-1

### Preempt Plan 2

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | | | | | | | | | | | | | | | | |
| Dwell Veh | . | X | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | X | | | | | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Enable | Yes | Preempt Override | Yes | Interlock Enable | No |
| Det Lock | Yes | Delay | 0 | Inhibit | 0 |
| Override Flash | Yes | Duration | 10 | CLR > GRN | No |
| Term Ovlp Asap | No | PC Through Yel | No | Terminate Phase | No |
| Ped Dark | No | Track Clear Rsrv | No | Dwell Flash | Off |
| Linked Pmt | 0 | FL Exit Color | Grn | Exit Options | Off |
| Exit Timing Plan | 0 | Reservice | 0 | Fault Type | Hard |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|---|---|---|---|---|---|
| Entrance | 0 | 7 | 5 | 4.0 | 1.0 |
| | Min Grn | Ext Grn | Max Grn | Yellow | Red |
| Track Clear | 0 | 0 | 0 | 4.0 | 1.0 |
| | Min Dwell | Pmt Ext | Max Time | Yellow | Red |
| Dwell / Cycle-Exit | 0 | 0.0 | 120 | 3.5 | 1.0 |

| | | | |
|---|---|---|---|
| Preemption Active Out | On | Preempt Act Dwell | No |
| Other - Priority Preempt | Off | Non-Priority Pmt | Off |
| Inhibit Extension Time | 0.0 | Ped Priority Return | Off |
| Veh Priority Return | Off | Queue Delay | Off |
| Conditional Delay | Off | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt Plan 3**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | | | | | | | | | | | | | | | | |
| Dwell Veh | . | . | . | X | . | . | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | | | X | | | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Enable | Yes | Preempt Override | Yes | Interlock Enable | No |
| Det Lock | Yes | Delay | 0 | Inhibit | 0 |
| Override Flash | Yes | Duration | 10 | CLR > GRN | No |
| Term Ovlp Asap | No | PC Through Yel | No | Terminate Phase | No |
| Ped Dark | No | Track Clear Rsrv | No | Dwell Flash | Off |
| Linked Pmt | 0 | FL Exit Color | Grn | Exit Options | Off |
| Exit Timing Plan | 0 | Reservice | 0 | Fault Type | Hard |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|---|---|---|---|---|---|
| Entrance | 0 | 7 | 10 | 4.0 | 1.0 |
| | Min Grn | Ext Grn | Max Grn | Yellow | Red |
| Track Clear | 0 | 0 | 0 | 4.0 | 1.0 |
| | Min Dwell | Pmt Ext | Max Time | Yellow | Red |
| Dwell / Cycle-Exit | 0 | 0.0 | 120 | 3.5 | 1.0 |

| | | | |
|---|---|---|---|
| Preemption Active Out | On | Preempt Act Dwell | No |
| Other - Priority Preempt | Off | Non-Priority Pmt | Off |
| Inhibit Extension Time | 0.0 | Ped Priority Return | Off |
| Veh Priority Return | Off | Queue Delay | Off |
| Conditional Delay | Off | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt Plan 4**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | | | | | | | | | | | | | | | | |
| Dwell Veh | . | X | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | X | | | | | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Enable | Yes | Preempt Override | Yes | Interlock Enable | No |
| Det Lock | Yes | Delay | 0 | Inhibit | 0 |
| Override Flash | Yes | Duration | 0 | CLR > GRN | No |
| Term Ovlp Asap | No | PC Through Yel | No | Terminate Phase | No |
| Ped Dark | No | Track Clear Rsrv | No | Dwell Flash | Off |
| Linked Pmt | 0 | FL Exit Color | Grn | Exit Options | Off |
| Exit Timing Plan | 0 | Reservice | 0 | Fault Type | Hard |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|---|---|---|---|---|---|
| Entrance | 0 | 7 | 10 | 4.0 | 1.0 |
| | **Min Grn** | **Ext Grn** | **Max Grn** | **Yellow** | **Red** |
| Track Clear | 0 | 0 | 0 | 4.0 | 1.0 |
| | **Min Dwell** | **Pmt Ext** | **Max Time** | **Yellow** | **Red** |
| Dwell / Cycle-Exit | 0 | 0.0 | 120 | 3.5 | 1.0 |

| | | | |
|---|---|---|---|
| Preemption Active Out | On | Preempt Act Dwell | No |
| Other - Priority Preempt | Off | Non-Priority Pmt | Off |
| Inhibit Extension Time | 0.0 | Ped Priority Return | Off |
| Veh Priority Return | Off | Queue Delay | Off |
| Conditional Delay | Off | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt Plan 5**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | | | | | | | | | | | | | | | | |
| Dwell Veh | . | . | . | X | . | . | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | | | X | | | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Enable | Yes | Preempt Override | Yes | Interlock Enable | No |
| Det Lock | Yes | Delay | 0 | Inhibit | 0 |
| Override Flash | Yes | Duration | 10 | CLR > GRN | No |
| Term Ovlp Asap | No | PC Through Yel | No | Terminate Phase | No |
| Ped Dark | No | Track Clear Rsrv | No | Dwell Flash | Off |
| Linked Pmt | 0 | FL Exit Color | Grn | Exit Options | Off |
| Exit Timing Plan | 0 | Reservice | 0 | Fault Type | Hard |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|---|---|---|---|---|---|
| Entrance | 0 | 7 | 10 | 4.0 | 1.0 |
| | **Min Grn** | **Ext Grn** | **Max Grn** | **Yellow** | **Red** |
| Track Clear | 0 | 0 | 0 | 4.0 | 1.0 |
| | **Min Dwell** | **Pmt Ext** | **Max Time** | **Yellow** | **Red** |
| Dwell / Cycle-Exit | 0 | 0.0 | 120 | 3.5 | 1.0 |

| | | | |
|---|---|---|---|
| Preemption Active Out | On | Preempt Act Dwell | No |
| Other - Priority Preempt | Off | Non-Priority Pmt | Off |
| Inhibit Extension Time | 0.0 | Ped Priority Return | Off |
| Veh Priority Return | Off | Queue Delay | Off |
| Conditional Delay | Off | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt Plan 6**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Overlap | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
| Trk Clr Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Trk Clr Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Enable Trailing | | | | | | | | | | | | | | | | |
| Dwell Veh | . | X | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Dwell Ped | | | | | | | | | | | | | | | | |
| Dwell Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Veh | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Cycling Ped | | | | | | | | | | | | | | | | |
| Cycling Overlap | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exit Phases | | X | | | | | | | | | | | | | | |
| Exit Calls | | | | | | | | | | | | | | | | |
| Special Function | | | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Enable | Yes | Preempt Override | Yes | Interlock Enable | No |
| Det Lock | Yes | Delay | 0 | Inhibit | 0 |
| Override Flash | Yes | Duration | 10 | CLR > GRN | No |
| Term Ovlp Asap | No | PC Through Yel | No | Terminate Phase | No |
| Ped Dark | No | Track Clear Rsrv | No | Dwell Flash | Off |
| Linked Pmt | 0 | FL Exit Color | Grn | Exit Options | Off |
| Exit Timing Plan | 0 | Reservice | 0 | Fault Type | Hard |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Free During Pmt | No | No | No | No |

| Timing | Walk | Ped Clr | Min Grn | Yellow | Red |
|---|---|---|---|---|---|
| Entrance | 0 | 7 | 10 | 4.0 | 1.0 |
| | **Min Grn** | **Ext Grn** | **Max Grn** | **Yellow** | **Red** |
| Track Clear | 0 | 0 | 0 | 4.0 | 1.0 |
| | **Min Dwell** | **Pmt Ext** | **Max Time** | **Yellow** | **Red** |
| Dwell / Cycle-Exit | 0 | 0.0 | 120 | 3.5 | 1.0 |

| | | | |
|---|---|---|---|
| Preemption Active Out | On | Preempt Act Dwell | No |
| Other - Priority Preempt | Off | Non-Priority Pmt | Off |
| Inhibit Extension Time | 0.0 | Ped Priority Return | Off |
| Veh Priority Return | Off | Queue Delay | Off |
| Conditional Delay | Off | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh Pri Return % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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002 - McCaslin Blvd @ US-36 @ S Ramp - Cobalt @ 172.16.8.111 - Econolite Type - Cobalt

**Preempt** **Preempt Filtering**
**Enable Preempt Filtering & TSP/SCP (MM) 4-2**

| Input | Solid | Pulsing |
|---|---|---|
| 1 | ...BYPASSED... | ...BYPASSED... |
| 2 | ...BYPASSED... | ...BYPASSED... |
| 3 | PREEMPTION 3 | PREEMPTION 7 |
| 4 | PREEMPTION 4 | PREEMPTION 8 |
| 5 | PREEMPTION 5 | PREEMPTION 9 |
| 6 | PREEMPTION 6 | PREEMPTION 10 |
| 7 | ...BYPASSED... | ...BYPASSED... |
| 8 | ...BYPASSED... | ...BYPASSED... |
| 9 | ...BYPASSED... | ...BYPASSED... |
| 10 | ...BYPASSED... | ...BYPASSED... |

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**Preempt TSP/SCP Plan and Split**

**TSP / SCP Plan (MM) 4-3**

| TSP/SCP Plan | Enable Option | Signal Type | Det Lock | Delay Time | Max Presence | PMT Enables Reservice | No Delay in TSP | Action SF Inhibit | Reservice Cycles | Bus Heading |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | NB |
| 2 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | SB |
| 3 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | EB |
| 4 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | WB |
| 5 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |
| 6 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |

Mode: TSP
Free Default Pattern: 120
Headway Allowance: 0

| TSP/SCP Plan | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

**TSP / SCP Split Pattern (MM) 4-4**

| TSP/SCP Split Pattern | Max Type | Phase | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 4 | Max Reduction | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |

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**Time Base Clock/Calendar**
**Clock/Calendar Data (MM) 5-1**

| | |
|---|---|
| Manual Action Plan: | 0 |
| SYNC Reference Time: | 00:00 |
| SYNC Reference: | Reference Time |
| Day Light Savings: | No |
| Time Reset Input Set Time: | 3:30:00 |
| Standard Time From GMT: | 0 |

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**Time Base Action Plan**
**Action Plan (MM) 5-2**

**Action Plan - 1 - "1"**

| | | | |
|---|---|---|---|
| Pattern | 1 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | | | | | | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 2 - "2"**

| | | | |
|---|---|---|---|
| Pattern | 2 | Override Sys | No |
| Timing Plan | 2 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 3 - "3"**

| | | | |
|---|---|---|---|
| Pattern | 3 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 4 - "4"**

| | | | |
|---|---|---|---|
| Pattern | 4 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 5 - "5"**

| | | | |
|---|---|---|---|
| Pattern | 5 | Override Sys | No |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

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**Time Base** **Day Plan/Schedule**
**Day Plan (MM) 5-3**

**Day Plan #1 - "1"**

| Event | Action Plan | Start Time |
|---|---|---|
| 1 | 1 | 06:30 |
| 2 | 2 | 09:00 |
| 3 | 3 | 15:30 |
| 4 | 2 | 19:00 |

**Day Plan #2 - "2"**

| Event | Action Plan | Start Time |
|---|---|---|
| 1 | 2 | 06:30 |
| 2 | 5 | 10:00 |
| 3 | 2 | 18:00 |

**Schedule (MM) 5-4**

**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| | | X | X | X | X | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

**Schedule Number - 2**

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| | X | | | | | | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

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**Time Base** Exceptions
**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|---|---|---|---|---|---|

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## Detectors

### Detectors - Pg 1

**Veh Det Phase Assignment (MM) 6-1**

**Vehicle Detector Plan Number - 1**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 2**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 3**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 4**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Setup (MM) 6-2**

| Veh Detector | Type | TS2 Detector | Description |
|---|---|---|---|
| 1 | S-STANDARD | Yes | |
| 2 | S-STANDARD | Yes | |
| 3 | S-STANDARD | Yes | |
| 4 | S-STANDARD | Yes | |
| 5 | S-STANDARD | Yes | |
| 6 | S-STANDARD | Yes | |
| 7 | S-STANDARD | Yes | |
| 8 | S-STANDARD | Yes | |
| 9 | S-STANDARD | Yes | |
| 10 | S-STANDARD | Yes | |
| 11 | S-STANDARD | Yes | |
| 12 | S-STANDARD | Yes | |
| 13 | S-STANDARD | Yes | |
| 14 | S-STANDARD | Yes | |
| 15 | S-STANDARD | Yes | |
| 16 | S-STANDARD | Yes | |
| 17 | S-STANDARD | Yes | |
| 18 | S-STANDARD | Yes | |
| 19 | S-STANDARD | Yes | |
| 20 | S-STANDARD | Yes | |
| 21 | S-STANDARD | Yes | |
| 22 | S-STANDARD | Yes | |
| 23 | S-STANDARD | Yes | |
| 24 | S-STANDARD | Yes | |
| 25 | S-STANDARD | Yes | |
| 26 | S-STANDARD | Yes | |
| 27 | S-STANDARD | Yes | |
| 28 | S-STANDARD | Yes | |
| 29 | S-STANDARD | Yes | |
| 30 | S-STANDARD | Yes | |
| 31 | S-STANDARD | Yes | |
| 32 | S-STANDARD | Yes | |
| 33 | S-STANDARD | Yes | |
| 34 | S-STANDARD | Yes | |
| 35 | S-STANDARD | Yes | |
| 36 | S-STANDARD | Yes | |
| 37 | S-STANDARD | Yes | |
| 38 | S-STANDARD | Yes | |
| 39 | S-STANDARD | Yes | |
| 40 | S-STANDARD | Yes | |
| 41 | S-STANDARD | Yes | |
| 42 | S-STANDARD | Yes | |
| 43 | S-STANDARD | Yes | |
| 44 | S-STANDARD | Yes | |
| 45 | S-STANDARD | Yes | |
| 46 | S-STANDARD | Yes | |
| 47 | S-STANDARD | Yes | |
| 48 | S-STANDARD | Yes | |
| 49 | S-STANDARD | Yes | |
| 50 | S-STANDARD | Yes | |
| 51 | S-STANDARD | Yes | |
| 52 | S-STANDARD | Yes | |
| 53 | S-STANDARD | Yes | |
| 54 | S-STANDARD | Yes | |
| 55 | S-STANDARD | Yes | |
| 56 | S-STANDARD | Yes | |
| 57 | S-STANDARD | Yes | |
| 58 | S-STANDARD | Yes | |
| 59 | S-STANDARD | Yes | |
| 60 | S-STANDARD | Yes | |
| 61 | S-STANDARD | Yes | |
| 62 | S-STANDARD | Yes | |

| | | | |
|---|---|---|---|
| 63 | S-STANDARD | Yes | |
| 64 | S-STANDARD | Yes | |

**Vehicle Detector Plan Number - 1**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 2**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 3**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 4**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Ped Detector Phase Assignment (MM) 6-3**

**Mode: NTCIP**

| Called Phase | Detector |
|---|---|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |

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## Detectors

### Detectors - Pg 2

**Log - Speed Detector Setup (MM) 6-4**

NTCIP Log Period: 60 ECPI Log Period: 0 Length Unit: Inches

| Speed Detector | Local Detector | One/Two Detector | Vehicle Length | Trap length | Enable Log |
|---|---|---|---|---|---|
| 1 | 0 | 1 | 0 | 0 | No |
| 2 | 0 | 1 | 0 | 0 | No |
| 3 | 0 | 1 | 0 | 0 | No |
| 4 | 0 | 1 | 0 | 0 | No |
| 5 | 0 | 1 | 0 | 0 | No |
| 6 | 0 | 1 | 0 | 0 | No |
| 7 | 0 | 1 | 0 | 0 | No |
| 8 | 0 | 1 | 0 | 0 | No |
| 9 | 0 | 1 | 0 | 0 | No |
| 10 | 0 | 1 | 0 | 0 | No |
| 11 | 0 | 1 | 0 | 0 | No |
| 12 | 0 | 1 | 0 | 0 | No |
| 13 | 0 | 1 | 0 | 0 | No |
| 14 | 0 | 1 | 0 | 0 | No |
| 15 | 0 | 1 | 0 | 0 | No |
| 16 | 0 | 1 | 0 | 0 | No |

**Vehicle Detector Diagnostics (MM) 6-5**

**Veh Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 2**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 3**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 4**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Pedestrian Detector Diagnostics (MM) 6-6**

**Ped Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|
| 2 | 0 | 0 | 2 | 1 |
| 4 | 0 | 0 | 2 | 1 |
| 6 | 0 | 0 | 2 | 1 |
| 8 | 0 | 0 | 2 | 1 |

**Ped Diagnostic Plan Number - 2**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

**Ped Diagnostic Plan Number - 3**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

**Ped Diagnostic Plan Number - 4**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

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**Configuration** **Controller Sequence**

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | B | | B | | B | | B | | B | | | | | | | |
| Sequence 1 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 8 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 3 | 7 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 2 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 8 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 3 | 7 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 3 | | | | | | | | | | | | | | | | |
| Ring 1 | 1 | 2 | 4 | 8 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 3 | 7 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 4 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 8 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 5 | 6 | 3 | 7 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |
| Sequence 5 | | | | | | | | | | | | | | | | |
| Ring 1 | 2 | 1 | 8 | 4 | 9 | 10 | 13 | 14 | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | 5 | 3 | 7 | 11 | 12 | 15 | 16 | . | . | . | . | . | . | . | . |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Hardware Alternate Sequence Enable: No

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**Configuration Port 1 (SDLC)**

**Port 1 SDLC (MM) 1-4-1**

| BIU | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Term & Facility | | | | | | | | |
| Detector Rack | | | X | | | | | |

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

**MMU Program (MM) 1-4-2**

| Channel Can Serve With Channel | |
|---|---|
| **Channel 1** | **Channel 2** |

**Color Check Enable (MM) 1-4-3**
Enable Color Check: Yes

| MMU/LS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Green | | | | | | | | | | | | | | | | |
| Yellow | | | | | | | | | | | | | | | | |
| Red | | | | | | | | | | | | | | | | |

**Secondary Stations/Tests (MM) 1-4-4**

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | MMU |
|---|---|---|---|---|---|---|---|---|---|
| Term & Facility | | | | | | | | | |

| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Diag |
|---|---|---|---|---|---|---|---|---|---|
| Detector Rack | | | | | | | | | |

Enable SDLC Diagnostic Test: No

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## Configuration Communications 1 (SDLC)

**Ethernet Port Configuration (MM) 1-5-1**

| | |
|---|---|
| DHCP Enable: | No |
| Controller IP: | 172.16.8.110 |
| Subnet Mask: | 255.255.252.0 |
| Default Gateway IP: | 172.16.11.254 |
| Server IP: | 172.16.50.1 |

**NTCIP (MM) 1-5-5**

| | |
|---|---|
| NTCIP Backup Time (Sec): | 0 |
| NTCIP UDP Port: | 2101 |
| Ethernet Priority: | 1 |
| Port 2 Priority (Port C50S for 2070): | 4 |
| Port 3A Priority (Port C21S for 2070): | 3 |
| Port 3B Priority (Port C22S for 2070): | 2 |

**Port Configuration (MM) 1-5-2 to 1-5-4**

| Port | 2 (C50S) | 3A (C21S) | 3B (C22S) |
|---|---|---|---|
| Comm Module | None | Auto | Auto |
| Protocol | NTCIP | NTCIP | NTCIP |
| Enable | No | No | No |
| Data Rate (BPS) | 9600 | 9600 | 9600 |
| Data, Parity, Stop | 8 N 1 | 8 N 1 | 8 N 1 |
| Address | 1 | 0 | 0 |
| Telemetry Response Delay | 0.0 | 0.0 | 0.0 |
| Duplex - Half or Full | Half | Full | Full |
| Flow Control | No | Yes | Yes |
| Group Address | 0 | 0 | 0 |
| Single Flag Enable | Yes | Yes | Yes |
| RTS to CTS Delay | n/a | n/a | 0.0 |
| RTS Turn Off Delay | n/a | n/a | 0.0 |
| Dropout Time | 10 | 10 | 10 |
| Early RTS | n/a | n/a | No |
| Telemetry Mode | n/a | n/a | FSK |
| ATCS Railroad | 0 | n/a | n/a |
| ATCS Railroad Line | 0 | n/a | n/a |
| ATCS Group | 0 | n/a | n/a |
| Wayside Device | 0 | n/a | n/a |
| ATC Device | 0 | n/a | n/a |
| Wayside Subnode | 0 | n/a | n/a |
| ATC Subnode | 0 | n/a | n/a |

**ECPIP (MM) 1-5-6**

| | |
|---|---|
| Controller Address: | 1 |
| Expanded System Detector Address: | 0 |

**System Detector Assignment**

| System Detector | Local Detector |
|---|---|

**Wireless Configuration (MM) 1-5-7**

| | |
|---|---|
| Wireless Channel Number: | 1 |
| Wireless Access Code: | 327423274 |

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## Configuration Logging / Display

### Event Logging (MM) 1-6-1

| | | | |
|---|---|---|---|
| Critical RFE's (MMU/TF) | Yes | 3 Critical Errors Within 24 Hours | Yes |
| MMU Flash Faults | Yes | Local Flash Fault | Yes |
| Non-Critical RFE's (Det/Test) | Yes | Detector Errors | Yes |
| Coordination Errors | Yes | Controller Download | Yes |
| Preemption Events | Yes | TSP Events | Yes |
| Power On/Off | Yes | Low Battery | Yes |
| Access | Yes | Data Change | Yes |
| Online / Offline | Yes | | |

| Alarm Event | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enable Logging | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

### Display Options (MM) 1-7-2

| | |
|---|---|
| Key Click Enable: | Yes |
| Switch to Graphics Mode: | No |
| LED Mode: | Auto |
| Display Mode: | Advanced |
| Trans Mode Pop-Up Disable: | No |

### Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

### Software Modules (MM) 8-7

Application Version: 32.65.30
OS (Boot) Version: 06.07.00

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**Logic Processor Page 1**

**Logic Statement Control (MM) 1-8-1**

| Logic # | Statement Control |
|---|---|

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**Logic Processor Page 2**

**Logic Statements (MM) 1-8-2**

**Logic #: 1 - ""**

**If:**

| | Peer | T/F | Assignment | # | | State |
|---|---|---|---|---|---|---|
| IF | -- | F | PED ON PH PED CLR | 8 | IS | On |

**Then:**

| Assignment | # | State |
|---|---|---|
| LP SET LOGIC FLAG | 1 | On |

**Logic #: 2 - ""**

**If:**

| | Peer | T/F | Assignment | # | | State |
|---|---|---|---|---|---|---|
| IF | -- | F | LP LOGIC FLAG | 1 | IS | On |

**Then:**

| Assignment | # | State |
|---|---|---|
| CRD SET FREE | | On |

**Logic #: 3 - ""**

**If:**

| | Peer | T/F | Assignment | # | | State |
|---|---|---|---|---|---|---|
| IF | -- | F | VEH GREEN ON PH | 2 | IS | On |
| OR | -- | F | VEH GREEN ON PH | 6 | IS | On |

**Then:**

| Assignment | # | State |
|---|---|---|
| LP SET LOGIC FLAG | 1 | Off |

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**Controller Timing Plan (MM) 2-1**
**Plan 1 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 3 | 10 | 0 | 5 | 3 | 10 | 0 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 18 | 0 | 27 | 0 | 18 | 0 | 27 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 2.0 | 3.0 | 0.0 | 3.0 | 2.0 | 3.0 | 0.0 | 2.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 75 | 75 | 0 | 19 | 75 | 75 | 0 | 11 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 75 | 75 | 0 | 22 | 75 | 75 | 0 | 11 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 75 | 75 | 0 | 29 | 75 | 75 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 2.0 | 0.0 | 2.0 | 1.0 | 2.0 | 0.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

**Plan 2 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

**Plan 3 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

**Plan 4 - ""**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Min Green | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 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 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 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 |

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**Controller** Overlaps
**Vehicle Overlaps (MM) 2-2**

| Overlap | Type | Lag Green | Yellow | Red | Adv. Green |
|---|---|---|---|---|---|

**Phases**

| Overlap | Phase | Included | Protect | Ped Protect | Not Overlap | Modifier | Lag X Phases | Lag 2 Phases | Flash Green |
|---|---|---|---|---|---|---|---|---|---|

**PPLT FYA**

| Overlap | Protected Phase (Left Turn) | Permissive Phase (Opposing Thru) | Flashing Arrow Output | Flashing Arrow Output CH | Delay Start of FYA | Delay Start of Clearance | Action Plan SF Bit Disable | Ped Protected Enable |
|---|---|---|---|---|---|---|---|---|
| A | 1 | 2 | Yellow Ped | 9 | 0.0 | 0.0 | 1 | No |
| C | 5 | 6 | Yellow Ped | 11 | 0.0 | 0.0 | 5 | No |

**Guaranteed Minimum Time Data (MM) 2-4**

| Phase | Min Green | Walk | Ped Clear | Yellow | Red Clear | Overlap Green |
|---|---|---|---|---|---|---|
| A01 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| B02 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| C03 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| D04 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| E05 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| F06 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| G07 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| H08 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| I09 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| J10 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| K11 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| L12 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| M13 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| N14 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| O15 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |
| P16 | 5 | 0 | 7 | 3.0 | 0.0 | 5 |

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**Controller** Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

| Included | Pedestrian Overlaps |
|---|---|

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**Controller Start / Flash Data (MM) 2-5**

**Start Up**

| Phase | Phase Setting |
|---|---|
| 1 | . |
| 2 | Y |
| 3 | . |
| 4 | . |
| 5 | . |
| 6 | Y |
| 7 | . |
| 8 | . |
| 9 | . |
| 10 | . |
| 11 | . |
| 12 | . |
| 13 | . |
| 14 | . |
| 15 | . |
| 16 | . |

| Overlap |
|---|
| A |
| B |
| C |
| D |

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

**Automatic Flash**

| Entry |
|---|
| 2 |
| 6 |

| Exit |
|---|
| 2 |
| 6 |

| Overlap Exit |
|---|
| A |
| B |
| C |
| D |

Flash Thru Mon: No
Exit Flash: W
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

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## Controller Options

### Controller Options (MM) 2-6-1

| 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 | | X | | | | X | | | | | | | | | | |
| Non-Act II | | | | | | | | | | | | | | | | |
| Dual Entry | | X | | | | X | | | | | | | | | | |
| Cond Service | | | | | | | | | | | | | | | | |
| Cond Reservice | | | | | | | | | | | | | | | | |
| Ped Re-Service | | | | | | | | | | | | | | | | |
| Rest In Walk | | X | | | | X | | | | | | | | | | |
| Flashing Walk | | | | | | | | | | | | | | | | |
| Ped Clr-Yel | | | | | | | | | | | | | | | | |
| Ped Clr-Red | | | | | | | | | | | | | | | | |
| IGRN + Veh Ext | | | | | | | | | | | | | | | | |

Ped Clear Protect: Off

Unit Red Revert: 2.0

MUTCD 3 Seconds Don't Walk: No

### Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No

Free Input Disables Pre-Timed: No

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre-Timed | | | | | | | | | | | | | | | | |

### Phase Recall Options (MM) 2-8

**Plan # 1**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lock Detector | | | | | | | | | | | | | | | | |
| Vehicle Recall | | | | | | | | | | | | | | | | |
| Ped Recall | | X | | | | X | | | | | | | | | | |
| Max Recall | X | X | | | | X | | | | | | | | | | |
| Soft Recall | | | | | | | | | | | | | | | | |
| No Rest | | | | | | | | | | | | | | | | |
| AI Calc | | | | | | | | | | | | | | | | |

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## Coordination Options

### Options (MM) 3-1

| | | | |
|---|---|---|---|
| Manual Pattern | Auto | ECPI Coord | Yes |
| System Source | TBC | System Format | STD |
| Splits In | Seconds | Offsets In | Seconds |
| Transition | Smooth | Max Select | MAXINH |
| Dwell / Add Time | 0 | | |
| Delay Coord Wk-LZ | No | Force Off | Float |
| Offset Reference | Yellow | Use Ped Time | No |
| Ped Recall | No | Ped Reservice | No |
| Local Zero Override | No | FO Added Ini Green | No |
| Re-sync Count | 0 | Multisync | No |

### Auto Perm Minimum Green (Seconds) (MM) 3-4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### Split Demand (MM) 3-5

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand 1 | | | | | | | | | | | | | | | | |
| Demand 2 | | | | | | | | | | | | | | | | |

| Demand | 1 | 2 |
|---|---|---|
| Detector | 0 | 0 |
| Call Time (Sec) | 0 | 0 |
| Cycle Count | 0 | 0 |

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## Coordination Pattern Data
### Coordinator Pattern Data (MM) 3-2

**Coordinator Pattern # 1**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 1 | TS2 (Pat-Off) | 0-1 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 9 | Offsets In | Seconds |
| Offset Value | 64s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 4 | | |
| Phase Reservice | No | Action Plan | 1 | | |
| Max Select | MAX 1 | Force Off | Float | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 1) | 15 | 48 | 0 | 27 | 20 | 43 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 120s | 63s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Special Funciton Outputs | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

**Coordinator Pattern # 2**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 2 | TS2 (Pat-Off) | 0-2 | Splits In | Seconds |
| Cycle | 100 | Std (COS) | 10 | Offsets In | Seconds |
| Offset Value | 74s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 4 | | |
| Phase Reservice | No | Action Plan | 2 | | |
| Max Select | MAX 2 | Force Off | Float | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 2) | 15 | 37 | 0 | 30 | 15 | 37 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 100s | 52s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 3**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 3 | TS2 (Pat-Off) | 0-3 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 11 | Offsets In | Seconds |
| Offset Value | 70s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 4 | | |
| Phase Reservice | No | Action Plan | 3 | | |
| Max Select | MAX 3 | Force Off | Float | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 3) | 15 | 49 | 0 | 28 | 15 | 49 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 120s | 64s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 4**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 4 | TS2 (Pat-Off) | 1-1 | Splits In | Seconds |
| Cycle | 100 | Std (COS) | 12 | Offsets In | Seconds |
| Offset Value | 24s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 2 | | |
| Phase Reservice | No | Action Plan | 4 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 4) | 10 | 34 | 0 | 37 | 10 | 34 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 100s | 44s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 5**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 5 | TS2 (Pat-Off) | 1-2 | Splits In | Seconds |
| Cycle | 100 | Std (COS) | 13 | Offsets In | Seconds |
| Offset Value | 15s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 1 | | |
| Phase Reservice | No | Action Plan | 5 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 5) | 15 | 45 | 0 | 25 | 15 | 45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 100s | 60s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 6**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 6 | TS2 (Pat-Off) | 1-3 | Splits In | Seconds |
| Cycle | 80 | Std (COS) | 14 | Offsets In | Seconds |
| Offset Value | 24s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 3 | | |
| Phase Reservice | No | Action Plan | 5 | | |
| Max Select | None | Force Off | None | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 6) | 0 | 34 | 0 | 30 | 0 | 34 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 80s | 34s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

**Coordinator Pattern # 7**

| | | | | | |
|---|---|---|---|---|---|
| Split Pattern | 7 | TS2 (Pat-Off) | 2-1 | Splits In | Seconds |
| Cycle | 120 | Std (COS) | 0 | Offsets In | Seconds |
| Offset Value | 24s | Dwell/Add Time | 0 | | |
| Actuated Coord | No | Timing Plan | 1 | | |
| Actuated Walk Rest | No | Sequence | 4 | | |
| Phase Reservice | No | Action Plan | 7 | | |
| Max Select | MAX 3 | Force Off | Float | | |

**Split Preference Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Splits (Split Pat 7) | 18 | 31 | 0 | 40 | 18 | 31 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pref 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Ring Split Ext | 0 | 0 | 0 | 0 |
| Ring Displacement | - | 0 | 0 | 0 |
| Split Sum | 120s | 49s | 0s | 0s |

Misc. Data

| | | | | | |
|---|---|---|---|---|---|
| Veh Perm 1 | 0 | Veh Perm 2 | 0 | Veh Perm 2 Disp | 0 |
| Split Demand Pat 1 | 0 | Split Demand Pat 2 | 0 | Crossing Arterial Pat | 0 |

**Split Pattern**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |
| Special Funciton Outputs | | | | | | | | | | | | | | | | |

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**Coordination** Split Pattern
**Split Pattern Data (MM) 3-3**

**Split Pattern # 1**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 15 | 48 | 0 | 27 | 20 | 43 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 120s | 63s | 0s | 0s |

**Split Pattern # 2**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 15 | 37 | 0 | 30 | 15 | 37 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 100s | 52s | 0s | 0s |

**Split Pattern # 3**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 15 | 49 | 0 | 28 | 15 | 49 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 120s | 64s | 0s | 0s |

**Split Pattern # 4**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 10 | 34 | 0 | 37 | 10 | 34 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 100s | 44s | 0s | 0s |

**Split Pattern # 5**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 15 | 45 | 0 | 25 | 15 | 45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 100s | 60s | 0s | 0s |

**Split Pattern # 6**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 0 | 34 | 0 | 30 | 0 | 34 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 80s | 34s | 0s | 0s |

**Split Pattern # 7**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | N-L | S-T | E-L | W-T | S-L | N-T | W-L | E-T | N | N | N | N | N | N | N | N |
| Split (seconds) | 18 | 31 | 0 | 40 | 18 | 31 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coord Phase | | X | | | | X | | | | | | | | | | |
| Vehicle Recall | | X | | | | X | | | | | | | | | | |
| Pedestrian Recall | | | | | | | | | | | | | | | | |
| Recall to Max. Time | | | | | | | | | | | | | | | | |
| Omit Phase | | | | | | | | | X | X | X | X | X | X | X | X |

| Ring | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Split Sum | 120s | 49s | 0s | 0s |

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**Preempt Plan**

**Preempt Plan (MM) 4-1**

No Enabled Preempts

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**Preempt** **Preempt Filtering**
**Enable Preempt Filtering & TSP/SCP (MM) 4-2**

| Input | Solid | Pulsing |
|---|---|---|
| 1 | ...BYPASSED... | ...BYPASSED... |
| 2 | ...BYPASSED... | ...BYPASSED... |
| 3 | PREEMPTION 3 | PREEMPTION 7 |
| 4 | PREEMPTION 4 | PREEMPTION 8 |
| 5 | PREEMPTION 5 | PREEMPTION 9 |
| 6 | PREEMPTION 6 | PREEMPTION 10 |
| 7 | ...BYPASSED... | ...BYPASSED... |
| 8 | ...BYPASSED... | ...BYPASSED... |
| 9 | ...BYPASSED... | ...BYPASSED... |
| 10 | ...BYPASSED... | ...BYPASSED... |

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**Preempt TSP/SCP Plan and Split**

**TSP / SCP Plan (MM) 4-3**

| TSP/SCP Plan | Enable Option | Signal Type | Det Lock | Delay Time | Max Presence | PMT Enables Reservice | No Delay in TSP | Action SF Inhibit | Reservice Cycles | Bus Heading |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | NB |
| 2 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | SB |
| 3 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | EB |
| 4 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | WB |
| 5 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |
| 6 | No | Solid | No | 0 | 0 | No | False | 0 | 0 | . |

Mode: TSP
Free Default Pattern: 120
Headway Allowance: 100

| TSP/SCP Plan | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

**TSP / SCP Split Pattern (MM) 4-4**

| TSP/SCP Split Pattern | Max Type | Phase | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 4 | Max Reduction | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |

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**Time Base Clock/Calendar**
**Clock/Calendar Data (MM) 5-1**

| | |
|---|---|
| Manual Action Plan: | 0 |
| SYNC Reference Time: | 00:00 |
| SYNC Reference: | Reference Time |
| Day Light Savings: | No |
| Time Reset Input Set Time: | 3:30:00 |
| Standard Time From GMT: | 0 |

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**Time Base Action Plan**
**Action Plan (MM) 5-2**

**Action Plan - 1 - "1"**

| | | | |
|---|---|---|---|
| Pattern | 1 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 4 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 1 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |
| Spec Func (1-8) | X | | | | X | | | | | | | | | | | |
| Aux Func (1-3) | | | | | | | | | | | | | | | | |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | E | E | E | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 2 - "2"**

| | | | |
|---|---|---|---|
| Pattern | 2 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 4 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 1 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | X | | | | X | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | E | E | E | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 3 - "3"**

| | | | |
|---|---|---|---|
| Pattern | 3 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 4 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 1 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | X | | | | X | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | E | E | E | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 4 - "4"**

| | | | |
|---|---|---|---|
| Pattern | 4 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 2 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 5 - "5"**

| | | | |
|---|---|---|---|
| Pattern | 5 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 1 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 0 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 6 - "6"**

| | | | |
|---|---|---|---|
| Pattern | 6 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 3 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 1 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | X | | | | X | | | | | | | | | | | |

| Spec Func (1-8) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

**Action Plan - 7 - "7"**

| | | | |
|---|---|---|---|
| Pattern | 7 | Override Sys | Yes |
| Timing Plan | 1 | Sequence | 4 |
| Veh Detector Plan | 1 | Det Log | None |
| Flash | No | Red Rest | No |
| Veh Det Diag Plan | 0 | Ped Det Diag Plan | 1 |
| Dimming Enable | No | Pmt Veh Priority Ret | No |
| Pmt Ped Priority Ret | No | Pmt Queue Delay | No |
| Pmt Cond Delay | No | | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ped Recall | | | | | | | | | | | | | | | | |
| Walk 2 | | | | | | | | | | | | | | | | |
| Veh Ext 2 | | | | | | | | | | | | | | | | |
| Veh Recall | | | | | | | | | | | | | | | | |
| Max Recall | | | | | | | | | | | | | | | | |
| Max 2 | | | | | | | | | | | | | | | | |
| Max 3 | | | | | | | | | | | | | | | | |
| CS Inhibit | | | | | | | | | | | | | | | | |
| Omit | | | | | | | | | | | | | | | | |

| Spec Func (1-8) | X | | | | X | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Aux Func (1-3) | | | |
|---|---|---|---|

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LP 1-15 | E | E | E | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 16-30 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 31-45 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 46-60 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 61-75 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 76-90 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| LP 91-100 | . | . | . | . | . | . | . | . | . | . | | | | | |

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**Time Base** **Day Plan/Schedule**
**Day Plan (MM) 5-3**

**Day Plan #1 - "1"**

| Event | Action Plan | Start Time |
|---|---|---|
| 1 | 1 | 06:30 |
| 2 | 2 | 09:00 |
| 3 | 3 | 15:30 |
| 4 | 2 | 19:00 |
| 5 | 6 | 22:00 |

**Day Plan #2 - "2"**

| Event | Action Plan | Start Time |
|---|---|---|
| 1 | 2 | 06:30 |
| 2 | 7 | 10:00 |
| 3 | 2 | 18:00 |
| 4 | 6 | 22:00 |

**Schedule (MM) 5-4**

**Schedule Number - 1**

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| | | X | X | X | X | X | |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

**Schedule Number - 2**

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X | X |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|---|---|---|---|---|---|---|---|
| | X | | | | | | X |

| Day (DOM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | X | X | X | X | X | X | X | X | X | X |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | X | X | X | X | X | X | X | X | X | X | X |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| | X | X | X | X | X | X | X | X | X | | |

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**Time Base Exceptions**
**Exception Day Program (MM) 5-5**

| Excep Day | Float/Fixed | Mon/Mon | DOW/DOM | WOM/Year | Day Plan |
|---|---|---|---|---|---|
| 1 | FIXED | 11 | 22 | 2018 | 2 |
| 2 | FIXED | 11 | 23 | 2018 | 2 |
| 3 | FIXED | 12 | 21 | 2018 | 2 |
| 4 | FIXED | 12 | 24 | 2018 | 2 |
| 5 | FIXED | 12 | 28 | 2018 | 2 |
| 6 | FIXED | 12 | 31 | 2018 | 2 |

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## Detectors

### Detectors - Pg 1

**Veh Det Phase Assignment (MM) 6-1**

**Vehicle Detector Plan Number - 1**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 2**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 3**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Plan Number - 4**

| Veh Detector | Called Phase | Type |
|---|---|---|

**Vehicle Detector Setup (MM) 6-2**

| Veh Detector | Type | TS2 Detector | Description |
|---|---|---|---|
| 1 | S-STANDARD | Yes | |
| 2 | S-STANDARD | Yes | |
| 3 | S-STANDARD | Yes | |
| 4 | S-STANDARD | Yes | |
| 5 | S-STANDARD | Yes | |
| 6 | S-STANDARD | Yes | |
| 7 | S-STANDARD | Yes | |
| 8 | S-STANDARD | Yes | |
| 9 | S-STANDARD | Yes | |
| 10 | S-STANDARD | Yes | |
| 11 | S-STANDARD | Yes | |
| 12 | S-STANDARD | Yes | |
| 13 | S-STANDARD | Yes | |
| 14 | S-STANDARD | Yes | |
| 15 | S-STANDARD | Yes | |
| 16 | S-STANDARD | Yes | |
| 17 | S-STANDARD | Yes | |
| 18 | S-STANDARD | Yes | |
| 19 | S-STANDARD | Yes | |
| 20 | S-STANDARD | Yes | |
| 21 | S-STANDARD | Yes | |
| 22 | S-STANDARD | Yes | |
| 23 | S-STANDARD | Yes | |
| 24 | S-STANDARD | Yes | |
| 25 | S-STANDARD | Yes | |
| 26 | S-STANDARD | Yes | |
| 27 | S-STANDARD | Yes | |
| 28 | S-STANDARD | Yes | |
| 29 | S-STANDARD | Yes | |
| 30 | S-STANDARD | Yes | |
| 31 | S-STANDARD | Yes | |
| 32 | S-STANDARD | Yes | |
| 33 | S-STANDARD | Yes | |
| 34 | S-STANDARD | Yes | |
| 35 | S-STANDARD | Yes | |
| 36 | S-STANDARD | Yes | |
| 37 | S-STANDARD | Yes | |
| 38 | S-STANDARD | Yes | |
| 39 | S-STANDARD | Yes | |
| 40 | S-STANDARD | Yes | |
| 41 | S-STANDARD | Yes | |
| 42 | S-STANDARD | Yes | |
| 43 | S-STANDARD | Yes | |
| 44 | S-STANDARD | Yes | |
| 45 | S-STANDARD | Yes | |
| 46 | S-STANDARD | Yes | |
| 47 | S-STANDARD | Yes | |
| 48 | S-STANDARD | Yes | |
| 49 | S-STANDARD | Yes | |
| 50 | S-STANDARD | Yes | |
| 51 | S-STANDARD | Yes | |
| 52 | S-STANDARD | Yes | |
| 53 | S-STANDARD | Yes | |
| 54 | S-STANDARD | Yes | |
| 55 | S-STANDARD | Yes | |
| 56 | S-STANDARD | Yes | |
| 57 | S-STANDARD | Yes | |
| 58 | S-STANDARD | Yes | |
| 59 | S-STANDARD | Yes | |
| 60 | S-STANDARD | Yes | |
| 61 | S-STANDARD | Yes | |
| 62 | S-STANDARD | Yes | |

| | | | |
|---|---|---|---|
| 63 | S-STANDARD | Yes | |
| 64 | S-STANDARD | Yes | |

**Vehicle Detector Plan Number - 1**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 2**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 3**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Vehicle Detector Plan Number - 4**

| Veh Detector | Phase | ECPI Log | Call Option | Delay Time | Ext Option | Extend Time / Passage Time | Queue Lim. / Discon. Time | Use Added Initial | Cross Switch Ph | Lock In | NTCIP Vol. | NTCIP Occ. | Pmt Queue Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 2 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 3 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 4 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 5 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 6 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 7 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 8 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 9 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 10 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 11 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 12 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 13 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 14 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 15 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 16 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 17 | 1 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 18 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 19 | 3 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 20 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 21 | 5 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 22 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 23 | 7 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 24 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 25 | 2 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 26 | 4 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 27 | 6 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 28 | 8 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 29 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 30 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 31 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 32 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 33 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 34 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 35 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 36 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 37 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 38 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 39 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 40 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 41 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 42 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 43 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 44 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 45 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 46 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 47 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 48 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 49 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 50 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 51 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 52 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 53 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 54 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 55 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 56 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 57 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 58 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 59 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 60 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 61 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 62 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 63 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |
| 64 | 0 | No | Yes | 0.0 | Passage | 0.0 | 0 | No | 0 | None | No | No | No |

**Ped Detector Phase Assignment (MM) 6-3**

**Mode: NTCIP**

| Called Phase | Detector |
|---|---|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |

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## Detectors

### Detectors - Pg 2

**Log - Speed Detector Setup (MM) 6-4**

NTCIP Log Period: 60 ECPI Log Period: 0 Length Unit: Inches

| Speed Detector | Local Detector | One/Two Detector | Vehicle Length | Trap length | Enable Log |
|---|---|---|---|---|---|
| 1 | 0 | 1 | 0 | 0 | No |
| 2 | 0 | 1 | 0 | 0 | No |
| 3 | 0 | 1 | 0 | 0 | No |
| 4 | 0 | 1 | 0 | 0 | No |
| 5 | 0 | 1 | 0 | 0 | No |
| 6 | 0 | 1 | 0 | 0 | No |
| 7 | 0 | 1 | 0 | 0 | No |
| 8 | 0 | 1 | 0 | 0 | No |
| 9 | 0 | 1 | 0 | 0 | No |
| 10 | 0 | 1 | 0 | 0 | No |
| 11 | 0 | 1 | 0 | 0 | No |
| 12 | 0 | 1 | 0 | 0 | No |
| 13 | 0 | 1 | 0 | 0 | No |
| 14 | 0 | 1 | 0 | 0 | No |
| 15 | 0 | 1 | 0 | 0 | No |
| 16 | 0 | 1 | 0 | 0 | No |

**Vehicle Detector Diagnostics (MM) 6-5**

**Veh Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 2**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 3**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Veh Diagnostic Plan Number - 4**

| Det | Counts | Act | Pres | Multiplier | Failed Time | Failed Call Delay |
|---|---|---|---|---|---|---|

**Pedestrian Detector Diagnostics (MM) 6-6**

**Ped Diagnostic Plan Number - 1**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|
| 4 | 0 | 0 | 15 | 1 |
| 8 | 0 | 0 | 15 | 1 |

**Ped Diagnostic Plan Number - 2**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

**Ped Diagnostic Plan Number - 3**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

**Ped Diagnostic Plan Number - 4**

| Det | Counts | Act | Pres | Multiplier |
|---|---|---|---|---|

# APPENDIX B

## Level of Service Definitions

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 6th Edition, Transportation Research Board, 2016: Chapter 19 – Signalized Intersections.

## Motorized Vehicle Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

**LOS A** Describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B** Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C** Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

| Control Delay (s/veh) | LOS by Volume-to-Capacity Ratio[a] | |
|---|---|---|
| | $v/c \leq 1.0$ | $v/c > 1.0$ |
| ≤ 10 | A | F |
| > 10 – 20 | B | F |
| > 20 – 35 | C | F |
| > 35 – 55 | D | F |
| > 55 – 80 | E | F |
| > 80 | F | F |

Note: [a] For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

The following information is referenced from the Highway Capacity Manual: A Guide for Multimodal Mobility Analysis, 6th Edition, Transportation Research Board, 2016: Chapter 20 – Two-Way Stop-Controlled Intersections, Chapter 21 – All-Way Stop-Controlled Intersections, and Chapter 22 - Roundabouts.

## Motorized Vehicle Level of Service (LOS) for Unsignalized & Roundabout Intersections

LOS is a quantitative stratification of performance measure(s) representing quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. LOS is measured on an A – F scale, with LOS A representing the best operating conditions from a traveler's perspective.

| Control Delay (s/veh) | LOS by Volume-to-Capacity Ratio[a] | |
|---|---|---|
| | $v/c \leq 1.0$ | $v/c > 1.0$ |
| 0 – 10 | A | F |
| > 10 – 15 | B | F |
| > 15 – 25 | C | F |
| > 25 – 35 | D | F |
| > 35 – 50 | E | F |
| > 50 | F | F |

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[a] For approaches and intersectionwide assessment, LOS is defined solely by control delay.

# APPENDIX C

## Capacity Worksheets

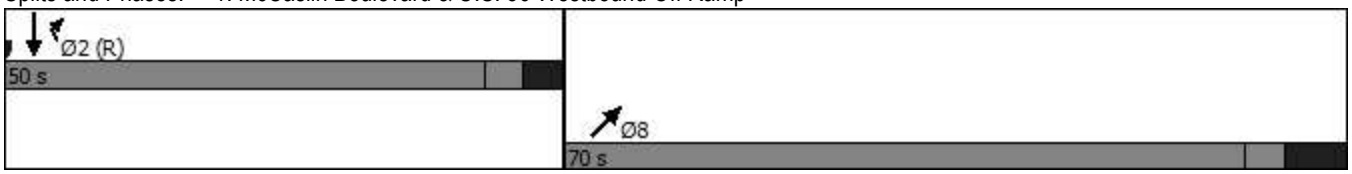
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 876 | 598 | 837 |
| Future Volume (vph) | 876 | 598 | 837 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 229 | |
| Lane Group Flow (vph) | 952 | 650 | 910 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 50.0 | 50.0 | 70.0 |
| Total Split (%) | 41.7% | 41.7% | 58.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 74.1 | 74.1 | 29.4 |
| Actuated g/C Ratio | 0.62 | 0.62 | 0.24 |
| v/c Ratio | 0.30 | 0.28 | 0.73 |
| Control Delay | 11.6 | 7.3 | 66.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.6 | 7.3 | 66.6 |
| LOS | B | A | E |
| Approach Delay | 11.6 | | 66.6 |
| Approach LOS | B | | E |
| Queue Length 50th (ft) | 119 | 58 | 225 |
| Queue Length 95th (ft) | 167 | 96 | 216 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 3139 | 2316 | 2572 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.30 | 0.28 | 0.35 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 40 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.73

| | |
|---|---|
| Intersection Signal Delay: 30.4 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 876 | 296 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 876 | 296 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 952 | 322 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 381 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 381 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 624 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 605 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 624 | - |
| Mov Cap-2 Maneuver | - | - | 624 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 605 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 16.7 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 624 |
| HCM Lane V/C Ratio | - | 0.516 |
| HCM Control Delay (s) | - | 16.7 |
| HCM Lane LOS | - | C |
| HCM 95th %tile Q(veh) | - | 3 |

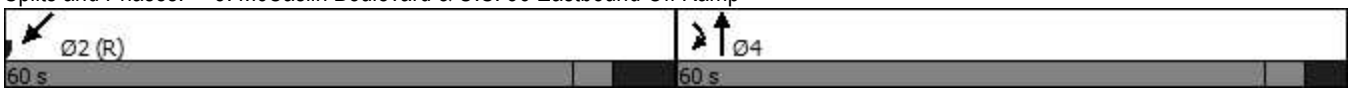
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 934 | 201 | 777 |
| Future Volume (vph) | 934 | 201 | 777 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 173 | |
| Lane Group Flow (vph) | 1015 | 218 | 845 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 32.9 | 32.9 | 70.3 |
| Actuated g/C Ratio | 0.27 | 0.27 | 0.59 |
| v/c Ratio | 0.73 | 0.20 | 0.28 |
| Control Delay | 42.4 | 8.1 | 6.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 42.4 | 8.1 | 6.3 |
| LOS | D | A | A |
| Approach Delay | 42.4 | | 6.3 |
| Approach LOS | D | | A |
| Queue Length 50th (ft) | 263 | 11 | 42 |
| Queue Length 95th (ft) | 286 | 33 | 56 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2224 | 1676 | 2978 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.46 | 0.13 | 0.28 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 40 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.73

| | |
|---|---|
| Intersection Signal Delay: 24.1 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 934 | 0 | 0 | 317 | 0 |
| Future Vol, veh/h | 0 | 934 | 0 | 0 | 317 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1015 | 0 | 0 | 345 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 406 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 406 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 607 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 587 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 607 | - |
| Mov Cap-2 Maneuver | - | - | 607 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 587 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 18.4 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 607 | - |
| HCM Lane V/C Ratio | 0.568 | - |
| HCM Control Delay (s) | 18.4 | - |
| HCM Lane LOS | C | - |
| HCM 95th %tile Q(veh) | 3.6 | - |

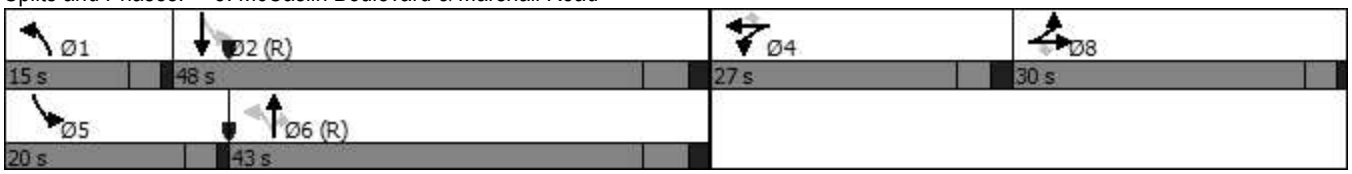
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 65 | 27 | 45 | 21 | 21 | 100 | 108 | 601 | 79 | 158 | 395 | 277 |
| Future Volume (vph) | 65 | 27 | 45 | 21 | 21 | 100 | 108 | 601 | 79 | 158 | 395 | 277 |
| Satd. Flow (prot) | 3221 | 1678 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.990 | | 0.950 | | | 0.493 | | | 0.380 | | |
| Satd. Flow (perm) | 3221 | 1678 | 1583 | 1770 | 1863 | 1583 | 1782 | 5085 | 1583 | 708 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 145 | | | 136 | | | 127 | | | 301 |
| Lane Group Flow (vph) | 64 | 36 | 49 | 23 | 23 | 109 | 117 | 653 | 86 | 172 | 429 | 301 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 8.1 | 8.1 | 8.1 | 7.1 | 7.1 | 7.1 | 87.5 | 79.1 | 79.1 | 91.8 | 81.2 | 120.0 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.07 | 0.06 | 0.06 | 0.06 | 0.73 | 0.66 | 0.66 | 0.76 | 0.68 | 1.00 |
| v/c Ratio | 0.29 | 0.32 | 0.20 | 0.22 | 0.21 | 0.49 | 0.08 | 0.19 | 0.08 | 0.28 | 0.12 | 0.19 |
| Control Delay | 55.9 | 59.9 | 1.9 | 58.1 | 57.5 | 12.4 | 4.1 | 9.1 | 0.7 | 5.1 | 7.7 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.9 | 59.9 | 1.9 | 58.1 | 57.5 | 12.4 | 4.1 | 9.1 | 0.7 | 5.1 | 7.7 | 0.3 |
| LOS | E | E | A | E | E | B | A | A | A | A | A | A |
| Approach Delay | | 39.1 | | | 25.9 | | | 7.6 | | | 4.7 | |
| Approach LOS | | D | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 26 | 29 | 0 | 17 | 17 | 0 | 9 | 69 | 0 | 29 | 41 | 0 |
| Queue Length 95th (ft) | 50 | 67 | 0 | 44 | 44 | 35 | 20 | 106 | 8 | 58 | 64 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 697 | 363 | 456 | 324 | 341 | 401 | 1516 | 3351 | 1086 | 694 | 3441 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.10 | 0.11 | 0.07 | 0.07 | 0.27 | 0.08 | 0.19 | 0.08 | 0.25 | 0.12 | 0.19 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 45 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.49

| | |
|---|---|
| Intersection Signal Delay: 10.0 | Intersection LOS: A |
| Intersection Capacity Utilization 40.7% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 4.8 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 13 | 74 | 730 | 406 |
| Demand Flow Rate, veh/h | 13 | 75 | 745 | 414 |
| Vehicles Circulating, veh/h | 404 | 729 | 114 | 15 |
| Vehicles Exiting, veh/h | 25 | 130 | 303 | 728 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 3.7 | 0.9 | 5.7 | 3.9 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.471 | 0.529 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 61 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 13 | 14 | 1938 | 350 | 395 | 195 | 219 |
| Cap Entry Lane, veh/h | 1007 | 764 | 0.980 | 1215 | 1289 | 1331 | 1402 |
| Entry HV Adj Factor | 1.000 | 0.996 | 60 | 0.980 | 0.979 | 0.979 | 0.983 |
| Flow Entry, veh/h | 13 | 14 | 1900 | 343 | 387 | 191 | 215 |
| Cap Entry, veh/h | 1007 | 761 | 0.032 | 1191 | 1262 | 1304 | 1379 |
| V/C Ratio | 0.013 | 0.018 | 0.0 | 0.288 | 0.306 | 0.146 | 0.156 |
| Control Delay, s/veh | 3.7 | 4.9 | A | 5.7 | 5.6 | 4.0 | 3.9 |
| LOS | A | A | 0 | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 1 | 1 | 1 | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 0 | 84 | 27 | 0 | 43 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 84 | 27 | 0 | 43 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 91 | 29 | 0 | 47 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 47 | 0 | 0 | 120 | 0 | 0 | 153 | 153 | 60 | 93 | 167 | 47 |
| Stage 1 | - | - | - | - | - | - | 106 | 106 | - | 47 | 47 | - |
| Stage 2 | - | - | - | - | - | - | 47 | 47 | - | 46 | 120 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1560 | - | - | 1467 | - | - | 807 | 738 | 993 | 886 | 725 | 1022 |
| Stage 1 | - | - | - | - | - | - | 889 | 807 | - | 966 | 855 | - |
| Stage 2 | - | - | - | - | - | - | 966 | 855 | - | 962 | 796 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1560 | - | - | 1467 | - | - | 807 | 738 | 993 | 886 | 725 | 1022 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 807 | 738 | - | 886 | 725 | - |
| Stage 1 | - | - | - | - | - | - | 889 | 807 | - | 966 | 855 | - |
| Stage 2 | - | - | - | - | - | - | 966 | 855 | - | 962 | 796 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 9.5 | 0 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 807 | 1560 | - | - | 1467 | - | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 9.5 | 0 | - | - | 0 | - | - | 0 |
| HCM Lane LOS | A | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 43 | 0 | 0 | 84 |
| Future Vol, veh/h | 0 | 0 | 43 | 0 | 0 | 84 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 47 | 0 | 0 | 91 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 138 | 47 | 0 | 0 | 47 | 0 |
| Stage 1 | 47 | - | - | - | - | - |
| Stage 2 | 91 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 855 | 1022 | - | - | 1560 | - |
| Stage 1 | 975 | - | - | - | - | - |
| Stage 2 | 933 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 855 | 1022 | - | - | 1560 | - |
| Mov Cap-2 Maneuver | 855 | - | - | - | - | - |
| Stage 1 | 975 | - | - | - | - | - |
| Stage 2 | 933 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1560 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

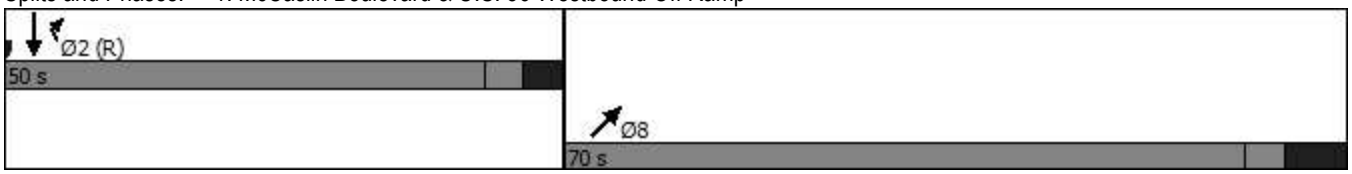
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 1390 | 446 | 999 |
| Future Volume (vph) | 1390 | 446 | 999 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 141 | |
| Lane Group Flow (vph) | 1511 | 485 | 1086 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 50.0 | 50.0 | 70.0 |
| Total Split (%) | 41.7% | 41.7% | 58.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 69.1 | 69.1 | 34.4 |
| Actuated g/C Ratio | 0.58 | 0.58 | 0.29 |
| v/c Ratio | 0.52 | 0.23 | 0.75 |
| Control Delay | 16.8 | 9.5 | 53.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 16.8 | 9.5 | 53.3 |
| LOS | B | A | D |
| Approach Delay | 16.8 | | 53.3 |
| Approach LOS | B | | D |
| Queue Length 50th (ft) | 243 | 51 | 228 |
| Queue Length 95th (ft) | 330 | 87 | 207 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2928 | 2139 | 2572 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.52 | 0.23 | 0.42 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.75

| | |
|---|---|
| Intersection Signal Delay: 28.5 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 1390 | 339 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 1390 | 339 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 1511 | 368 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 604 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 604 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 487 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 463 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 487 | - |
| Mov Cap-2 Maneuver | - | - | 487 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 463 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 31.9 |
| HCM LOS | | D |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 487 |
| HCM Lane V/C Ratio | - | 0.757 |
| HCM Control Delay (s) | - | 31.9 |
| HCM Lane LOS | - | D |
| HCM 95th %tile Q(veh) | - | 6.5 |

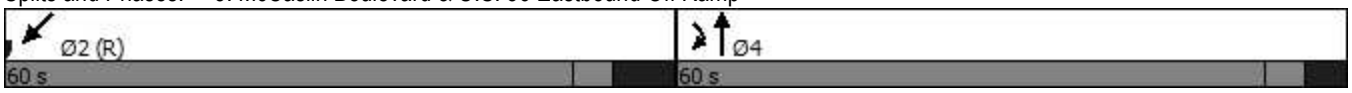
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1038 | 545 | 1126 |
| Future Volume (vph) | 1038 | 545 | 1126 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1128 | 592 | 1224 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 38.5 | 38.5 | 64.7 |
| Actuated g/C Ratio | 0.32 | 0.32 | 0.54 |
| v/c Ratio | 0.69 | 0.49 | 0.45 |
| Control Delay | 37.5 | 30.3 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.5 | 30.3 | 7.2 |
| LOS | D | C | A |
| Approach Delay | 37.5 | | 7.2 |
| Approach LOS | D | | A |
| Queue Length 50th (ft) | 279 | 146 | 60 |
| Queue Length 95th (ft) | 293 | 170 | 75 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2224 | 1611 | 2741 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.51 | 0.37 | 0.45 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 45 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.69

| | |
|---|---|
| Intersection Signal Delay: 23.5 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1038 | 0 | 0 | 330 | 0 |
| Future Vol, veh/h | 0 | 1038 | 0 | 0 | 330 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1128 | 0 | 0 | 359 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 451 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 451 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 578 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 556 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 578 | - |
| Mov Cap-2 Maneuver | - | - | 578 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 556 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 20.9 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 578 | - |
| HCM Lane V/C Ratio | 0.621 | - |
| HCM Control Delay (s) | 20.9 | - |
| HCM Lane LOS | C | - |
| HCM 95th %tile Q(veh) | 4.2 | - |

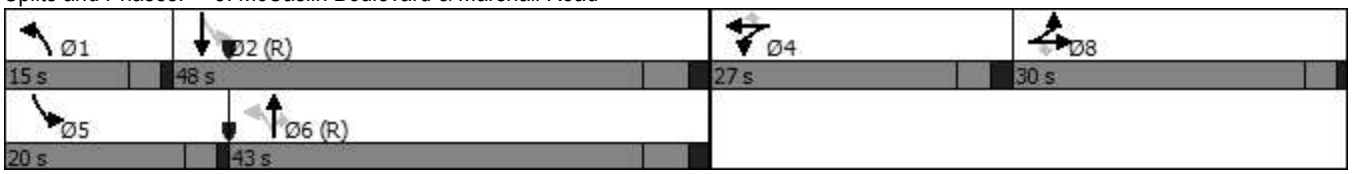
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 365 | 39 | 371 | 38 | 20 | 129 | 249 | 558 | 154 | 85 | 816 | 606 |
| Future Volume (vph) | 365 | 39 | 371 | 38 | 20 | 129 | 249 | 558 | 154 | 85 | 816 | 606 |
| Satd. Flow (prot) | 3221 | 1636 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.965 | | 0.950 | | | 0.275 | | | 0.409 | | |
| Satd. Flow (perm) | 3221 | 1636 | 1583 | 1770 | 1863 | 1583 | 994 | 5085 | 1583 | 762 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 403 | | | 140 | | | 167 | | | 474 |
| Lane Group Flow (vph) | 290 | 149 | 403 | 41 | 22 | 140 | 271 | 607 | 167 | 92 | 887 | 659 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 17.9 | 17.9 | 17.9 | 8.5 | 8.5 | 8.5 | 77.8 | 66.8 | 66.8 | 75.5 | 65.6 | 120.0 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.15 | 0.07 | 0.07 | 0.07 | 0.65 | 0.56 | 0.56 | 0.63 | 0.55 | 1.00 |
| v/c Ratio | 0.61 | 0.61 | 0.70 | 0.33 | 0.17 | 0.58 | 0.33 | 0.21 | 0.17 | 0.17 | 0.32 | 0.42 |
| Control Delay | 52.5 | 57.9 | 11.1 | 59.2 | 54.0 | 18.4 | 9.1 | 14.9 | 3.2 | 9.2 | 16.6 | 0.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.5 | 57.9 | 11.1 | 59.2 | 54.0 | 18.4 | 9.1 | 14.9 | 3.2 | 9.2 | 16.6 | 0.8 |
| LOS | D | E | B | E | D | B | A | B | A | A | B | A |
| Approach Delay | | 33.6 | | | 30.5 | | | 11.5 | | | 9.8 | |
| Approach LOS | | C | | | C | | | B | | | A | |
| Queue Length 50th (ft) | 117 | 120 | 0 | 31 | 16 | 0 | 34 | 80 | 0 | 22 | 128 | 0 |
| Queue Length 95th (ft) | 154 | 184 | 89 | 66 | 42 | 61 | 67 | 134 | 39 | 54 | 205 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 697 | 354 | 658 | 324 | 341 | 404 | 887 | 2831 | 955 | 646 | 2781 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.42 | 0.42 | 0.61 | 0.13 | 0.06 | 0.35 | 0.31 | 0.21 | 0.17 | 0.14 | 0.32 | 0.42 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 50 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.70

| | |
|---|---|
| Intersection Signal Delay: 16.8 | Intersection LOS: B |
| Intersection Capacity Utilization 55.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 6.3 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 23 | 165 | 706 | 1178 |
| Demand Flow Rate, veh/h | 23 | 168 | 720 | 1202 |
| Vehicles Circulating, veh/h | 1231 | 683 | 161 | 43 |
| Vehicles Exiting, veh/h | 14 | 198 | 1093 | 682 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 7.8 | 1.3 | 5.9 | 7.3 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.469 | 0.531 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 126 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 23 | 42 | 1938 | 338 | 382 | 565 | 637 |
| Cap Entry Lane, veh/h | 499 | 795 | 0.980 | 1164 | 1238 | 1297 | 1369 |
| Entry HV Adj Factor | 0.999 | 0.975 | 124 | 0.982 | 0.979 | 0.980 | 0.980 |
| Flow Entry, veh/h | 23 | 41 | 1900 | 332 | 374 | 554 | 625 |
| Cap Entry, veh/h | 498 | 775 | 0.065 | 1143 | 1213 | 1272 | 1342 |
| V/C Ratio | 0.046 | 0.053 | 0.0 | 0.290 | 0.308 | 0.435 | 0.465 |
| Control Delay, s/veh | 7.8 | 5.2 | A | 5.9 | 5.8 | 7.2 | 7.3 |
| LOS | A | A | 0 | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 1 | 1 | 2 | 3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 9 | 56 | 17 | 0 | 143 | 1 | 25 | 1 | 3 | 0 | 0 | 6 |
| Future Vol, veh/h | 9 | 56 | 17 | 0 | 143 | 1 | 25 | 1 | 3 | 0 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 61 | 18 | 0 | 155 | 1 | 27 | 1 | 3 | 0 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 156 | 0 | 0 | 79 | 0 | 0 | 249 | 246 | 40 | 207 | 255 | 156 |
| Stage 1 | - | - | - | - | - | - | 90 | 90 | - | 156 | 156 | - |
| Stage 2 | - | - | - | - | - | - | 159 | 156 | - | 51 | 99 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1423 | - | - | 1518 | - | - | 694 | 656 | 1023 | 741 | 648 | 889 |
| Stage 1 | - | - | - | - | - | - | 908 | 820 | - | 846 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 843 | 768 | - | 956 | 813 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1423 | - | - | 1518 | - | - | 685 | 651 | 1023 | 734 | 643 | 889 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 685 | 651 | - | 734 | 643 | - |
| Stage 1 | - | - | - | - | - | - | 902 | 814 | - | 840 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 837 | 768 | - | 945 | 807 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.8 | 0 | 10.3 | 9.1 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 708 | 1423 | - | - | 1518 | - | - | 889 |
| HCM Lane V/C Ratio | 0.045 | 0.007 | - | - | - | - | - | 0.007 |
| HCM Control Delay (s) | 10.3 | 7.5 | 0 | - | 0 | - | - | 9.1 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 144 | 0 | 0 | 59 |
| Future Vol, veh/h | 0 | 0 | 144 | 0 | 0 | 59 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 157 | 0 | 0 | 64 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 221 | 157 | 0 | 0 | 157 | 0 |
| Stage 1 | 157 | - | - | - | - | - |
| Stage 2 | 64 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 767 | 889 | - | - | 1423 | - |
| Stage 1 | 871 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 767 | 889 | - | - | 1423 | - |
| Mov Cap-2 Maneuver | 767 | - | - | - | - | - |
| Stage 1 | 871 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1423 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

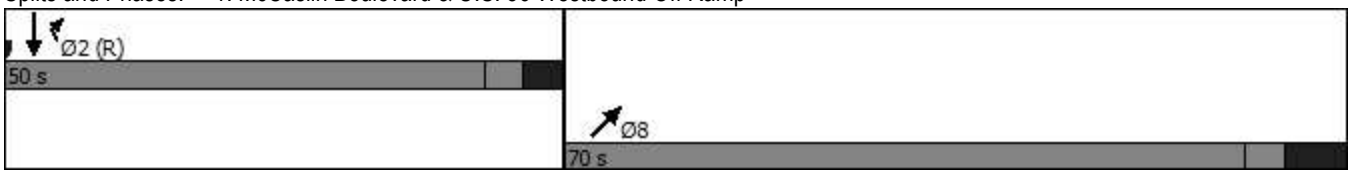
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 911 | 622 | 870 |
| Future Volume (vph) | 911 | 622 | 870 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 208 | |
| Lane Group Flow (vph) | 990 | 676 | 946 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 50.0 | 50.0 | 70.0 |
| Total Split (%) | 41.7% | 41.7% | 58.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 73.1 | 73.1 | 30.4 |
| Actuated g/C Ratio | 0.61 | 0.61 | 0.25 |
| v/c Ratio | 0.32 | 0.30 | 0.74 |
| Control Delay | 12.2 | 8.3 | 64.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 12.2 | 8.3 | 64.8 |
| LOS | B | A | E |
| Approach Delay | 12.2 | | 64.8 |
| Approach LOS | B | | E |
| Queue Length 50th (ft) | 128 | 67 | 229 |
| Queue Length 95th (ft) | 178 | 109 | 221 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 3099 | 2281 | 2572 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.32 | 0.30 | 0.37 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 40 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.74

| | |
|---|---|
| Intersection Signal Delay: 30.2 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 911 | 378 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 911 | 378 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 990 | 411 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 396 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 396 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 614 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 594 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 614 | - |
| Mov Cap-2 Maneuver | - | - | 614 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 594 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 21.9 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 614 |
| HCM Lane V/C Ratio | - | 0.669 |
| HCM Control Delay (s) | - | 21.9 |
| HCM Lane LOS | - | C |
| HCM 95th %tile Q(veh) | - | 5.1 |

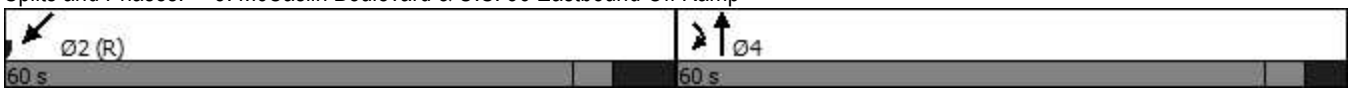
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1007 | 279 | 878 |
| Future Volume (vph) | 1007 | 279 | 878 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 121 | |
| Lane Group Flow (vph) | 1095 | 303 | 954 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 35.8 | 35.8 | 67.4 |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.56 |
| v/c Ratio | 0.72 | 0.26 | 0.33 |
| Control Delay | 40.2 | 18.5 | 7.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 40.2 | 18.5 | 7.4 |
| LOS | D | B | A |
| Approach Delay | 40.2 | | 7.4 |
| Approach LOS | D | | A |
| Queue Length 50th (ft) | 277 | 45 | 54 |
| Queue Length 95th (ft) | 300 | 68 | 71 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2224 | 1647 | 2856 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.18 | 0.33 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 45 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.72

| | |
|---|---|
| Intersection Signal Delay: 24.1 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1007 | 0 | 0 | 330 | 0 |
| Future Vol, veh/h | 0 | 1007 | 0 | 0 | 330 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1095 | 0 | 0 | 359 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 438 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 438 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 586 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 565 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 586 | - |
| Mov Cap-2 Maneuver | - | - | 586 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 565 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 20.4 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 586 | - |
| HCM Lane V/C Ratio | 0.612 | - |
| HCM Control Delay (s) | 20.4 | - |
| HCM Lane LOS | C | - |
| HCM 95th %tile Q(veh) | 4.1 | - |

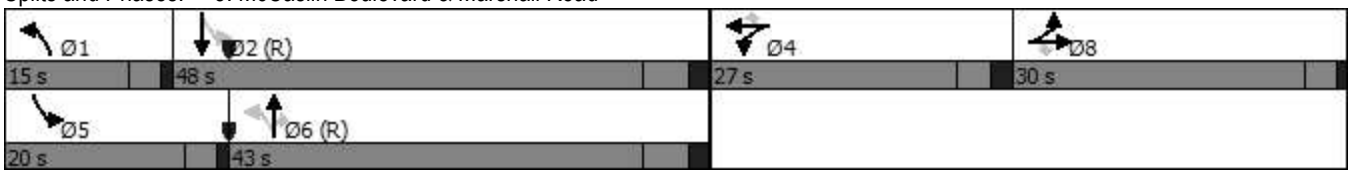
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 68 | 31 | 55 | 22 | 24 | 129 | 116 | 673 | 82 | 204 | 511 | 288 |
| Future Volume (vph) | 68 | 31 | 55 | 22 | 24 | 129 | 116 | 673 | 82 | 204 | 511 | 288 |
| Satd. Flow (prot) | 3221 | 1682 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.992 | | 0.950 | | | 0.434 | | | 0.340 | | |
| Satd. Flow (perm) | 3221 | 1682 | 1583 | 1770 | 1863 | 1583 | 1568 | 5085 | 1583 | 633 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 145 | | | 140 | | | 127 | | | 313 |
| Lane Group Flow (vph) | 67 | 41 | 60 | 24 | 26 | 140 | 126 | 732 | 89 | 222 | 555 | 313 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 8.5 | 8.5 | 8.5 | 7.8 | 7.8 | 7.8 | 85.5 | 76.9 | 76.9 | 91.5 | 80.1 | 120.0 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.07 | 0.06 | 0.06 | 0.06 | 0.71 | 0.64 | 0.64 | 0.76 | 0.67 | 1.00 |
| v/c Ratio | 0.30 | 0.35 | 0.24 | 0.21 | 0.21 | 0.60 | 0.10 | 0.22 | 0.08 | 0.39 | 0.16 | 0.20 |
| Control Delay | 55.5 | 60.4 | 2.3 | 56.1 | 56.0 | 19.5 | 4.7 | 10.5 | 1.0 | 6.5 | 8.5 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.5 | 60.4 | 2.3 | 56.1 | 56.0 | 19.5 | 4.7 | 10.5 | 1.0 | 6.5 | 8.5 | 0.3 |
| LOS | E | E | A | E | E | B | A | B | A | A | A | A |
| Approach Delay | | 37.7 | | | 29.2 | | | 8.9 | | | 5.7 | |
| Approach LOS | | D | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 27 | 34 | 0 | 18 | 20 | 0 | 10 | 82 | 0 | 40 | 55 | 0 |
| Queue Length 95th (ft) | 51 | 73 | 0 | 45 | 48 | 61 | 23 | 136 | 11 | 83 | 90 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 697 | 364 | 456 | 324 | 341 | 404 | 1343 | 3256 | 1059 | 640 | 3392 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.11 | 0.13 | 0.07 | 0.08 | 0.35 | 0.09 | 0.22 | 0.08 | 0.35 | 0.16 | 0.20 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 45 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.60

| | |
|---|---|
| Intersection Signal Delay: 11.1 | Intersection LOS: B |
| Intersection Capacity Utilization 44.7% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.5 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 13 | 156 | 804 | 540 |
| Demand Flow Rate, veh/h | 13 | 159 | 820 | 550 |
| Vehicles Circulating, veh/h | 564 | 758 | 238 | 40 |
| Vehicles Exiting, veh/h | 26 | 300 | 339 | 757 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 4.2 | 1.3 | 7.0 | 4.5 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.469 | 0.531 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 120 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 13 | 39 | 1938 | 385 | 435 | 258 | 292 |
| Cap Entry Lane, veh/h | 879 | 746 | 0.980 | 1084 | 1160 | 1301 | 1373 |
| Entry HV Adj Factor | 1.000 | 0.973 | 118 | 0.982 | 0.980 | 0.984 | 0.980 |
| Flow Entry, veh/h | 13 | 38 | 1900 | 378 | 426 | 254 | 286 |
| Cap Entry, veh/h | 879 | 725 | 0.062 | 1065 | 1137 | 1280 | 1346 |
| V/C Ratio | 0.015 | 0.052 | 0.0 | 0.355 | 0.375 | 0.198 | 0.213 |
| Control Delay, s/veh | 4.2 | 5.5 | A | 7.0 | 6.9 | 4.5 | 4.5 |
| LOS | A | A | 0 | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 2 | 2 | 1 | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 127 | 28 | 0 | 72 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 127 | 28 | 0 | 72 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 138 | 30 | 0 | 78 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 78 | 0 | 0 | 168 | 0 | 0 | 231 | 231 | 84 | 147 | 246 | 78 |
| Stage 1 | - | - | - | - | - | - | 153 | 153 | - | 78 | 78 | - |
| Stage 2 | - | - | - | - | - | - | 78 | 78 | - | 69 | 168 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1519 | - | - | 1408 | - | - | 714 | 668 | 959 | 814 | 656 | 982 |
| Stage 1 | - | - | - | - | - | - | 835 | 770 | - | 930 | 830 | - |
| Stage 2 | - | - | - | - | - | - | 930 | 830 | - | 933 | 759 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1519 | - | - | 1408 | - | - | 714 | 668 | 959 | 814 | 656 | 982 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 714 | 668 | - | 814 | 656 | - |
| Stage 1 | - | - | - | - | - | - | 835 | 770 | - | 930 | 830 | - |
| Stage 2 | - | - | - | - | - | - | 930 | 830 | - | 933 | 759 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.1 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 714 | 1519 | - | - | 1408 | - | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 10.1 | 0 | - | - | 0 | - | - | 0 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 72 | 0 | 0 | 127 |
| Future Vol, veh/h | 0 | 0 | 72 | 0 | 0 | 127 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 78 | 0 | 0 | 138 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 78 | 0 | 0 | 78 | 0 |
| Stage 1 | 78 | - | - | - | - | - |
| Stage 2 | 138 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 772 | 983 | - | - | 1520 | - |
| Stage 1 | 945 | - | - | - | - | - |
| Stage 2 | 889 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 772 | 983 | - | - | 1520 | - |
| Mov Cap-2 Maneuver | 772 | - | - | - | - | - |
| Stage 1 | 945 | - | - | - | - | - |
| Stage 2 | 889 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1520 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

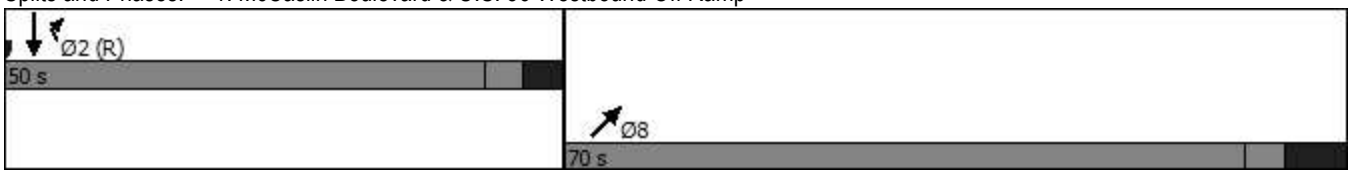
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 1446 | 464 | 1039 |
| Future Volume (vph) | 1446 | 464 | 1039 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 125 | |
| Lane Group Flow (vph) | 1572 | 504 | 1129 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 50.0 | 50.0 | 70.0 |
| Total Split (%) | 41.7% | 41.7% | 58.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 67.9 | 67.9 | 35.6 |
| Actuated g/C Ratio | 0.57 | 0.57 | 0.30 |
| v/c Ratio | 0.55 | 0.24 | 0.75 |
| Control Delay | 18.0 | 10.6 | 51.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.0 | 10.6 | 51.7 |
| LOS | B | B | D |
| Approach Delay | 18.0 | | 51.7 |
| Approach LOS | B | | D |
| Queue Length 50th (ft) | 269 | 60 | 228 |
| Queue Length 95th (ft) | 356 | 97 | 217 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2876 | 2096 | 2572 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.55 | 0.24 | 0.44 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.75

| | |
|---|---|
| Intersection Signal Delay: 28.7 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 10.7 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 1446 | 393 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 1446 | 393 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 1572 | 427 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 629 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 629 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 474 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 450 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 474 | - |
| Mov Cap-2 Maneuver | - | - | 474 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 450 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 50.2 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 474 |
| HCM Lane V/C Ratio | - | 0.901 |
| HCM Control Delay (s) | - | 50.2 |
| HCM Lane LOS | - | F |
| HCM 95th %tile Q(veh) | - | 10.1 |

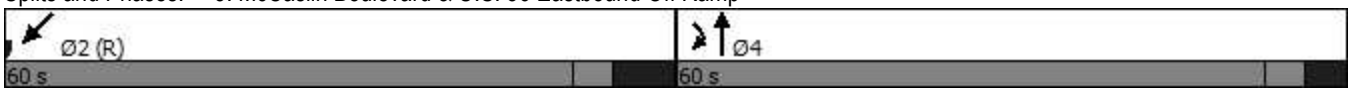
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1159 | 606 | 1211 |
| Future Volume (vph) | 1159 | 606 | 1211 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1260 | 659 | 1316 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 43.1 | 43.1 | 60.1 |
| Actuated g/C Ratio | 0.36 | 0.36 | 0.50 |
| v/c Ratio | 0.69 | 0.50 | 0.52 |
| Control Delay | 34.5 | 27.8 | 9.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.5 | 27.8 | 9.0 |
| LOS | C | C | A |
| Approach Delay | 34.5 | | 9.0 |
| Approach LOS | C | | A |
| Queue Length 50th (ft) | 302 | 157 | 71 |
| Queue Length 95th (ft) | 310 | 178 | 88 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2224 | 1611 | 2548 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.41 | 0.52 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.69

| | |
|---|---|
| Intersection Signal Delay: 22.8 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1159 | 0 | 0 | 343 | 0 |
| Future Vol, veh/h | 0 | 1159 | 0 | 0 | 343 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1260 | 0 | 0 | 373 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 504 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 504 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 545 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 522 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 545 | - |
| Mov Cap-2 Maneuver | - | - | 545 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 522 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 24.7 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 545 | - |
| HCM Lane V/C Ratio | 0.684 | - |
| HCM Control Delay (s) | 24.7 | - |
| HCM Lane LOS | C | - |
| HCM 95th %tile Q(veh) | 5.2 | - |

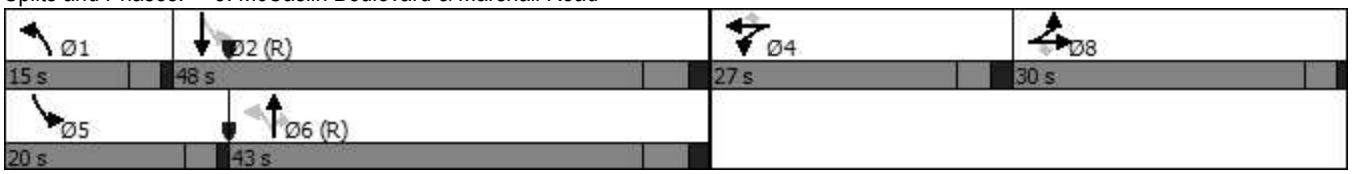
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 380 | 43 | 390 | 40 | 25 | 189 | 267 | 68 | 56 | 108 | 898 | 630 |
| Future Volume (vph) | 380 | 43 | 390 | 40 | 25 | 189 | 267 | 68 | 56 | 108 | 898 | 630 |
| Satd. Flow (prot) | 3221 | 1637 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.966 | | 0.950 | | | 0.244 | | | 0.704 | | |
| Satd. Flow (perm) | 3221 | 1637 | 1583 | 1770 | 1863 | 1583 | 882 | 5085 | 1583 | 1311 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 424 | | | 205 | | | 127 | | | 448 |
| Lane Group Flow (vph) | 306 | 154 | 424 | 43 | 27 | 205 | 290 | 74 | 61 | 117 | 976 | 685 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 18.3 | 18.3 | 18.3 | 8.9 | 8.9 | 8.9 | 76.6 | 65.2 | 65.2 | 75.0 | 64.4 | 120.0 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.15 | 0.07 | 0.07 | 0.07 | 0.64 | 0.54 | 0.54 | 0.62 | 0.54 | 1.00 |
| v/c Ratio | 0.62 | 0.62 | 0.71 | 0.33 | 0.20 | 0.67 | 0.38 | 0.03 | 0.07 | 0.14 | 0.36 | 0.43 |
| Control Delay | 52.7 | 57.6 | 11.0 | 58.1 | 53.8 | 18.1 | 10.0 | 15.6 | 0.1 | 9.3 | 17.9 | 0.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.7 | 57.6 | 11.0 | 58.1 | 53.8 | 18.1 | 10.0 | 15.6 | 0.1 | 9.3 | 17.9 | 0.9 |
| LOS | D | E | B | E | D | B | B | B | A | A | B | A |
| Approach Delay | | 33.5 | | | 27.8 | | | 9.6 | | | 10.8 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Queue Length 50th (ft) | 124 | 125 | 0 | 32 | 20 | 0 | 37 | 9 | 0 | 29 | 147 | 0 |
| Queue Length 95th (ft) | 162 | 189 | 91 | 67 | 48 | 72 | 74 | 23 | 0 | 70 | 240 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 697 | 354 | 675 | 324 | 341 | 457 | 816 | 2762 | 917 | 931 | 2728 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.44 | 0.44 | 0.63 | 0.13 | 0.08 | 0.45 | 0.36 | 0.03 | 0.07 | 0.13 | 0.36 | 0.43 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.71

| | |
|---|---|
| Intersection Signal Delay: 18.0 | Intersection LOS: B |
| Intersection Capacity Utilization 58.2% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.0 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 24 | 345 | 761 | 1294 |
| Demand Flow Rate, veh/h | 24 | 352 | 777 | 1319 |
| Vehicles Circulating, veh/h | 1402 | 711 | 237 | 97 |
| Vehicles Exiting, veh/h | 14 | 303 | 1189 | 710 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 9.1 | 1.6 | 6.7 | 8.6 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 256 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 24 | 96 | 1938 | 365 | 412 | 620 | 699 |
| Cap Entry Lane, veh/h | 431 | 776 | 0.980 | 1085 | 1161 | 1235 | 1308 |
| Entry HV Adj Factor | 0.999 | 0.979 | 251 | 0.980 | 0.980 | 0.981 | 0.981 |
| Flow Entry, veh/h | 24 | 94 | 1900 | 358 | 404 | 608 | 686 |
| Cap Entry, veh/h | 431 | 759 | 0.132 | 1064 | 1137 | 1211 | 1283 |
| V/C Ratio | 0.056 | 0.124 | 0.0 | 0.336 | 0.355 | 0.502 | 0.535 |
| Control Delay, s/veh | 9.1 | 6.0 | A | 6.8 | 6.7 | 8.4 | 8.7 |
| LOS | A | A | 0 | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 1 | 2 | 3 | 3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 78 | 17 | 0 | 208 | 1 | 26 | 1 | 3 | 0 | 0 | 6 |
| Future Vol, veh/h | 9 | 78 | 17 | 0 | 208 | 1 | 26 | 1 | 3 | 0 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 85 | 18 | 0 | 226 | 1 | 28 | 1 | 3 | 0 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 227 | 0 | 0 | 103 | 0 | 0 | 344 | 341 | 52 | 290 | 350 | 227 |
| Stage 1 | - | - | - | - | - | - | 114 | 114 | - | 227 | 227 | - |
| Stage 2 | - | - | - | - | - | - | 230 | 227 | - | 63 | 123 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1340 | - | - | 1488 | - | - | 598 | 580 | 1005 | 651 | 574 | 812 |
| Stage 1 | - | - | - | - | - | - | 879 | 801 | - | 775 | 716 | - |
| Stage 2 | - | - | - | - | - | - | 772 | 716 | - | 941 | 794 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1340 | - | - | 1488 | - | - | 590 | 575 | 1005 | 644 | 569 | 812 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 590 | 575 | - | 644 | 569 | - |
| Stage 1 | - | - | - | - | - | - | 872 | 795 | - | 769 | 716 | - |
| Stage 2 | - | - | - | - | - | - | 766 | 716 | - | 929 | 788 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0 | 11.2 | 9.5 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 615 | 1340 | - | - | 1488 | - | - | 812 |
| HCM Lane V/C Ratio | 0.053 | 0.007 | - | - | - | - | - | 0.008 |
| HCM Control Delay (s) | 11.2 | 7.7 | 0 | - | 0 | - | - | 9.5 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 209 | 0 | 0 | 81 |
| Future Vol, veh/h | 0 | 0 | 209 | 0 | 0 | 81 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 227 | 0 | 0 | 88 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 315 | 227 | 0 | 0 | 227 | 0 |
| Stage 1 | 227 | - | - | - | - | - |
| Stage 2 | 88 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 678 | 812 | - | - | 1341 | - |
| Stage 1 | 811 | - | - | - | - | - |
| Stage 2 | 935 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 678 | 812 | - | - | 1341 | - |
| Mov Cap-2 Maneuver | 678 | - | - | - | - | - |
| Stage 1 | 811 | - | - | - | - | - |
| Stage 2 | 935 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1341 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

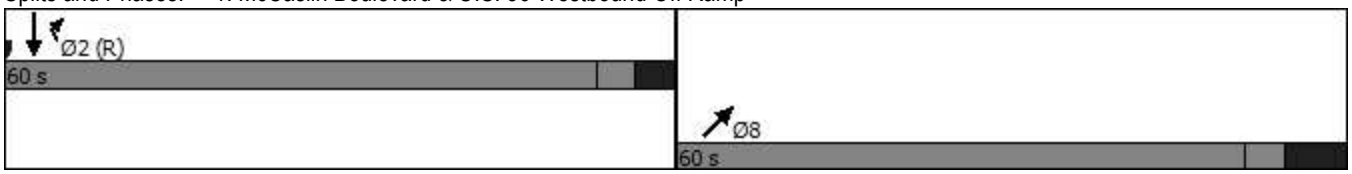
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1314 | 897 | 1255 |
| Future Volume (vph) | 1314 | 897 | 1255 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1428 | 975 | 1364 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 62.5 | 62.5 | 41.0 |
| Actuated g/C Ratio | 0.52 | 0.52 | 0.34 |
| v/c Ratio | 0.54 | 0.51 | 0.78 |
| Control Delay | 20.8 | 19.5 | 24.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.8 | 19.5 | 24.0 |
| LOS | C | B | C |
| Approach Delay | 20.8 | | 24.0 |
| Approach LOS | C | | C |
| Queue Length 50th (ft) | 261 | 196 | 143 |
| Queue Length 95th (ft) | 342 | 275 | 143 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2646 | 1906 | 2148 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.51 | 0.64 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.78

| | |
|---|---|
| Intersection Signal Delay: 21.6 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 35.7 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 1314 | 544 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 1314 | 544 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 1428 | 591 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 571 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 571 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 506 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 482 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 506 | - |
| Mov Cap-2 Maneuver | - | - | ~ 506 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 482 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 122 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 506 |
| HCM Lane V/C Ratio | - | 1.169 |
| HCM Control Delay (s) | - | 122 |
| HCM Lane LOS | - | F |
| HCM 95th %tile Q(veh) | - | 21.1 |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

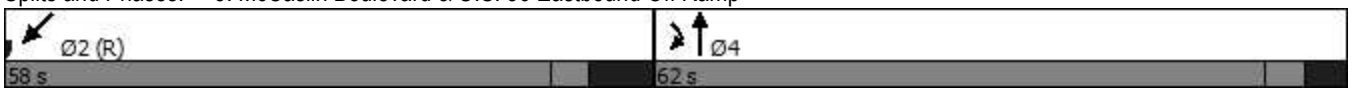
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1437 | 372 | 1236 |
| Future Volume (vph) | 1437 | 372 | 1236 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1562 | 404 | 1343 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 62.0 | 62.0 | 58.0 |
| Total Split (%) | 51.7% | 51.7% | 48.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 48.9 | 48.9 | 54.3 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.45 |
| v/c Ratio | 0.75 | 0.27 | 0.58 |
| Control Delay | 32.7 | 19.9 | 15.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.7 | 19.9 | 15.4 |
| LOS | C | B | B |
| Approach Delay | 32.7 | | 15.4 |
| Approach LOS | C | | B |
| Queue Length 50th (ft) | 369 | 75 | 125 |
| Queue Length 95th (ft) | 395 | 98 | 148 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2309 | 1670 | 2300 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.24 | 0.58 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.75

| | |
|---|---|
| Intersection Signal Delay: 24.1 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 23.9 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1437 | 0 | 0 | 476 | 0 |
| Future Vol, veh/h | 0 | 1437 | 0 | 0 | 476 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1562 | 0 | 0 | 517 | 0 |

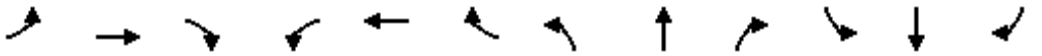
| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 625 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 625 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 476 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 452 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 476 | - |
| Mov Cap-2 Maneuver | - | - | ~ 476 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 452 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 96 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 476 | - |
| HCM Lane V/C Ratio | 1.087 | - |
| HCM Control Delay (s) | 96 | - |
| HCM Lane LOS | F | - |
| HCM 95th %tile Q(veh) | 16.8 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 98 | 44 | 689 | 32 | 34 | 175 | 106 | 950 | 119 | 277 | 693 | 416 |
| Future Volume (vph) | 98 | 44 | 689 | 32 | 34 | 175 | 106 | 950 | 119 | 277 | 693 | 416 |
| Satd. Flow (prot) | 3221 | 1680 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.991 | | 0.950 | | | 0.354 | | | 0.135 | | |
| Satd. Flow (perm) | 3221 | 1680 | 1583 | 1770 | 1863 | 1583 | 1279 | 5085 | 1583 | 251 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 467 | | | 190 | | | 127 | | | 383 |
| Lane Group Flow (vph) | 96 | 59 | 749 | 35 | 37 | 190 | 115 | 1033 | 129 | 301 | 753 | 452 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 39.5 | 39.5 | 39.5 | 8.5 | 8.5 | 8.5 | 46.6 | 37.0 | 37.0 | 59.0 | 45.4 | 120.0 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | 0.07 | 0.07 | 0.07 | 0.39 | 0.31 | 0.31 | 0.49 | 0.38 | 1.00 |
| v/c Ratio | 0.09 | 0.11 | 0.90 | 0.28 | 0.28 | 0.66 | 0.18 | 0.66 | 0.22 | 0.93 | 0.39 | 0.29 |
| Control Delay | 29.2 | 30.0 | 29.5 | 57.1 | 56.9 | 18.7 | 17.4 | 38.5 | 6.5 | 60.7 | 28.1 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.2 | 30.0 | 29.5 | 57.1 | 56.9 | 18.7 | 17.4 | 38.5 | 6.5 | 60.7 | 28.1 | 0.5 |
| LOS | C | C | C | E | E | B | B | D | A | E | C | A |
| Approach Delay | | 29.5 | | | 29.2 | | | 33.3 | | | 26.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 28 | 34 | 238 | 26 | 28 | 0 | 23 | 253 | 1 | 157 | 154 | 0 |
| Queue Length 95th (ft) | 53 | 74 | #535 | 58 | 61 | 69 | 39 | 304 | 46 | #327 | 194 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 1060 | 553 | 834 | 324 | 341 | 445 | 730 | 1567 | 575 | 325 | 1923 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.11 | 0.90 | 0.11 | 0.11 | 0.43 | 0.16 | 0.66 | 0.22 | 0.93 | 0.39 | 0.29 |

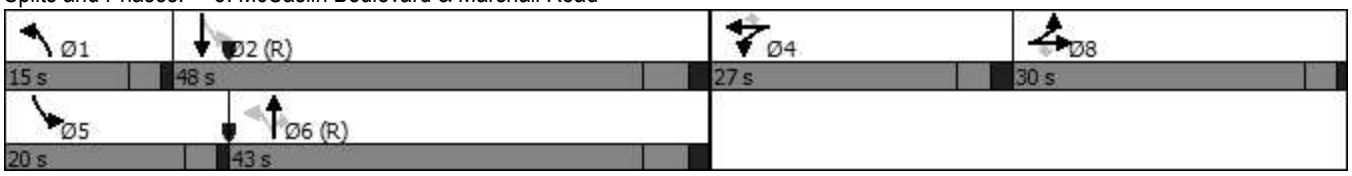
| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 75 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.93

| | |
|---|---|
| Intersection Signal Delay: 29.5 | Intersection LOS: C |
| Intersection Capacity Utilization 72.7% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.6 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 20 | 192 | 1141 | 726 |
| Demand Flow Rate, veh/h | 20 | 196 | 1164 | 741 |
| Vehicles Circulating, veh/h | 749 | 1094 | 290 | 48 |
| Vehicles Exiting, veh/h | 40 | 360 | 479 | 1092 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 5.1 | 1.8 | 10.1 | 5.2 |
| Approach LOS | A | A | B | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 150 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 20 | 46 | 1938 | 547 | 617 | 348 | 393 |
| Cap Entry Lane, veh/h | 751 | 560 | 0.980 | 1034 | 1110 | 1292 | 1363 |
| Entry HV Adj Factor | 1.000 | 0.976 | 147 | 0.980 | 0.980 | 0.981 | 0.980 |
| Flow Entry, veh/h | 20 | 45 | 1900 | 536 | 605 | 341 | 385 |
| Cap Entry, veh/h | 751 | 547 | 0.077 | 1013 | 1088 | 1267 | 1336 |
| V/C Ratio | 0.027 | 0.082 | 0.0 | 0.529 | 0.556 | 0.269 | 0.288 |
| Control Delay, s/veh | 5.1 | 7.6 | A | 10.1 | 10.2 | 5.2 | 5.2 |
| LOS | A | A | 0 | B | B | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 3 | 4 | 1 | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 169 | 41 | 0 | 92 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 169 | 41 | 0 | 92 | 0 | 11 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 184 | 45 | 0 | 100 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 100 | 0 | 0 | 229 | 0 | 0 | 307 | 307 | 115 | 192 | 329 | 100 |
| Stage 1 | - | - | - | - | - | - | 207 | 207 | - | 100 | 100 | - |
| Stage 2 | - | - | - | - | - | - | 100 | 100 | - | 92 | 229 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1492 | - | - | 1338 | - | - | 634 | 606 | 916 | 759 | 589 | 955 |
| Stage 1 | - | - | - | - | - | - | 776 | 730 | - | 906 | 812 | - |
| Stage 2 | - | - | - | - | - | - | 906 | 812 | - | 905 | 714 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1492 | - | - | 1338 | - | - | 634 | 606 | 916 | 759 | 589 | 955 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 634 | 606 | - | 759 | 589 | - |
| Stage 1 | - | - | - | - | - | - | 776 | 730 | - | 906 | 812 | - |
| Stage 2 | - | - | - | - | - | - | 906 | 812 | - | 905 | 714 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.8 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 634 | 1492 | - | - | 1338 | - | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 10.8 | 0 | - | - | 0 | - | - | 0 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 169 |
| Future Vol, veh/h | 0 | 0 | 92 | 0 | 0 | 169 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 184 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 284 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 184 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 706 | 956 | - | - | 1493 | - |
| Stage 1 | 924 | - | - | - | - | - |
| Stage 2 | 848 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 706 | 956 | - | - | 1493 | - |
| Mov Cap-2 Maneuver | 706 | - | - | - | - | - |
| Stage 1 | 924 | - | - | - | - | - |
| Stage 2 | 848 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1493 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

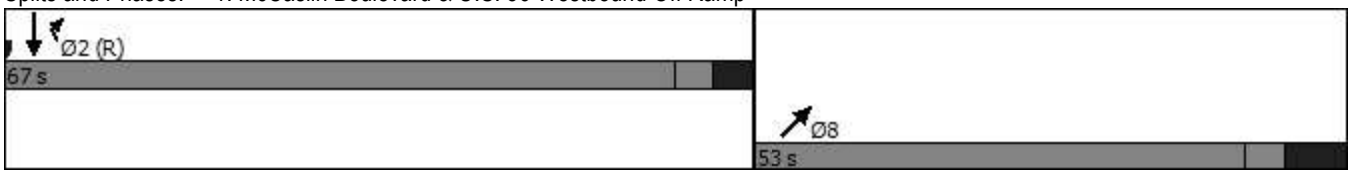
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 2085 | 669 | 1499 |
| Future Volume (vph) | 2085 | 669 | 1499 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 2266 | 727 | 1629 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 67.0 | 67.0 | 53.0 |
| Total Split (%) | 55.8% | 55.8% | 44.2% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 60.5 | 60.5 | 43.0 |
| Actuated g/C Ratio | 0.50 | 0.50 | 0.36 |
| v/c Ratio | 0.88 | 0.39 | 0.89 |
| Control Delay | 32.1 | 17.7 | 27.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.1 | 17.7 | 27.1 |
| LOS | C | B | C |
| Approach Delay | 32.1 | | 27.1 |
| Approach LOS | C | | C |
| Queue Length 50th (ft) | 563 | 137 | 162 |
| Queue Length 95th (ft) | 640 | 176 | 269 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2563 | 1847 | 1851 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 0.39 | 0.88 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.89

| | |
|---|---|
| Intersection Signal Delay: 28.1 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 76 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2085 | 549 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 2085 | 549 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 2266 | 597 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 906 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 906 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 346 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 321 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 346 | - |
| Mov Cap-2 Maneuver | - | - | ~ 346 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 321 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | $ 364.6 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 346 |
| HCM Lane V/C Ratio | - | 1.725 |
| HCM Control Delay (s) | - | $ 364.6 |
| HCM Lane LOS | - | F |
| HCM 95th %tile Q(veh) | - | 37.3 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

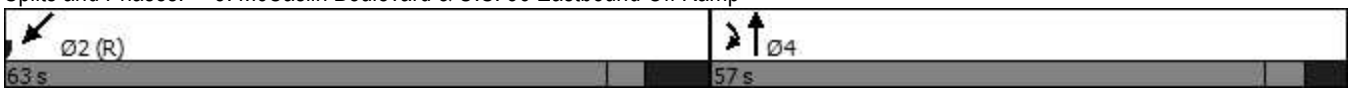
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1636 | 857 | 1729 |
| Future Volume (vph) | 1636 | 857 | 1729 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1778 | 932 | 1879 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 57.0 | 57.0 | 63.0 |
| Total Split (%) | 47.5% | 47.5% | 52.5% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 49.5 | 49.5 | 53.7 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.45 |
| v/c Ratio | 0.85 | 0.61 | 0.83 |
| Control Delay | 36.7 | 27.9 | 25.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.7 | 27.9 | 25.3 |
| LOS | D | C | C |
| Approach Delay | 36.7 | | 25.3 |
| Approach LOS | D | | C |
| Queue Length 50th (ft) | 449 | 230 | 235 |
| Queue Length 95th (ft) | 515 | 288 | 295 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2097 | 1522 | 2275 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.61 | 0.83 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.85

| | |
|---|---|
| Intersection Signal Delay: 30.2 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 36.3 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1636 | 0 | 0 | 495 | 0 |
| Future Vol, veh/h | 0 | 1636 | 0 | 0 | 495 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1778 | 0 | 0 | 538 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 711 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 711 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 432 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 407 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 432 | - |
| Mov Cap-2 Maneuver | - | - | ~ 432 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 407 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 156.4 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 432 | - |
| HCM Lane V/C Ratio | 1.245 | - |
| HCM Control Delay (s) | 156.4 | - |
| HCM Lane LOS | F | - |
| HCM 95th %tile Q(veh) | 22.3 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 548 | 61 | 561 | 57 | 34 | 249 | 382 | 941 | 81 | 148 | 1283 | 909 |
| Future Volume (vph) | 548 | 61 | 561 | 57 | 34 | 249 | 382 | 941 | 81 | 148 | 1283 | 909 |
| Satd. Flow (prot) | 3221 | 1637 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.966 | | 0.950 | | | 0.094 | | | 0.203 | | |
| Satd. Flow (perm) | 3221 | 1637 | 1583 | 1770 | 1863 | 1583 | 340 | 5085 | 1583 | 378 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 391 | | | 189 | | | 127 | | | 452 |
| Lane Group Flow (vph) | 441 | 221 | 610 | 62 | 37 | 271 | 415 | 1023 | 88 | 161 | 1395 | 988 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 27.6 | 27.6 | 27.6 | 13.0 | 13.0 | 13.0 | 62.8 | 49.2 | 49.2 | 61.3 | 48.1 | 120.0 |
| Actuated g/C Ratio | 0.23 | 0.23 | 0.23 | 0.11 | 0.11 | 0.11 | 0.52 | 0.41 | 0.41 | 0.51 | 0.40 | 1.00 |
| v/c Ratio | 0.60 | 0.59 | 0.92 | 0.32 | 0.18 | 0.80 | 0.84 | 0.49 | 0.12 | 0.50 | 0.68 | 0.62 |
| Control Delay | 44.6 | 47.7 | 35.8 | 51.4 | 47.6 | 33.5 | 41.8 | 29.5 | 2.1 | 21.0 | 33.3 | 1.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 44.6 | 47.7 | 35.8 | 51.4 | 47.6 | 33.5 | 41.8 | 29.5 | 2.1 | 21.0 | 33.3 | 1.9 |
| LOS | D | D | D | D | D | C | D | C | A | C | C | A |
| Approach Delay | | 40.9 | | | 37.9 | | | 31.3 | | | 20.3 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 154 | 154 | 170 | 45 | 27 | 61 | 111 | 233 | 0 | 67 | 352 | 0 |
| Queue Length 95th (ft) | 230 | 267 | #433 | 82 | 56 | 147 | #224 | 299 | 16 | 110 | 411 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 786 | 399 | 682 | 324 | 341 | 444 | 495 | 2083 | 723 | 392 | 2038 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.55 | 0.89 | 0.19 | 0.11 | 0.61 | 0.84 | 0.49 | 0.12 | 0.41 | 0.68 | 0.62 |

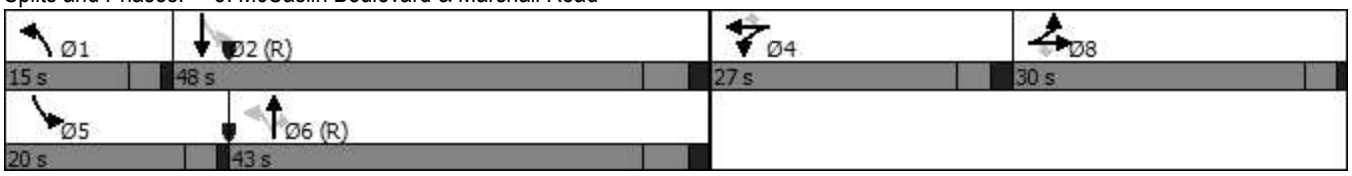
| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 75 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.92

| | |
|---|---|
| Intersection Signal Delay: 29.0 | Intersection LOS: C |
| Intersection Capacity Utilization 76.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |

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

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.9 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 38 | 423 | 1087 | 1836 |
| Demand Flow Rate, veh/h | 39 | 431 | 1109 | 1873 |
| Vehicles Circulating, veh/h | 1970 | 1027 | 314 | 119 |
| Vehicles Exiting, veh/h | 22 | 396 | 1695 | 1025 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 17.0 | 2.4 | 10.0 | 15.0 |
| Approach LOS | C | A | A | C |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 314 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 39 | 117 | 1938 | 521 | 588 | 880 | 993 |
| Cap Entry Lane, veh/h | 266 | 593 | 0.980 | 1011 | 1087 | 1210 | 1283 |
| Entry HV Adj Factor | 0.973 | 0.982 | 308 | 0.981 | 0.980 | 0.981 | 0.980 |
| Flow Entry, veh/h | 38 | 115 | 1900 | 511 | 576 | 863 | 973 |
| Cap Entry, veh/h | 259 | 582 | 0.162 | 992 | 1066 | 1186 | 1258 |
| V/C Ratio | 0.147 | 0.197 | 0.0 | 0.515 | 0.541 | 0.727 | 0.774 |
| Control Delay, s/veh | 17.0 | 8.7 | A | 10.0 | 10.0 | 14.3 | 15.7 |
| LOS | C | A | 1 | A | A | B | C |
| 95th %tile Queue, veh | 1 | 1 | | 3 | 3 | 7 | 8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 106 | 26 | 0 | 274 | 1 | 38 | 2 | 5 | 0 | 0 | 6 |
| Future Vol, veh/h | 9 | 106 | 26 | 0 | 274 | 1 | 38 | 2 | 5 | 0 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 115 | 28 | 0 | 298 | 1 | 41 | 2 | 5 | 0 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 299 | 0 | 0 | 143 | 0 | 0 | 451 | 448 | 72 | 378 | 462 | 299 |
| Stage 1 | - | - | - | - | - | - | 149 | 149 | - | 299 | 299 | - |
| Stage 2 | - | - | - | - | - | - | 302 | 299 | - | 79 | 163 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1261 | - | - | 1438 | - | - | 505 | 505 | 976 | 567 | 496 | 740 |
| Stage 1 | - | - | - | - | - | - | 839 | 773 | - | 709 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 706 | 666 | - | 921 | 763 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1261 | - | - | 1438 | - | - | 497 | 500 | 976 | 558 | 492 | 740 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 497 | 500 | - | 558 | 492 | - |
| Stage 1 | - | - | - | - | - | - | 831 | 766 | - | 703 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 700 | 666 | - | 905 | 756 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0 | 12.5 | 9.9 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 526 | 1261 | - | - | 1438 | - | - | 740 |
| HCM Lane V/C Ratio | 0.093 | 0.008 | - | - | - | - | - | 0.009 |
| HCM Control Delay (s) | 12.5 | 7.9 | 0 | - | 0 | - | - | 9.9 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 275 | 0 | 0 | 111 |
| Future Vol, veh/h | 0 | 0 | 275 | 0 | 0 | 111 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 299 | 0 | 0 | 121 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 420 | 299 | 0 | 0 | 299 | 0 |
| Stage 1 | 299 | - | - | - | - | - |
| Stage 2 | 121 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 590 | 741 | - | - | 1262 | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 904 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 590 | 741 | - | - | 1262 | - |
| Mov Cap-2 Maneuver | 590 | - | - | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 904 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1262 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

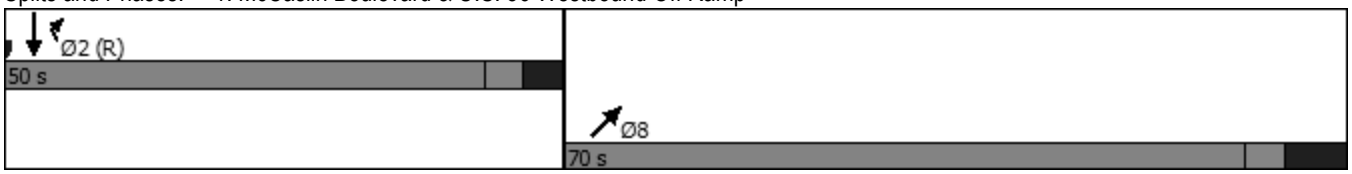
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 913 | 622 | 872 |
| Future Volume (vph) | 913 | 622 | 872 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 207 | |
| Lane Group Flow (vph) | 992 | 676 | 948 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 50.0 | 50.0 | 70.0 |
| Total Split (%) | 41.7% | 41.7% | 58.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 73.1 | 73.1 | 30.4 |
| Actuated g/C Ratio | 0.61 | 0.61 | 0.25 |
| v/c Ratio | 0.32 | 0.30 | 0.74 |
| Control Delay | 12.2 | 8.3 | 64.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 12.2 | 8.3 | 64.8 |
| LOS | B | A | E |
| Approach Delay | 12.2 | | 64.8 |
| Approach LOS | B | | E |
| Queue Length 50th (ft) | 128 | 67 | 229 |
| Queue Length 95th (ft) | 178 | 109 | 221 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 3096 | 2279 | 2572 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.32 | 0.30 | 0.37 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 40 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.74

| | |
|---|---|
| Intersection Signal Delay: 30.3 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 6.8 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 913 | 387 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 913 | 387 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 992 | 421 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 397 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 397 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 613 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 593 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 613 | - |
| Mov Cap-2 Maneuver | - | - | 613 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 593 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 22.7 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 613 |
| HCM Lane V/C Ratio | - | 0.686 |
| HCM Control Delay (s) | - | 22.7 |
| HCM Lane LOS | - | C |
| HCM 95th %tile Q(veh) | - | 5.4 |

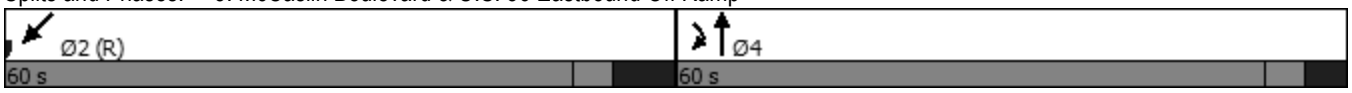
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1016 | 287 | 889 |
| Future Volume (vph) | 1016 | 287 | 889 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 116 | |
| Lane Group Flow (vph) | 1104 | 312 | 966 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 36.0 | 36.0 | 67.2 |
| Actuated g/C Ratio | 0.30 | 0.30 | 0.56 |
| v/c Ratio | 0.72 | 0.27 | 0.34 |
| Control Delay | 40.1 | 19.3 | 7.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 40.1 | 19.3 | 7.6 |
| LOS | D | B | A |
| Approach Delay | 40.1 | | 7.6 |
| Approach LOS | D | | A |
| Queue Length 50th (ft) | 279 | 49 | 56 |
| Queue Length 95th (ft) | 301 | 72 | 72 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2224 | 1644 | 2847 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.50 | 0.19 | 0.34 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 45 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.72

| | |
|---|---|
| Intersection Signal Delay: 24.2 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1016 | 0 | 0 | 330 | 0 |
| Future Vol, veh/h | 0 | 1016 | 0 | 0 | 330 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1104 | 0 | 0 | 359 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 442 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 442 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 584 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 562 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 584 | - |
| Mov Cap-2 Maneuver | - | - | 584 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 562 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 20.5 |
| HCM LOS | | C |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 584 | - |
| HCM Lane V/C Ratio | 0.614 | - |
| HCM Control Delay (s) | 20.5 | - |
| HCM Lane LOS | C | - |
| HCM 95th %tile Q(veh) | 4.2 | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 68 | 32 | 55 | 23 | 25 | 145 | 116 | 673 | 83 | 223 | 511 | 288 |
| Future Volume (vph) | 68 | 32 | 55 | 23 | 25 | 145 | 116 | 673 | 83 | 223 | 511 | 288 |
| Satd. Flow (prot) | 3221 | 1682 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.992 | | 0.950 | | | 0.434 | | | 0.337 | | |
| Satd. Flow (perm) | 3221 | 1682 | 1583 | 1770 | 1863 | 1583 | 1568 | 5085 | 1583 | 628 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 145 | | | 158 | | | 127 | | | 313 |
| Lane Group Flow (vph) | 67 | 42 | 60 | 25 | 27 | 158 | 126 | 732 | 90 | 242 | 555 | 313 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 8.5 | 8.5 | 8.5 | 8.0 | 8.0 | 8.0 | 84.8 | 76.1 | 76.1 | 91.4 | 79.8 | 120.0 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 0.71 | 0.63 | 0.63 | 0.76 | 0.66 | 1.00 |
| v/c Ratio | 0.29 | 0.35 | 0.24 | 0.21 | 0.22 | 0.63 | 0.10 | 0.23 | 0.09 | 0.42 | 0.16 | 0.20 |
| Control Delay | 55.4 | 60.5 | 2.3 | 55.9 | 55.8 | 19.3 | 4.8 | 10.9 | 1.1 | 6.9 | 8.7 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.4 | 60.5 | 2.3 | 55.9 | 55.8 | 19.3 | 4.8 | 10.9 | 1.1 | 6.9 | 8.7 | 0.3 |
| LOS | E | E | A | E | E | B | A | B | A | A | A | A |
| Approach Delay | | 37.8 | | | 28.4 | | | 9.2 | | | 5.9 | |
| Approach LOS | | D | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 27 | 35 | 0 | 19 | 20 | 0 | 10 | 83 | 0 | 44 | 55 | 0 |
| Queue Length 95th (ft) | 51 | 74 | 0 | 46 | 49 | 64 | 24 | 140 | 11 | 93 | 91 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 697 | 364 | 456 | 324 | 341 | 419 | 1334 | 3226 | 1050 | 636 | 3381 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.12 | 0.13 | 0.08 | 0.08 | 0.38 | 0.09 | 0.23 | 0.09 | 0.38 | 0.16 | 0.20 |

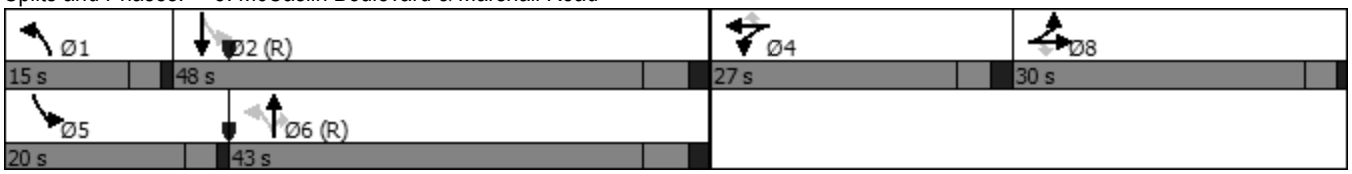
Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

| | |
|---|---|
| Intersection Signal Delay: 11.3 | Intersection LOS: B |
| Intersection Capacity Utilization 45.8% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.5 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 13 | 156 | 806 | 541 |
| Demand Flow Rate, veh/h | 13 | 159 | 822 | 551 |
| Vehicles Circulating, veh/h | 565 | 760 | 238 | 40 |
| Vehicles Exiting, veh/h | 26 | 300 | 340 | 759 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 4.2 | 1.3 | 7.0 | 4.5 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 120 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 13 | 39 | 1938 | 386 | 436 | 259 | 292 |
| Cap Entry Lane, veh/h | 878 | 744 | 0.980 | 1084 | 1160 | 1301 | 1373 |
| Entry HV Adj Factor | 1.000 | 0.973 | 118 | 0.982 | 0.980 | 0.982 | 0.982 |
| Flow Entry, veh/h | 13 | 38 | 1900 | 379 | 427 | 254 | 287 |
| Cap Entry, veh/h | 878 | 724 | 0.062 | 1065 | 1137 | 1277 | 1348 |
| V/C Ratio | 0.015 | 0.052 | 0.0 | 0.356 | 0.376 | 0.199 | 0.213 |
| Control Delay, s/veh | 4.2 | 5.5 | A | 7.0 | 6.9 | 4.5 | 4.5 |
| LOS | A | A | 0 | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 2 | 2 | 1 | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 148 | 28 | 0 | 86 | 0 | 7 | 0 | 0 | 0 | 0 | 4 |
| Future Vol, veh/h | 0 | 148 | 28 | 0 | 86 | 0 | 7 | 0 | 0 | 0 | 0 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 161 | 30 | 0 | 93 | 0 | 8 | 0 | 0 | 0 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 93 | 0 | 0 | 191 | 0 | 0 | 271 | 269 | 96 | 174 | 284 | 93 |
| Stage 1 | - | - | - | - | - | - | 176 | 176 | - | 93 | 93 | - |
| Stage 2 | - | - | - | - | - | - | 95 | 93 | - | 81 | 191 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1500 | - | - | 1381 | - | - | 671 | 637 | 942 | 781 | 624 | 964 |
| Stage 1 | - | - | - | - | - | - | 809 | 753 | - | 913 | 818 | - |
| Stage 2 | - | - | - | - | - | - | 911 | 818 | - | 919 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1500 | - | - | 1381 | - | - | 668 | 637 | 942 | 781 | 624 | 964 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 668 | 637 | - | 781 | 624 | - |
| Stage 1 | - | - | - | - | - | - | 809 | 753 | - | 913 | 818 | - |
| Stage 2 | - | - | - | - | - | - | 907 | 818 | - | 919 | 742 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.5 | 8.8 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 668 | 1500 | - | - | 1381 | - | - | 964 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - | - | - | 0.005 |
| HCM Control Delay (s) | 10.5 | 0 | - | - | 0 | - | - | 8.8 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 14 | 72 | 0 | 21 | 127 |
| Future Vol, veh/h | 0 | 14 | 72 | 0 | 21 | 127 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 15 | 78 | 0 | 23 | 138 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 262 | 78 | 0 | 0 | 78 | 0 |
| Stage 1 | 78 | - | - | - | - | - |
| Stage 2 | 184 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 727 | 983 | - | - | 1520 | - |
| Stage 1 | 945 | - | - | - | - | - |
| Stage 2 | 848 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 716 | 983 | - | - | 1520 | - |
| Mov Cap-2 Maneuver | 716 | - | - | - | - | - |
| Stage 1 | 945 | - | - | - | - | - |
| Stage 2 | 835 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.7 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 983 | 1520 | - |
| HCM Lane V/C Ratio | - | - | 0.015 | 0.015 | - |
| HCM Control Delay (s) | - | - | 8.7 | 7.4 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

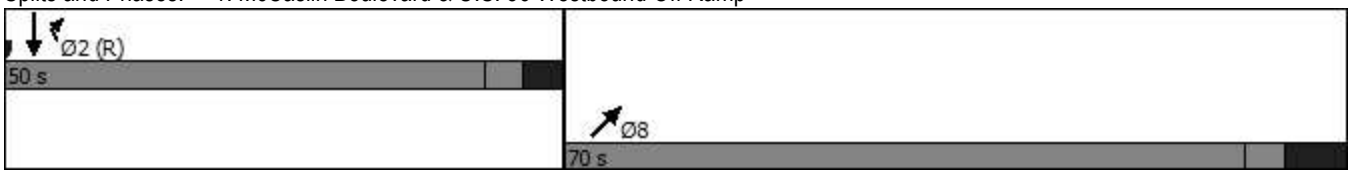
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 1448 | 464 | 1042 |
| Future Volume (vph) | 1448 | 464 | 1042 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 124 | |
| Lane Group Flow (vph) | 1574 | 504 | 1133 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 50.0 | 50.0 | 70.0 |
| Total Split (%) | 41.7% | 41.7% | 58.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 67.8 | 67.8 | 35.7 |
| Actuated g/C Ratio | 0.56 | 0.56 | 0.30 |
| v/c Ratio | 0.55 | 0.24 | 0.75 |
| Control Delay | 18.0 | 10.6 | 51.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.0 | 10.6 | 51.6 |
| LOS | B | B | D |
| Approach Delay | 18.0 | | 51.6 |
| Approach LOS | B | | D |
| Queue Length 50th (ft) | 269 | 60 | 229 |
| Queue Length 95th (ft) | 357 | 97 | 218 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2872 | 2092 | 2572 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.55 | 0.24 | 0.44 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.75

| | |
|---|---|
| Intersection Signal Delay: 28.7 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 11.7 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 1448 | 401 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 1448 | 401 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 1574 | 436 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 630 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 630 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 473 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 449 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 473 | - |
| Mov Cap-2 Maneuver | - | - | 473 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 449 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 53.8 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 473 |
| HCM Lane V/C Ratio | - | 0.922 |
| HCM Control Delay (s) | - | 53.8 |
| HCM Lane LOS | - | F |
| HCM 95th %tile Q(veh) | - | 10.7 |

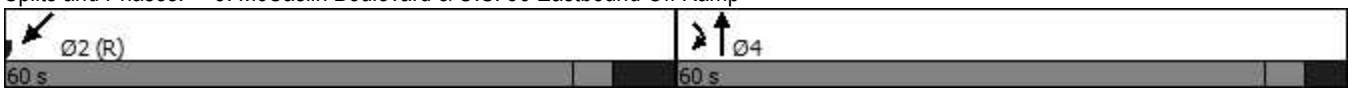
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1170 | 614 | 1221 |
| Future Volume (vph) | 1170 | 614 | 1221 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1272 | 667 | 1327 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 43.3 | 43.3 | 59.9 |
| Actuated g/C Ratio | 0.36 | 0.36 | 0.50 |
| v/c Ratio | 0.69 | 0.50 | 0.52 |
| Control Delay | 34.4 | 27.7 | 9.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.4 | 27.7 | 9.2 |
| LOS | C | C | A |
| Approach Delay | 34.4 | | 9.2 |
| Approach LOS | C | | A |
| Queue Length 50th (ft) | 304 | 159 | 72 |
| Queue Length 95th (ft) | 313 | 180 | 93 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2224 | 1611 | 2537 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.41 | 0.52 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.69

| | |
|---|---|
| Intersection Signal Delay: 22.8 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1170 | 0 | 0 | 343 | 0 |
| Future Vol, veh/h | 0 | 1170 | 0 | 0 | 343 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1272 | 0 | 0 | 373 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 509 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 509 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | 542 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | 519 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | 542 | - |
| Mov Cap-2 Maneuver | - | - | 542 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | 519 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 25 |
| HCM LOS | | D |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 542 | - |
| HCM Lane V/C Ratio | 0.688 | - |
| HCM Control Delay (s) | 25 | - |
| HCM Lane LOS | D | - |
| HCM 95th %tile Q(veh) | 5.3 | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 380 | 44 | 390 | 41 | 26 | 208 | 267 | 68 | 57 | 126 | 898 | 630 |
| Future Volume (vph) | 380 | 44 | 390 | 41 | 26 | 208 | 267 | 68 | 57 | 126 | 898 | 630 |
| Satd. Flow (prot) | 3221 | 1639 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.967 | | 0.950 | | | 0.246 | | | 0.704 | | |
| Satd. Flow (perm) | 3221 | 1639 | 1583 | 1770 | 1863 | 1583 | 889 | 5085 | 1583 | 1311 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 424 | | | 226 | | | 127 | | | 448 |
| Lane Group Flow (vph) | 306 | 155 | 424 | 45 | 28 | 226 | 290 | 74 | 62 | 137 | 976 | 685 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 18.3 | 18.3 | 18.3 | 9.1 | 9.1 | 9.1 | 75.8 | 64.4 | 64.4 | 75.4 | 64.2 | 120.0 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.15 | 0.08 | 0.08 | 0.08 | 0.63 | 0.54 | 0.54 | 0.63 | 0.54 | 1.00 |
| v/c Ratio | 0.62 | 0.62 | 0.71 | 0.34 | 0.20 | 0.69 | 0.38 | 0.03 | 0.07 | 0.16 | 0.36 | 0.43 |
| Control Delay | 52.7 | 57.7 | 11.0 | 58.0 | 53.6 | 17.9 | 10.2 | 16.1 | 0.1 | 9.5 | 18.0 | 0.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.7 | 57.7 | 11.0 | 58.0 | 53.6 | 17.9 | 10.2 | 16.1 | 0.1 | 9.5 | 18.0 | 0.9 |
| LOS | D | E | B | E | D | B | B | B | A | A | B | A |
| Approach Delay | | 33.6 | | | 27.3 | | | 9.7 | | | 10.8 | |
| Approach LOS | | C | | | C | | | A | | | B | |
| Queue Length 50th (ft) | 124 | 126 | 0 | 34 | 21 | 0 | 37 | 9 | 0 | 34 | 147 | 0 |
| Queue Length 95th (ft) | 162 | 190 | 91 | 69 | 49 | 74 | 75 | 23 | 0 | 81 | 242 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 697 | 355 | 675 | 324 | 341 | 474 | 815 | 2730 | 908 | 929 | 2720 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.44 | 0.44 | 0.63 | 0.14 | 0.08 | 0.48 | 0.36 | 0.03 | 0.07 | 0.15 | 0.36 | 0.43 |

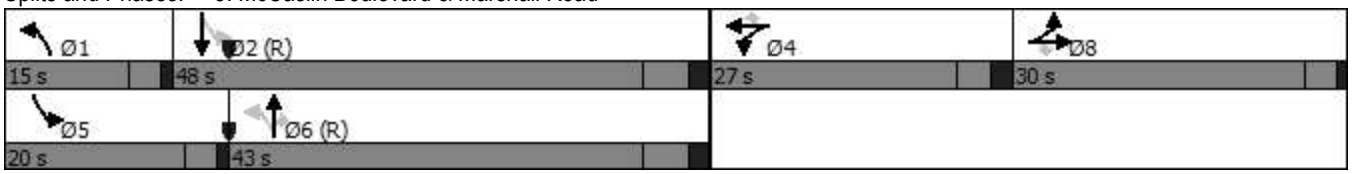
Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

| | |
|---|---|
| Intersection Signal Delay: 18.1 | Intersection LOS: B |
| Intersection Capacity Utilization 58.2% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.0 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 24 | 345 | 762 | 1295 |
| Demand Flow Rate, veh/h | 24 | 352 | 778 | 1320 |
| Vehicles Circulating, veh/h | 1403 | 712 | 237 | 97 |
| Vehicles Exiting, veh/h | 14 | 303 | 1190 | 711 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 9.1 | 1.6 | 6.7 | 8.6 |
| Approach LOS | A | A | A | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 256 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 24 | 96 | 1938 | 366 | 412 | 620 | 700 |
| Cap Entry Lane, veh/h | 431 | 775 | 0.980 | 1085 | 1161 | 1235 | 1308 |
| Entry HV Adj Factor | 0.999 | 0.979 | 251 | 0.979 | 0.981 | 0.981 | 0.980 |
| Flow Entry, veh/h | 24 | 94 | 1900 | 358 | 404 | 608 | 686 |
| Cap Entry, veh/h | 430 | 759 | 0.132 | 1063 | 1139 | 1212 | 1282 |
| V/C Ratio | 0.056 | 0.124 | 0.0 | 0.337 | 0.355 | 0.502 | 0.535 |
| Control Delay, s/veh | 9.1 | 6.0 | A | 6.8 | 6.7 | 8.4 | 8.7 |
| LOS | A | A | 0 | A | A | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 2 | 2 | 3 | 3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 9 | 88 | 17 | 0 | 225 | 1 | 26 | 1 | 3 | 0 | 0 | 10 |
| Future Vol, veh/h | 9 | 88 | 17 | 0 | 225 | 1 | 26 | 1 | 3 | 0 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 96 | 18 | 0 | 245 | 1 | 28 | 1 | 3 | 0 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 246 | 0 | 0 | 114 | 0 | 0 | 376 | 371 | 57 | 315 | 380 | 246 |
| Stage 1 | - | - | - | - | - | - | 125 | 125 | - | 246 | 246 | - |
| Stage 2 | - | - | - | - | - | - | 251 | 246 | - | 69 | 134 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1319 | - | - | 1474 | - | - | 569 | 558 | 998 | 626 | 552 | 792 |
| Stage 1 | - | - | - | - | - | - | 866 | 792 | - | 757 | 702 | - |
| Stage 2 | - | - | - | - | - | - | 752 | 702 | - | 933 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1319 | - | - | 1474 | - | - | 558 | 554 | 998 | 619 | 548 | 792 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 558 | 554 | - | 619 | 548 | - |
| Stage 1 | - | - | - | - | - | - | 859 | 786 | - | 751 | 702 | - |
| Stage 2 | - | - | - | - | - | - | 742 | 702 | - | 921 | 779 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0 | 11.5 | 9.6 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 584 | 1319 | - | - | 1474 | - | - | 792 |
| HCM Lane V/C Ratio | 0.056 | 0.007 | - | - | - | - | - | 0.014 |
| HCM Control Delay (s) | 11.5 | 7.8 | 0 | - | 0 | - | - | 9.6 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 17 | 209 | 0 | 20 | 81 |
| Future Vol, veh/h | 0 | 17 | 209 | 0 | 20 | 81 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 18 | 227 | 0 | 22 | 88 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 359 | 227 | 0 | 0 | 227 | 0 |
| Stage 1 | 227 | - | - | - | - | - |
| Stage 2 | 132 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 640 | 812 | - | - | 1341 | - |
| Stage 1 | 811 | - | - | - | - | - |
| Stage 2 | 894 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 630 | 812 | - | - | 1341 | - |
| Mov Cap-2 Maneuver | 630 | - | - | - | - | - |
| Stage 1 | 811 | - | - | - | - | - |
| Stage 2 | 880 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 1.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 812 | 1341 | - |
| HCM Lane V/C Ratio | - | - | 0.023 | 0.016 | - |
| HCM Control Delay (s) | - | - | 9.5 | 7.7 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

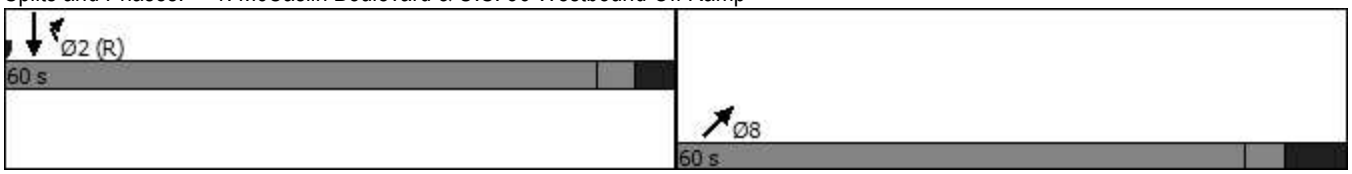
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 1316 | 897 | 1257 |
| Future Volume (vph) | 1316 | 897 | 1257 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1430 | 975 | 1366 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 60.0 | 60.0 | 60.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 62.4 | 62.4 | 41.1 |
| Actuated g/C Ratio | 0.52 | 0.52 | 0.34 |
| v/c Ratio | 0.54 | 0.51 | 0.79 |
| Control Delay | 20.9 | 19.5 | 24.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.9 | 19.5 | 24.1 |
| LOS | C | B | C |
| Approach Delay | 20.9 | | 24.1 |
| Approach LOS | C | | C |
| Queue Length 50th (ft) | 262 | 196 | 144 |
| Queue Length 95th (ft) | 344 | 275 | 143 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2645 | 1905 | 2148 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.54 | 0.51 | 0.64 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 55 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.79

| | |
|---|---|
| Intersection Signal Delay: 21.7 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 38.5 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 1316 | 553 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 1316 | 553 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 1430 | 601 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 572 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 572 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 505 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 482 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 505 | - |
| Mov Cap-2 Maneuver | - | - | ~ 505 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 482 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | 130.1 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 505 |
| HCM Lane V/C Ratio | - | 1.19 |
| HCM Control Delay (s) | - | 130.1 |
| HCM Lane LOS | - | F |
| HCM 95th %tile Q(veh) | - | 22.2 |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

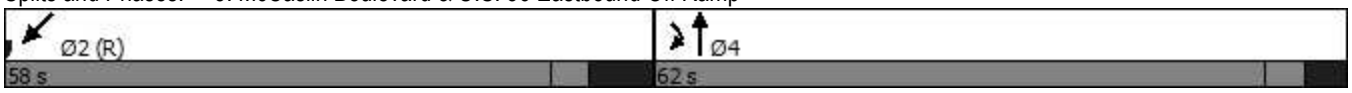
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1446 | 380 | 1247 |
| Future Volume (vph) | 1446 | 380 | 1247 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1572 | 413 | 1355 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 62.0 | 62.0 | 58.0 |
| Total Split (%) | 51.7% | 51.7% | 48.3% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 49.0 | 49.0 | 54.2 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.45 |
| v/c Ratio | 0.76 | 0.27 | 0.59 |
| Control Delay | 32.7 | 20.0 | 15.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.7 | 20.0 | 15.5 |
| LOS | C | C | B |
| Approach Delay | 32.7 | | 15.5 |
| Approach LOS | C | | B |
| Queue Length 50th (ft) | 372 | 77 | 127 |
| Queue Length 95th (ft) | 398 | 100 | 150 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2309 | 1670 | 2295 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.25 | 0.59 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.76

| | |
|---|---|
| Intersection Signal Delay: 24.2 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 24.2 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1446 | 0 | 0 | 476 | 0 |
| Future Vol, veh/h | 0 | 1446 | 0 | 0 | 476 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1572 | 0 | 0 | 517 | 0 |

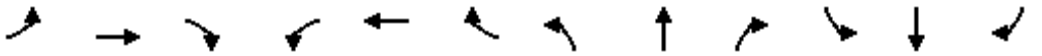
| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 629 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 629 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 474 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 450 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 474 | - |
| Mov Cap-2 Maneuver | - | - | ~ 474 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 450 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 97.7 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 474 | - |
| HCM Lane V/C Ratio | 1.092 | - |
| HCM Control Delay (s) | 97.7 | - |
| HCM Lane LOS | F | - |
| HCM 95th %tile Q(veh) | 16.9 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 98 | 45 | 689 | 33 | 35 | 191 | 106 | 950 | 120 | 296 | 693 | 416 |
| Future Volume (vph) | 98 | 45 | 689 | 33 | 35 | 191 | 106 | 950 | 120 | 296 | 693 | 416 |
| Satd. Flow (prot) | 3221 | 1680 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.991 | | 0.950 | | | 0.354 | | | 0.135 | | |
| Satd. Flow (perm) | 3221 | 1680 | 1583 | 1770 | 1863 | 1583 | 1279 | 5085 | 1583 | 251 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 465 | | | 208 | | | 127 | | | 383 |
| Lane Group Flow (vph) | 96 | 60 | 749 | 36 | 38 | 208 | 115 | 1033 | 130 | 322 | 753 | 452 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 39.4 | 39.4 | 39.4 | 8.6 | 8.6 | 8.6 | 46.6 | 37.0 | 37.0 | 59.0 | 45.4 | 120.0 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | 0.07 | 0.07 | 0.07 | 0.39 | 0.31 | 0.31 | 0.49 | 0.38 | 1.00 |
| v/c Ratio | 0.09 | 0.11 | 0.90 | 0.28 | 0.29 | 0.68 | 0.18 | 0.66 | 0.23 | 0.99 | 0.39 | 0.29 |
| Control Delay | 29.3 | 30.2 | 30.0 | 57.0 | 56.7 | 18.5 | 17.4 | 38.5 | 6.6 | 75.8 | 28.1 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.3 | 30.2 | 30.0 | 57.0 | 56.7 | 18.5 | 17.4 | 38.5 | 6.6 | 75.8 | 28.1 | 0.5 |
| LOS | C | C | C | E | E | B | B | D | A | E | C | A |
| Approach Delay | | 30.0 | | | 28.6 | | | 33.3 | | | 30.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 28 | 35 | 240 | 27 | 29 | 0 | 23 | 253 | 2 | 176 | 154 | 0 |
| Queue Length 95th (ft) | 53 | 76 | #540 | 59 | 62 | 72 | 39 | 304 | 47 | #368 | 194 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 1056 | 551 | 831 | 324 | 341 | 460 | 730 | 1567 | 575 | 325 | 1923 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.11 | 0.90 | 0.11 | 0.11 | 0.45 | 0.16 | 0.66 | 0.23 | 0.99 | 0.39 | 0.29 |

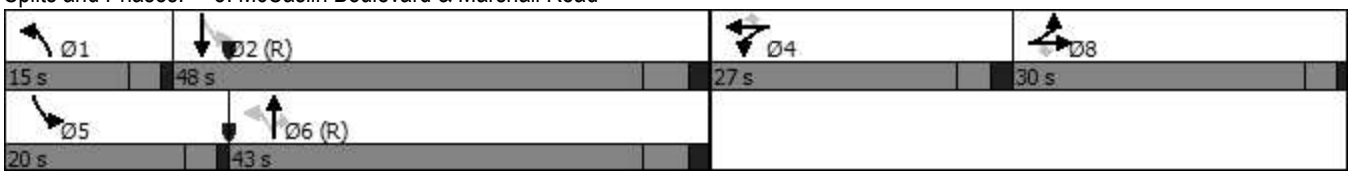
| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green |
| Natural Cycle: 75 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.99

| | |
|---|---|
| Intersection Signal Delay: 30.9 | Intersection LOS: C |
| Intersection Capacity Utilization 72.7% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.6 |
| Intersection LOS | A |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 20 | 192 | 1142 | 727 |
| Demand Flow Rate, veh/h | 20 | 196 | 1165 | 742 |
| Vehicles Circulating, veh/h | 750 | 1095 | 290 | 48 |
| Vehicles Exiting, veh/h | 40 | 360 | 480 | 1093 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 5.1 | 1.8 | 10.1 | 5.2 |
| Approach LOS | A | A | B | A |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 150 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 20 | 46 | 1938 | 548 | 617 | 349 | 393 |
| Cap Entry Lane, veh/h | 751 | 560 | 0.980 | 1034 | 1110 | 1292 | 1363 |
| Entry HV Adj Factor | 1.000 | 0.976 | 147 | 0.979 | 0.981 | 0.980 | 0.981 |
| Flow Entry, veh/h | 20 | 45 | 1900 | 537 | 605 | 342 | 386 |
| Cap Entry, veh/h | 751 | 546 | 0.077 | 1012 | 1089 | 1265 | 1337 |
| V/C Ratio | 0.027 | 0.082 | 0.0 | 0.530 | 0.556 | 0.270 | 0.288 |
| Control Delay, s/veh | 5.1 | 7.6 | A | 10.1 | 10.1 | 5.2 | 5.2 |
| LOS | A | A | 0 | B | B | A | A |
| 95th %tile Queue, veh | 0 | 0 | | 3 | 4 | 1 | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 190 | 41 | 0 | 106 | 0 | 11 | 0 | 0 | 0 | 0 | 4 |
| Future Vol, veh/h | 0 | 190 | 41 | 0 | 106 | 0 | 11 | 0 | 0 | 0 | 0 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 207 | 45 | 0 | 115 | 0 | 12 | 0 | 0 | 0 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 115 | 0 | 0 | 252 | 0 | 0 | 347 | 345 | 126 | 219 | 367 | 115 |
| Stage 1 | - | - | - | - | - | - | 230 | 230 | - | 115 | 115 | - |
| Stage 2 | - | - | - | - | - | - | 117 | 115 | - | 104 | 252 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1473 | - | - | 1312 | - | - | 595 | 577 | 901 | 728 | 561 | 937 |
| Stage 1 | - | - | - | - | - | - | 753 | 713 | - | 889 | 800 | - |
| Stage 2 | - | - | - | - | - | - | 887 | 800 | - | 891 | 698 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1473 | - | - | 1312 | - | - | 592 | 577 | 901 | 728 | 561 | 937 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 592 | 577 | - | 728 | 561 | - |
| Stage 1 | - | - | - | - | - | - | 753 | 713 | - | 889 | 800 | - |
| Stage 2 | - | - | - | - | - | - | 883 | 800 | - | 891 | 698 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11.2 | 8.9 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 592 | 1473 | - | - | 1312 | - | - | 937 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | - | - | - | 0.005 |
| HCM Control Delay (s) | 11.2 | 0 | - | - | 0 | - | - | 8.9 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 14 | 92 | 0 | 21 | 169 |
| Future Vol, veh/h | 0 | 14 | 92 | 0 | 21 | 169 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 15 | 100 | 0 | 23 | 184 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 330 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 230 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 665 | 956 | - | - | 1493 | - |
| Stage 1 | 924 | - | - | - | - | - |
| Stage 2 | 808 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 655 | 956 | - | - | 1493 | - |
| Mov Cap-2 Maneuver | 655 | - | - | - | - | - |
| Stage 1 | 924 | - | - | - | - | - |
| Stage 2 | 796 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 0.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 956 | 1493 | - |
| HCM Lane V/C Ratio | - | - | 0.016 | 0.015 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.4 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

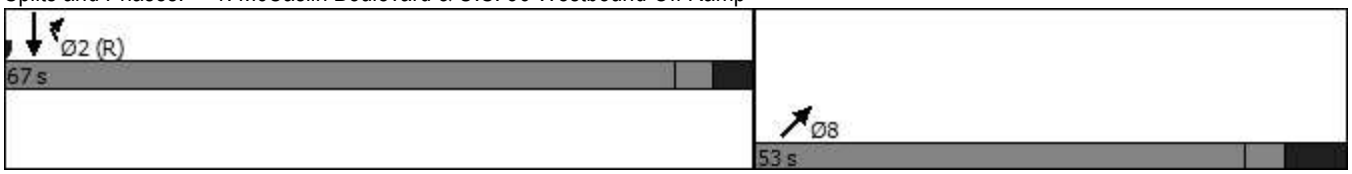
| Lane Group | SBT | NWR2 | NET |
|---|---|---|---|
| Lane Configurations | ↑↑↑ | ↱↑↑ | ↑↑↑ |
| Traffic Volume (vph) | 2087 | 669 | 1502 |
| Future Volume (vph) | 2087 | 669 | 1502 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 2268 | 727 | 1633 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 2 | 2 | 8 |
| Permitted Phases | | 2 | |
| Detector Phase | 2 | 2 | 8 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.2 | 17.2 | 19.3 |
| Total Split (s) | 67.0 | 67.0 | 53.0 |
| Total Split (%) | 55.8% | 55.8% | 44.2% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 3.7 | 3.7 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.2 | 7.2 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | C-Max | C-Max | None |
| Act Effct Green (s) | 60.5 | 60.5 | 43.0 |
| Actuated g/C Ratio | 0.50 | 0.50 | 0.36 |
| v/c Ratio | 0.88 | 0.39 | 0.90 |
| Control Delay | 32.1 | 17.7 | 27.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.1 | 17.7 | 27.4 |
| LOS | C | B | C |
| Approach Delay | 32.1 | | 27.4 |
| Approach LOS | C | | C |
| Queue Length 50th (ft) | 564 | 137 | 164 |
| Queue Length 95th (ft) | 640 | 176 | 275 |
| Internal Link Dist (ft) | 259 | | 447 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2563 | 1847 | 1851 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.88 | 0.39 | 0.88 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 48 (40%), Referenced to phase 2:SBT, Start of Green |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.90

| | |
|---|---|
| Intersection Signal Delay: 28.2 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 1: McCaslin Boulevard & U.S. 36 Westbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 79.1 |

| Movement | NBT | NBR | SBL | SBT | SWL | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | ↑↑↑ | ↰ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2087 | 557 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 2087 | 557 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 1 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 2268 | 605 | 0 |

| Major/Minor | Major2 | | Minor1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | - | 907 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 907 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 346 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 320 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 346 | - |
| Mov Cap-2 Maneuver | - | - | ~ 346 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 320 | - |

| Approach | SB | SW |
|---|---|---|
| HCM Control Delay, s | 0 | $ 375.6 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | SBT | SWLn1 |
|---|---|---|
| Capacity (veh/h) | - | 346 |
| HCM Lane V/C Ratio | - | 1.75 |
| HCM Control Delay (s) | - | $ 375.6 |
| HCM Lane LOS | - | F |
| HCM 95th %tile Q(veh) | - | 38.4 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

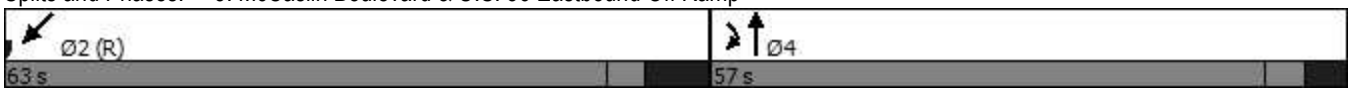
| Lane Group | NBT | SER2 | SWT |
|---|---|---|---|
| Lane Configurations | | | |
| Traffic Volume (vph) | 1647 | 865 | 1739 |
| Future Volume (vph) | 1647 | 865 | 1739 |
| Satd. Flow (prot) | 5085 | 3610 | 5085 |
| Flt Permitted | | | |
| Satd. Flow (perm) | 5085 | 3610 | 5085 |
| Satd. Flow (RTOR) | | 57 | |
| Lane Group Flow (vph) | 1790 | 940 | 1890 |
| Turn Type | NA | Prot | NA |
| Protected Phases | 4 | 4 | 2 |
| Permitted Phases | | 4 | |
| Detector Phase | 4 | 4 | 2 |
| Switch Phase | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 17.5 | 17.5 | 19.3 |
| Total Split (s) | 57.0 | 57.0 | 63.0 |
| Total Split (%) | 47.5% | 47.5% | 52.5% |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 4.0 | 4.0 | 5.8 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.5 | 7.5 | 9.3 |
| Lead/Lag | | | |
| Lead-Lag Optimize? | | | |
| Recall Mode | None | None | C-Max |
| Act Effct Green (s) | 49.5 | 49.5 | 53.7 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.45 |
| v/c Ratio | 0.85 | 0.62 | 0.83 |
| Control Delay | 37.0 | 28.1 | 25.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 |
| Total Delay | 37.0 | 28.1 | 25.4 |
| LOS | D | C | C |
| Approach Delay | 37.0 | | 25.4 |
| Approach LOS | D | | C |
| Queue Length 50th (ft) | 453 | 233 | 238 |
| Queue Length 95th (ft) | 520 | 290 | 297 |
| Internal Link Dist (ft) | 90 | | 532 |
| Turn Bay Length (ft) | | | |
| Base Capacity (vph) | 2097 | 1522 | 2275 |
| Starvation Cap Reductn | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.62 | 0.83 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 46 (38%), Referenced to phase 2:SWT, Start of Green |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.85

| | |
|---|---|
| Intersection Signal Delay: 30.4 | Intersection LOS: C |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) 15 | |

Splits and Phases: 3: McCaslin Boulevard & U.S. 36 Eastbound Off Ramp



| Intersection | |
|---|---|
| Int Delay, s/veh | 36.7 |

| Movement | NBL | NBT | SBT | SBR | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑↑ | | | ↰ | |
| Traffic Vol, veh/h | 0 | 1647 | 0 | 0 | 495 | 0 |
| Future Vol, veh/h | 0 | 1647 | 0 | 0 | 495 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Stop | Stop | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1790 | 0 | 0 | 538 | 0 |

| Major/Minor | Major1 | | Minor2 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 716 | - |
| Stage 1 | - | - | 0 | - |
| Stage 2 | - | - | 716 | - |
| Critical Hdwy | - | - | 5.74 | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.82 | - |
| Pot Cap-1 Maneuver | 0 | - | ~ 430 | 0 |
| Stage 1 | 0 | - | - | 0 |
| Stage 2 | 0 | - | ~ 405 | 0 |
| Platoon blocked, % | | - | | |
| Mov Cap-1 Maneuver | - | - | ~ 430 | - |
| Mov Cap-2 Maneuver | - | - | ~ 430 | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | ~ 405 | - |

| Approach | NB | NE |
|---|---|---|
| HCM Control Delay, s | 0 | 158.8 |
| HCM LOS | | F |

| Minor Lane/Major Mvmt | NELn1 | NBT |
|---|---|---|
| Capacity (veh/h) | 430 | - |
| HCM Lane V/C Ratio | 1.251 | - |
| HCM Control Delay (s) | 158.8 | - |
| HCM Lane LOS | F | - |
| HCM 95th %tile Q(veh) | 22.5 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 548 | 62 | 561 | 58 | 35 | 268 | 382 | 941 | 82 | 166 | 1283 | 909 |
| Future Volume (vph) | 548 | 62 | 561 | 58 | 35 | 268 | 382 | 941 | 82 | 166 | 1283 | 909 |
| Satd. Flow (prot) | 3221 | 1637 | 1583 | 1770 | 1863 | 1583 | 3433 | 5085 | 1583 | 1770 | 5085 | 1583 |
| Flt Permitted | 0.950 | 0.966 | | 0.950 | | | 0.095 | | | 0.196 | | |
| Satd. Flow (perm) | 3221 | 1637 | 1583 | 1770 | 1863 | 1583 | 343 | 5085 | 1583 | 365 | 5085 | 1583 |
| Satd. Flow (RTOR) | | | 389 | | | 189 | | | 127 | | | 452 |
| Lane Group Flow (vph) | 441 | 222 | 610 | 63 | 38 | 291 | 415 | 1023 | 89 | 180 | 1395 | 988 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Free |
| Protected Phases | 8 | 8 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 8 | | | 4 | 6 | | 6 | 2 | | Free |
| Detector Phase | 8 | 8 | 8 | 4 | 4 | 4 | 1 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 10.0 | 10.0 | 10.0 | 9.0 | 16.0 | 16.0 | 9.0 | 16.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 27.0 | 27.0 | 27.0 | 15.0 | 43.0 | 43.0 | 20.0 | 48.0 | |
| Total Split (%) | 25.0% | 25.0% | 25.0% | 22.5% | 22.5% | 22.5% | 12.5% | 35.8% | 35.8% | 16.7% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 4.0 | 6.0 | 6.0 | 4.0 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 27.2 | 27.2 | 27.2 | 14.0 | 14.0 | 14.0 | 61.5 | 47.8 | 47.8 | 61.4 | 47.6 | 120.0 |
| Actuated g/C Ratio | 0.23 | 0.23 | 0.23 | 0.12 | 0.12 | 0.12 | 0.51 | 0.40 | 0.40 | 0.51 | 0.40 | 1.00 |
| v/c Ratio | 0.60 | 0.60 | 0.93 | 0.31 | 0.18 | 0.83 | 0.85 | 0.50 | 0.13 | 0.55 | 0.69 | 0.62 |
| Control Delay | 45.2 | 48.6 | 37.2 | 49.8 | 46.4 | 37.4 | 43.6 | 30.5 | 2.2 | 22.5 | 33.7 | 1.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 45.2 | 48.6 | 37.2 | 49.8 | 46.4 | 37.4 | 43.6 | 30.5 | 2.2 | 22.5 | 33.7 | 1.9 |
| LOS | D | D | D | D | D | D | D | C | A | C | C | A |
| Approach Delay | | 42.0 | | | 40.3 | | | 32.4 | | | 20.6 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 156 | 157 | 174 | 45 | 27 | 77 | 114 | 239 | 0 | 77 | 352 | 0 |
| Queue Length 95th (ft) | 230 | 267 | #436 | 84 | 57 | 171 | #224 | 301 | 16 | 122 | 411 | 0 |
| Internal Link Dist (ft) | | 518 | | | 407 | | | 580 | | | 291 | |
| Turn Bay Length (ft) | | | 260 | 170 | | 170 | 180 | | 170 | 230 | | 170 |
| Base Capacity (vph) | 773 | 393 | 675 | 324 | 341 | 444 | 488 | 2027 | 707 | 384 | 2018 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.56 | 0.90 | 0.19 | 0.11 | 0.66 | 0.85 | 0.50 | 0.13 | 0.47 | 0.69 | 0.62 |

Intersection Summary

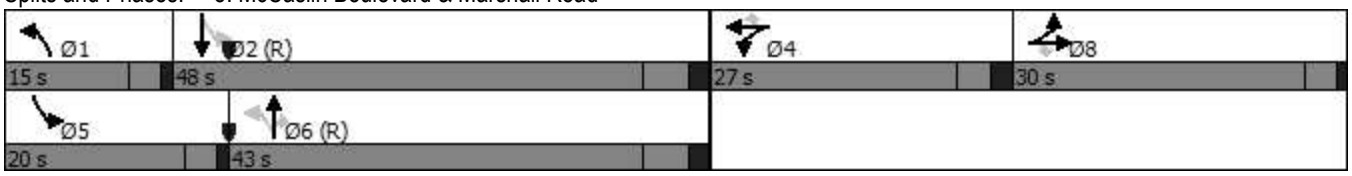
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

| | |
|---|---|
| Intersection Signal Delay: 29.8 | Intersection LOS: C |
| Intersection Capacity Utilization 76.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |

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

Splits and Phases: 5: McCaslin Boulevard & Marshall Road



| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.9 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 2 | 2 |
| Conflicting Circle Lanes | 2 | 2 | 2 | 2 |
| Adj Approach Flow, veh/h | 38 | 423 | 1088 | 1837 |
| Demand Flow Rate, veh/h | 39 | 431 | 1110 | 1874 |
| Vehicles Circulating, veh/h | 1971 | 1028 | 314 | 119 |
| Vehicles Exiting, veh/h | 22 | 396 | 1696 | 1026 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 17.0 | 2.4 | 10.0 | 15.1 |
| Approach LOS | C | A | A | C |

| Lane | Left | Left | Bypass | Left | Right | Left | Right |
|---|---|---|---|---|---|---|---|
| Designated Moves | LTR | LT | R | LT | TR | LT | TR |
| Assumed Moves | LTR | LT | R | LT | TR | LT | TR |
| RT Channelized | | | Free | | | | |
| Lane Util | 1.000 | 1.000 | | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.535 | | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.328 | 314 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 39 | 117 | 1938 | 522 | 588 | 881 | 993 |
| Cap Entry Lane, veh/h | 266 | 593 | 0.980 | 1011 | 1087 | 1210 | 1283 |
| Entry HV Adj Factor | 0.973 | 0.982 | 308 | 0.980 | 0.981 | 0.980 | 0.981 |
| Flow Entry, veh/h | 38 | 115 | 1900 | 512 | 577 | 863 | 974 |
| Cap Entry, veh/h | 259 | 582 | 0.162 | 991 | 1067 | 1186 | 1259 |
| V/C Ratio | 0.147 | 0.197 | 0.0 | 0.516 | 0.541 | 0.728 | 0.774 |
| Control Delay, s/veh | 17.0 | 8.7 | A | 10.0 | 10.0 | 14.3 | 15.7 |
| LOS | C | A | 1 | B | A | B | C |
| 95th %tile Queue, veh | 1 | 1 | | 3 | 3 | 7 | 8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 126 | 26 | 0 | 291 | 1 | 38 | 2 | 5 | 0 | 0 | 10 |
| Future Vol, veh/h | 9 | 126 | 26 | 0 | 291 | 1 | 38 | 2 | 5 | 0 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 137 | 28 | 0 | 316 | 1 | 41 | 2 | 5 | 0 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 317 | 0 | 0 | 165 | 0 | 0 | 493 | 488 | 83 | 407 | 502 | 317 |
| Stage 1 | - | - | - | - | - | - | 171 | 171 | - | 317 | 317 | - |
| Stage 2 | - | - | - | - | - | - | 322 | 317 | - | 90 | 185 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.33 | 6.53 | 6.93 | 7.33 | 6.53 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.53 | 5.53 | - | 6.13 | 5.53 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.13 | 5.53 | - | 6.53 | 5.53 | - |
| Follow-up Hdwy | 2.219 | - | - | 2.219 | - | - | 3.519 | 4.019 | 3.319 | 3.519 | 4.019 | 3.319 |
| Pot Cap-1 Maneuver | 1241 | - | - | 1412 | - | - | 472 | 479 | 960 | 541 | 471 | 723 |
| Stage 1 | - | - | - | - | - | - | 815 | 757 | - | 693 | 654 | - |
| Stage 2 | - | - | - | - | - | - | 689 | 654 | - | 908 | 746 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1241 | - | - | 1412 | - | - | 462 | 475 | 960 | 532 | 467 | 723 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 462 | 475 | - | 532 | 467 | - |
| Stage 1 | - | - | - | - | - | - | 808 | 750 | - | 687 | 654 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 654 | - | 892 | 739 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0 | 13.1 | 10.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 491 | 1241 | - | - | 1412 | - | - | 723 |
| HCM Lane V/C Ratio | 0.1 | 0.008 | - | - | - | - | - | 0.015 |
| HCM Control Delay (s) | 13.1 | 7.9 | 0 | - | 0 | - | - | 10.1 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 17 | 275 | 0 | 20 | 111 |
| Future Vol, veh/h | 0 | 17 | 275 | 0 | 20 | 111 |
| 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 | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 18 | 299 | 0 | 22 | 121 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 464 | 299 | 0 | 0 | 299 | 0 |
| Stage 1 | 299 | - | - | - | - | - |
| Stage 2 | 165 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 556 | 741 | - | - | 1262 | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 864 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 547 | 741 | - | - | 1262 | - |
| Mov Cap-2 Maneuver | 547 | - | - | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 849 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0 | 1.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 741 | 1262 | - |
| HCM Lane V/C Ratio | - | - | 0.025 | 0.017 | - |
| HCM Control Delay (s) | - | - | 10 | 7.9 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |